

# 行總空運大隊



行總空運大隊出版第一卷六期  
日一月二十年六卅

行總空運大隊半月刊  
(一期卷一)

三十二年十二月一日

行總空運大隊出版

專供本隊人員閱讀由人事份依期分送

董事長

陳納德

董事會主任

王源凌

副執行長

魏勞爾

出版組負責人

編輯

范智華

副編輯

王麒石

圖片編輯

麗謙遜

分配組主任

余和龍

上海通訊員

謝宗澤

青島通訊員

鄭少雲

上海虹橋機場通訊員

戴維斯

北平通訊員

費爾文

太原通訊員

蔡仁志

昆明通訊員

歐靈強

柳州通訊員

王哲賢

凡向本投稿者必須詳細填寫姓名及住址，投寄中山東一路十七號空運大隊新聞組，倘在外埠者可郵寄或由本隊代送，寄送照片者必需將底片同時寄來，若欲還者請在函中聲明，若欲取本刊可向人事股和余君領取。

編輯室

編者的話

剛剛在上一期的半月刊出版後，本人就因病入院，這一期中文版的東西都是病榻上的成績，擲筆之餘，真有點筋疲力倦。

本刊中文版的文章，都是編者自英文原稿翻譯下來的。沒有中文的創作，似乎不能不說是一個遺憾。以後希望本隊同仁能多賜佳作，無論是報告文學，或是遊戲文章，只要文從字順有實際價值的，我們都至表歡迎，我們希望這本刊物能一期比一期更充實更饒趣味。

封面

本期中文版封面為昆明陳納德機場，此機場乃因紀念陳將軍戰時對雲南之功績而命名。

英文版封面為本隊之 C-46 型運輸機翱翔天空時之雄姿，為史密斯氏所攝。

假日

十一月廿七日為美國感恩節，也是美國的例假，可是本隊對於假日並不重視。

那天我們仍是照常工作，真是勤奮的一群，你說不是嗎？

## 雲南行脚

這是本隊購銷組主任魏爾氏在滇南視察歸來的紀述——編者

在一個寒冷的早晨，我和本隊駐昆明站長陳應昌少校，蘇公劍泉，黃公度等自昆明乘火車南行準備作一次滇南交通近貌的考察。對於中國內地的情况，我並不熟悉，我很希望能作一個實地探視，於是我拿了輕便的皮篋，踏上征途。

告訴你，在內地乘火車可不是一件容易好玩的事情，車箱固然是東顛西倒，乘客又擁擠不堪。乘客們上了車就搶位子，大家都狼狽不堪。

幾經艱苦，我們才到了蒙自，當時蒙自銀行職員責招待，我們總算有了歸宿，可是問題又來了，因為經過了三日的行程，我們還未洗過一次澡，在這衛生設備簡陋的滇邊，實使我們束手無策。後來還是陳應昌少校聰明，他主張我們到公共浴室去一次，這大家同聲讚成。

到公共浴室去，還是我有生以來第一次，我真像村佬進城，不知所可。

最先我們到藥材店買了一瓶來沙爾，於是就魚貫入浴室，浴室洗澡之後就有人來替我們按摩一番，倒是別有滋味，數日來的疲勞，頓覺煙消雲散。

次日我們繼續行程到了箇舊，在那兒和當地商人

開了一次會議，開會時四週有警衛緊守，以防強盜，這倒也是新聞。

在箇舊除了開會之外我們還喝了很多茅台酒，據說此酒年代久遠確是上品。

在箇舊的第二天，我們出發視察錫礦，用的交通工具是馬匹和轎子，行程中，黃公以酒奉同行者，說是可以禦寒，這話倒不假。

在錫區作了一次詳細的考察後，我們返回城里，第二天就乘卡車返昆明，一路上叫苦連天，經過這次旅行後，真是增加經驗不少。

現在我雖然不是中國通，可是吃飯喝茶之類的中國話我是會講的了。

### 為馮興與韓文惠查獲

#### 失竊輔翼傳令嘉獎事

查本隊廣州天河機場前失竊輔翼乙件經馮興與韓文惠通力合緝得於新村查獲該員等工作優異實堪獎勵經於八月十九日傳令嘉獎並加給一星期額外薪水之獎金以資激勵諸希

本隊全體同仁公鑒

陳納德

中華民國卅六年十一月廿八日

### 走私案

十一月廿五日日本隊在虹橋機場捕獲兩名走私客。渠等自廣州乘機來滬，足踏虹橋機場即告落網。

緣月之廿五日本隊運輸機一架自穗飛滬，乘客下機時即由海關一一予以檢查隨即發現有二乘客私帶白金三十兩，手錶與自來墨水筆等物。當時隨機自羊城來滬者，尚有本隊警衛隊長李上校，渠當即協助海關查究此事。

### C-46 的成績

自從本年九月中旬開始，我們的飛機運輸量突飛猛進有一日千里之勢，這就是所謂物盡其利。

我們曾經有一種新的嘗試，就是設法把飛機重量減低而增加其速力。每一架飛機經過我們的工程師的整理後，平均可減輕一，三三五磅的重量，並且增加八里至十里的時速。

就拿四一三號的 C-46 來說吧。我們曾把這架飛機送到廣州修理站整修，於是多智的工程師們就拿它來作一個最基本的試驗。經過一個星期的工作，大功告成，每一件不需要的機件都予以取消，那架飛機立刻就減許多重量，這真是一個奇蹟。

現在四一三號的重量是三〇，五〇〇磅，以前是三一，八三五磅。當然飛機的速率是增加了。

主持這種工作的是加侖特上校，在他的指導下每架飛機的修換工作已由七天縮減至一天又半。

現在我們的飛機都有氧氣設備，這對高空飛行是一種莫大的保障。

我們尚要繼續努力究研飛機的功能，使之達到安全，完美，迅速的地步，這就是我們本隊工程師每日朝尋求的目的了。



▽本隊總機師貝庚齡及本隊機場總工程師最近曾親袂赴西安視察，並考察該地機場之使用情況。費時約一週已於上旬返滬。

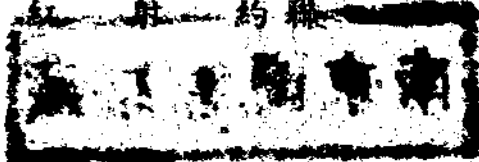
▽本隊交通供應組主任在飛虎隊時代曾以機關鎗射落日本零式飛機一架，下次本刊將道其詳。

▽虹橋機場最近大興土木，且多建樹明春或可見紅花綠草環繞虹橋機場四週，蓋牽牛花已將下種矣。

▽上海飛行員公寓現育有小狗三頭，均佳種也。

### 歐君獲獎

(上海訊) 本隊駐廣州供應處職員歐瑞新君於十一月廿一日榮獲美陸軍部頒授之自由勳章，授章典禮於廿一日下午三時假外灘十七號本隊辦事處舉行。本隊各同仁均參加。美軍長官十人亦列席，首由衛路比宣讀獎狀，繼由舒伯炎上校譯成中文，事畢由陳納德將軍親將該自由勳章授予歐君。



按歐君於抗戰期間曾冒險拯救美籍飛行員於海南島附近，並親將渠等送返自由區。其後歐君又參加美軍作戰，領同降落傘部隊登陸廣東海岸，對於抗戰工作，甚有功勳。美軍為嘉獎其成就特以自由勳章相贈。茲將美國自由勳章褒詞錄下：

歐瑞新君於美軍駐華作戰期間，自一九四三年九月二十五日至一九四五年九月二日止，為中國沿海帆船船長，嗣後曾在美軍供應處服務，成績昭著。歐君於一九四三年九月二十五日，在中國南海發現美國十四航空隊飛行員五員，因作戰落海，曾勇往救護致免於難，並將各員安全送返該隊繼續服務，以致自有之帆船及所載貨物全部損失，是以擔任美軍供應處之職務，率領降落傘隊往粵省敵人後方降落工作，歐君為協助聯軍忠誠抗敵建樹勞績，非但可引自榮且給聯軍增光不少也。

楊稽核已定於最近期間奉派北飛到青島，濰縣，濟南等地視察。然後再南行飛廣州，柳州，昆明等地。本隊總辦事處已電知各分站與楊氏取得聯絡以便充份合作。

誌喜

本隊張錫成君於十一月廿三日假本市康樂大酒家與李偉民小姐結婚到有中外來賓約二百餘人。

是日新娘披白色禮服在婚禮進行曲之伴奏中緩步入禮堂。

証婚人有舒伯炎上校及肯特上校等五人。婚禮舉行後來賓先後致詞，均預祝一對新婚夫婦白頭偕老，幸福無疆。

周文廣小史

周總稽核文廣籍貫廣東開平現年四十五歲，民國八年畢業於香港皇仁書院，翌年赴美再求深造，民國十五年畢業於紐約大學得商科學士並獲優異獎狀同時被選為商科榮譽學會會員，畢業後留美經營餐館業。民國二十一年五月回國，同年九月至二十三年八月任廣州聖心書院會計學教師，自民國二十三年九月至二十九年八月，歷任廣東省立平勤大學商學院教授兼工商管理學系主任。民國二十九年九月赴廣西柳州，任第四戰區司令長官部經濟游擊指揮處上校處員，設法經濟游擊事宜。民國三十年三月離職赴渝任職審計部，歷任該部協審簡任秘書及總務處長等要職。民國三十六年六月辭職轉入行總空運大隊任總稽核。



▽冬令飛行之設備已有組織，由總工程師威詹臣主其事。

▽凡本隊飛行員所用之降落傘即於最近刻上名字以便取用。

▽朱文華君最近已自北平返滬，蓋朱君家有十一口，在北平實難覓一居處。

▽諸君勿以為駕駛C-53型運輸機乃一易事，奉告諸君在飛機未離地面以前機師需要檢查之機件共一百二十六件！

▽飛機飛出後每小時均向上海基地電台報告方向，故本隊飛機之來踪去跡均有聯絡。





### 昆明機場

(昆明訊) 昆明機場經過數次之整頓後，面目已煥然一新。

昆明機場最初由李上校負責該機場命名陳納德機場，蓋有以紀念陳氏戰時對滇省之功績也。

該機場初時規模甚小，本隊在該地之工作亦不多，吾人所運輸者，包括桐油，豬，鬃毛，錫，銀，國藥，及雲南火腿等。

本隊在該機場最初無建樹可言，既無無線電通訊之設備，又乏電話與其他交通工具，賴以維持聯絡者，僅破舊之吉普車一架而已。

至本年四月新任昆明機場主任陳應昌少校抵昆，頗多建樹，一切事功均蒸蒸日上。並大興土木，該機場之房屋可稱盡善盡美。而值得吾人讚嘆者，即負責一切工作之人員只有陳少校與歐君及班魯等三人而已。

至本年十月一日陳氏調返上海總站任虹橋機場站長遺缺由郭上校接任，而昆明人事亦大有擴展。而本隊駐昆人員亦有良好之住宅作宿舍，與半年前寬有天淵之別。

現在本隊之交通工具共有吉普兩架，大吉普一架及大卡車一架，值此交通工具缺乏時期亦云不易矣。現該分站在郭上校與其他工作人員之合作下前途實未可限量也。

### 被遺忘者

(廣州通訊) 吾人論及空運時必道及飛機及其駕駛員，認為此乃造成空運之唯一目的，但吾人常忘懷在地下工作之辛苦之一羣，此乃機械士是也。

機械士黎明即起，辛勤工作風雨無阻，其目的即在使每一飛機均能發揮能力安全飛行。每一飛機飛返基地時均須經過機械士之嚴密檢查與修理，而在飛機起飛以前渠等亦須逐一審查，以免發生意外，故機械士之工作實永無止息，亦至煩瑣。

現在廣州已成為一本隊飛機之修理站，無數空運大隊之機械工程人員於風雨如晦中為本隊之飛行而不斷努力。

### 徵求書籍

柳州同人俱樂部成立迄今已有半載，其中除同人餐室外更有乒乓球，羽毛球，游泳等運動組織，俱樂部中之書報雜誌奇缺，如同事中有舊書報雜誌而願贈吾俱樂部者，請即寄柳州站，吾等萬分歡迎並於此先表謝意。

柳州站 同人俱樂部

### 柳昆空軍

錫砂與汽油

資源委員會於昆明之錫砂已由本隊於十月七日起開始空運來柳，然後轉運香港出口，第一期運柳三百噸已於十一月一日運畢，昆明汽油奇缺，為使增強西南運輸事業起見，於回程中裝運美孚行之汽油赴昆，第一期一七九〇大桶亦已於十月卅一日運畢。

四十小時工作與二十六次飛行

十月卅一日及十一月一日為本期空運最忙之二日，柳州站地勤工作人員三十餘人繼續工作四十小時，參加之飛行人員有雷恩斯 (Raines)，惠非侯 (Wingfield)，皮爾 (Buol) 等九人，飛機三架，共飛行二十六次。

黑夜降落柳州機場之設備——十二隻小馬燈

於此二十六次飛行中，本隊飛機於黑夜中起飛者凡八次，降落者為三次，黑夜起飛降落機場設備是全靠十二隻小馬燈。其中紅燈三隻置於跑道之終點，其餘白燈九隻置放於跑道之一邊成一直線，僅藉此辨別跑道。本隊之飛機師經驗技術熟練起飛降落情同白晝。

### 臨沂獲救

(青島訊) 本隊於十一月十六日派機赴魯南臨沂共區視察，即於最近自青島飛運救濟物資二百噸赴該區，以便救濟魯南人民。

負責該次魯南飛行之機師為巴利茲上尉及卡特與張無線電員等。機上乘客有青島營業部馬主任，本隊山東視察徐君，行總二代表及美國教士五人。

該機並載有美國教會贈送魯南區人民之衣物共三千五百磅。

### 聖誕禮物

北平訊——在不久以前當石家莊告急的時候，本隊曾派機到該地拯救孤兒二百名出險境。這些孤兒現在北平天主教堂收養，現在離開聖誕節已不遠了，本隊駐平主任費門夫婦想為這羣無家可歸的孤兒舉行一個聖誕慶祝會，已得到陳納德將軍的許可，他並且答應負擔一切費用。這真是兒童福音。

費門夫婦現在已開始籌備這聖誕節盛會了，你也想參加嗎？

### 廣州圖書館

廣州訊——小規模之圖書館已在廣州開始籌備成立，由黃君負責，因經費無着落故凡欲為本圖書館會員者，須每月繳會費二萬元以作基金，若每月能捐助圖書六本者可免費入會。

該圖書館準備盡可能範圍內購買各項中西圖書以供讀者。

會員現已開始註冊。

# 行總空運大隊半月刊

三十二年十二月一日

七

## PERSONNEL NOTES 錄調升員人

(November 1-15, 1947)

### NEW EMPLOYEES

NAME	POSITION	DEPARTMENT	STATUS
Whitte, Elisha W.	Inspector	ENGINEERING	SHA
ow, Chu Shu	Mechanic	ENGINEERING	SHA
u, Shao Ching	Mechanic	ENGINEERING	SHA
ng, La Lin	Sheet Metal Worker	ENGINEERING	SHA
u, King Yu	Asst. Office Clerk	ENGINEERING	SHA
ang, Too Sung	Blacksmith	ENGINEERING	SHA
ang, Hsuam	Electrician	ENGINEERING	SHA
en, Tek Hain	Sheet Metal Worker	ENGINEERING	SHA
ong, Hack Hung	Electrician	ENGINEERING	CNT
u, Pao Yee	Welder	ENGINEERING	CNT
u, Tsui	Mechanic, Propeller Section	ENGINEERING	CNT
am, Wai	Helper, Propeller Section	ENGINEERING	CNT
u, Shou Lim	Mechanic, Engine Build-up	ENGINEERING	CNT
uffer, David H.	Asst. Operations Officer	OPERATIONS	SHA
ilkinson, O. S.	Secretary (Chief Pilot's Office)	OPERATIONS	SHA
ng, Ching Chang	Accountant	OPERATIONS	SHA
n, Lincoln	Clerk-typist	OPERATIONS	CNT
ea, John M.	Radio Technician	COMMUNICATIONS	SHA
lt, Charles C.	Teletypist	COMMUNICATIONS	SHA
u, Peter	Traffic Manager	TRAFFIC	TAO
ow, Charles H. C.	Traffic Assistant	TRAFFIC	TAO
ong, C. H.	Traffic Assistant	TRAFFIC	TAO
ao, Frank	Traffic Assistant	TRAFFIC	TAO
n, Carry	Records Clerk	TRAFFIC	TAO
s, Rockie T. H.	Traffic Assistant	TRAFFIC	PPG
ang, Cheag	Traffic Assistant	TRAFFIC	PPG
e, Johnny S. L.	Records Clerk	TRAFFIC	SHA
en, Ah Ling	Driver	TRANSPORTATION	SHA
n, Kwei Shun	Driver	TRANSPORTATION	PPG
o, Shi Tien	Driver	TRANSPORTATION	PPG
ng, Tung Sung	No. 1 Supply Man	SUPPLY	SHA
u, Yuan Liang	Asst. Accountant	BUSINESS DEPT.	SHA
n, Sing Ziang	Customs Clearance Clerk	BUSINESS DEPT.	SHA
ic, Andrew Zung	General Affairs Clerk	BUSINESS DEPT.	CNT
ang, Louise	Clerk	BUSINESS DEPT.	PPG
ang, Shao Ching	Asst. General Affairs	BUSINESS DEPT.	TAO
ang, Hsien Li	Accountant	BUSINESS DEPT.	Weishien
ang, Yu Fang	Clerk	BUSINESS DEPT.	TNA
ang, Tse Yi	Clerk	BUSINESS DEPT.	TNA
u, Wen Teh	Chief Clerk	BUSINESS DEPT.	TNA
ang, Chiu Tsun	Guard	SECURITY	CNT
so, Tsi Wen	Guard	SECURITY	CNT
n, Tzuk Sen	Guard	SECURITY	CNT
u, Chi Yin	Guard	SECURITY	CNT
ang, Kui Wu	Guard (re-employed)	SECURITY	SHA
ang, Yu Min	Guard	SECURITY	SHA
u, Han Chai	Guard	SECURITY	SHA
ian, Boo Ching	Guard	SECURITY	SHA
u, Yu Min	Guard	SECURITY	SHA
n, Chien	Guard	SECURITY	SHA
ang, Hun Yu	Guard	SECURITY	SHA
eng, Chin Yun	Guard	SECURITY	SHA
ang, Chien Sing	Guard	SECURITY	SHA

### TRANSFERS

NAME	FROM POSITION	TO POSITION	DEPARTMENT
Gallagher, H. R.	Air Traffic Technician	Chief Radio Operator	CNT-SHA
Chang, Ding Yu	Radio Operator	Chief Radio Operator	SHA-KMG
Ho, Chien Yuan	Radio Operator	Chief Radio Operator	SHA-KMG
Chen, William	Radio Apprentice Mech.	Radio Mechanic	SHA-LIU
Yu, Ting Yao	Radio Mechanic	Mechanic	SHA-LIU
Chu, Hsiang	Mechanic	Mechanic	SHA-PPG
Tang, La Lin	Mechanic	Mechanic	SHA-CNT
Yeh, Ton Chon	Mechanic	Mechanic	SHA-TAO
Chen, Ernest Y. C.	Base Manager	Base Manager	KMG-SHA
Green, Vay M.	Pilot	Pilot	SHA-TAO
Tien, Tsun Qu	Guard	Guard	SHA-CNT
Mai, Tsi Fei	Guard	Guard	SHA-CNT
Hou, J. H.	Business Manager	Business Manager	SHA-PPG
Kuo, Lim Pao	Heavy Equipment Opr.	Heavy Equipment Opr.	SHA-PPG
Shih, Chiu Tai	Heavy Equipment Opr.	Heavy Equipment Opr.	SHA-PPG
Chang, William C.	Section Supervisor	Section Supervisor	SHA-PPG
Yao, Sze Tung	Chief Operator-Clerk	Chief Operator-Clerk	SHA-PPG

### PROMOTIONS

NAME	FROM POSITION	TO POSITION	DEPARTMENT
Ho, Chien Yuan	Radio Oper.	Chief Radio Oper.	KMG
Carleton, Raymond E.	First Officer	Reserve Captain	SHA
Bushbaum, Richard L.	First Officer	Reserve Captain	SHA
Watts, Roy F.	First Officer	Reserve Captain	SHA
Szemore, Robert	First Officer	Reserve Captain	SHA
Jones, Norman R.	First Officer	Reserve Captain	SHA
Hoerle, Robert W.	First Officer	Reserve Captain	SHA
Trout, Edwin L.	First Officer	Reserve Captain	SHA
Tingle, Bruce E.	First Officer	Reserve Captain	SHA
Loane, Ernest W.	First Officer	Reserve Captain	SHA
Shilling, Eriksen E.	First Officer	Reserve Captain	SHA
Tarbet, Clyde T.	First Officer	Reserve Captain	SHA
Smith, Douglas H.	First Officer	Pilot	SHA
Way, Edward G.	Sales Manager	Asst. to Pres.	SHA

### TERMINATIONS

NAME	FROM POSITION	TO POSITION	DEPARTMENT
Stallworth, Jesse M.	Pilot	Pilot	SHA
Lai, Ho Kwong	Draftsman	Draftsman	SHA
Applegate, Thomas E.	First Officer	First Officer	SHA
Chandler, Robert W.	Hydraulic Specialist	Hydraulic Specialist	SHA
Clayton, Oliver H.	Engineer	Engineer	SHA
Green, Albert W.	Radio Specialist	Radio Specialist	SHA
Yu, Ming Hui	Airborne Radio Mechanic	Airborne Radio Mechanic	SHA
Mathews, Charles H.	Act. Chief of Supply	Act. Chief of Supply	SHA
Remedios, C. A.	Asst. Traffic Manager	Asst. Traffic Manager	SHA
Chang, Chin Lun	Guard	Guard	SHA
Sun, Yu Chen	Guard	Guard	SHA
Wang, Sen Nan	Guard	Guard	SHA
Cha, Tsun Ken	Guard	Guard	SHA
Chang, Hoi Po	Guard	Guard	SHA
Tang, Tsi Pan	Guard	Guard	SHA
Tung, Tsi Lian	Guard	Guard	SHA
Wu, Swi Mo	Guard	Guard	SHA
Yang, I Chuan	Guard	Guard	SHA
Chan, Wai Hin	Clerk-typist	Clerk-typist	SHA



空運攝影

COTTON CARGO — Air  
workmen unload baled c  
from Anyang at Chengchow

棉貨 鄭州機場工人正下  
陽運來之棉花





天河機場一羣本隊西籍人員



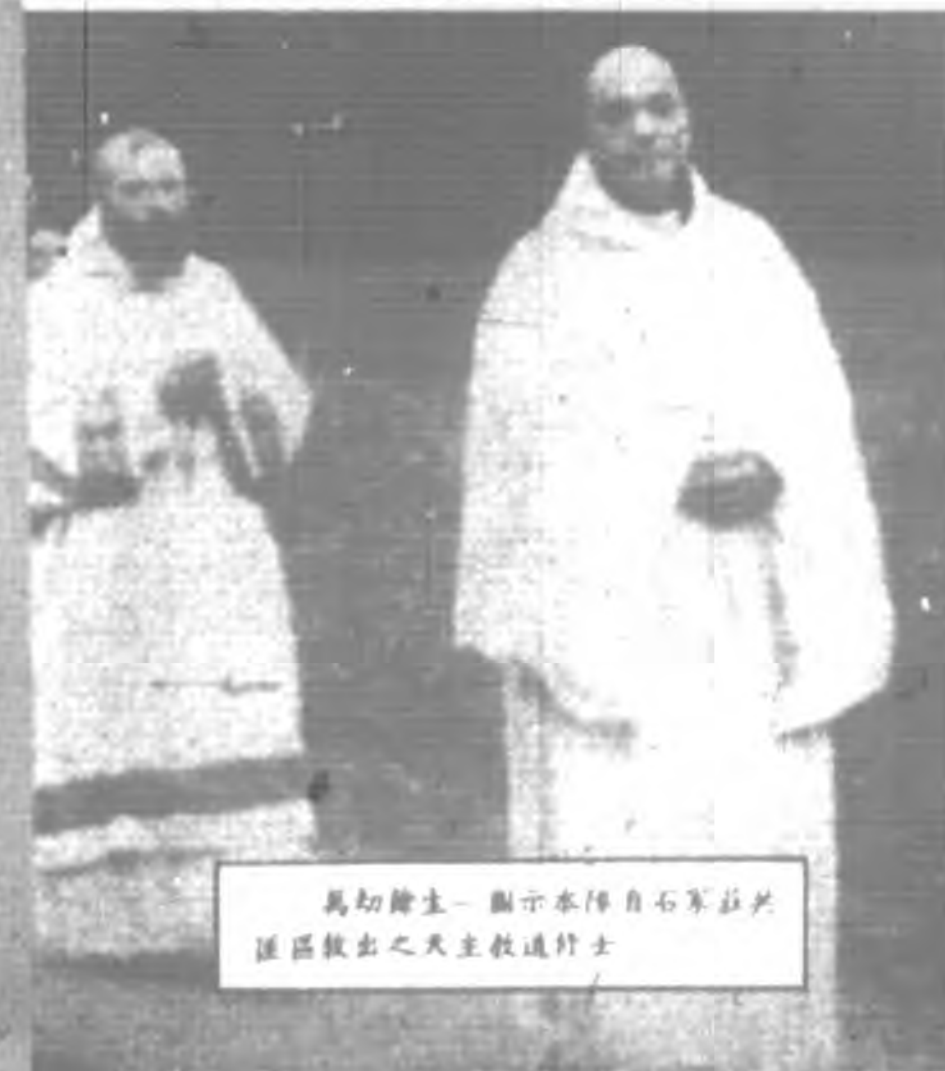
# 空運攝影

海州一命運 別費飛行  
圖示本隊人員在海州降陸

HAICHOW LANDING—CAT  
personnel, R. L. Hou, R. V. Ma,  
S. T. Cheng and Selwyn Cheng  
(l. to r.), were on Haichow-Lini  
survey right. Photo was made  
at Haichow.



棉花—安陽棉花待運中



萬勿餘生—圖示本隊自石家莊共  
運區救出之天主教通符士



AIRBORNE BOSSIES—  
Thoroughbred cows are carefully  
unloaded at Tolman after airlift  
from Tsingtao.

牛羣 牛羣自青島運抵天津時之  
情形

# CAT PICTURES



**RESCUED ORPHANS**—Mays Freeman and Sister Marie Rosenthal pose with four orphans rescued by CAT from Shihchiachung. Peiping operations officer, W. D. Freeman, is shown with them.

孤兒得救——圖示孤兒們由本隊自石家莊空運出險，現在聖羅明及女教士懷抱中喜歡情形



**CAT FOREIGNERS**—Group of CAT foreign personnel snapped at Tien Ho airfield by Sue Pollock.



**COTTON FIELD**—Tons of cotton stand on Anyang field waiting for CAT airlift.



**WATERWINGS**—CAT's Doug Smith and Miss Mary Crites, teacher in the Baillie school, Lanzhou, try inflated skin raft on Yellow River at Lanzhou.

試渡——大隊飛行員史密斯與蘭州培利工專學校發展小組用皮草袋試渡黃河



**GRATEFUL TRAPPISTS**—White-robed Trappist monks shown in procession, were rescued by CAT from Shihchiachung before Communists stormed it.

# CAT PICTURES



AT CASTLE—Fine old house overlooking the sea at Tsingtao the home of CAT personnel at mtung base. Photo, by Felix th, shows Chinese women picking crabs in foreground.

海上煉樓 圖示本隊青島工作人宿舍，依山臨水，風景幽美

# CAT BULLETIN

## AIRBORNE AUDITOR

SHANGHAI—Mr. P. K. Young, formerly of the Farmers' Bank, joined CNRRA Air Transport on Nov. 13 as a traveling auditor.

Flying on CAT planes, he is expected to visit all branches and bases at least once a month in order to keep CAT's field accounts in order. He is working directly under Comptroller William K. Chau.

Mr. Young will also make suggestions for improvement of the present accounting and financial systems of the branches and bases, as he deems necessary.

A North China tour, with calls at Tsingtao, Weihai and Tsinan, was the first assignment of the new auditor. When he has toured the north he will go to Canton, Liuchow and Kunming.

## JIMMY'S NUPTIALS

SHANGHAI—Jimmy Chang, CAT's local procurement officer, was married to Miss Lee Wei-ming on Nov. 23 at the Comluck Restaurant on Bubbling Well Road. Among the two hundred or so guests and official witnesses were a number of CAT personnel, both foreign and Chinese.

The bride was in traditional white, and while a four-piece band played the wedding march she proceeded up the aisle, following a little girl who scattered flower blossoms. Her train was held up by a little boy, awed and solemn by all the hustle and bustle around him.

In the actual ceremony the bride and bridegroom stood before five witnesses on a raised platform. The five were Colonels Hunter and Shu, both of CAT, and three Chinese friends of the two families.

Conducted by the Master of Ceremonies, the couple bowed thrice to each other and to the witnesses. The marriage contract was read by Colonel Shu, then Jimmy, his bride and the five witnesses affixed their seals to it.

A speech was made by Colonel Hunter:

"I have known James Chang for a long time and he is a fine, upright and up-and-coming young man. The bride is indeed fortunate in having him for husband.

"I have not known Miss Lee, but from all outward signs I can say that she is beautiful and bound to be a worthy spouse."

For the benefit of the Chinese guests, Colonel Shu translated the speech over the public address system.

This was followed by other speeches, and one of the witnesses made the following remarks:

"This young man and girl will make a good pair. Why? Because of the following five points.

"A stands for Age. Jimmy is 25 and his bride 23 years old. Also A denotes appearance. They make a handsome couple.

"B stands for Bachelor. Jimmy has never been married before.

"C is for Character. It is plain that they both have it.

"D is for devotion. True love will always shine through.

"And E is for Education."

The newlyweds were pelted with flowers and confetti as they hurried away. Tea was served to the guests.

Owing to his pressing duties, Jimmy took only one day off and had a working honeymoon in Shanghai.

## AP ON PAOTING RUN

Correspondent Moosa Rides with the  
*New Flying Tigers*

SHANGHAI—A North China dispatch by the eminent Associated Press correspondent Spencer Moosa telling firsthand the story of CAT's Paoting-Peiping cotton hauling was widely printed and well displayed recently in Chinese and stateside papers.

Mr. Moosa's dispatch said that CAT fliers on the Peiping-Paoting shuttle were encountering "hazards beyond the normal fare of civil aviation pilots."

"The hazards are the danger of being shot down by Communist ground fire and being taken prisoner if seized alive.

"Planes go to Paoting empty and return laden with precious cotton.

"Today (Nov. 26) James Bledsoe of Los Angeles, Cal., 34-year-old former Flying Tiger, made four round trips and it was all in the day's work for him and other pilots. The Associated Press accompanied him on his second outbound trip, as did Maya, pretty, vivacious 31-year-old wife of Willard Freeman of Bridgewater, Massachusetts, CAT chief of North China, who went on business on behalf of her husband.

"Over Paoting Bledsoe put down his C-46 to the airfield in a steep descent from 8,000 feet altitude as if running an express elevator earthward.

"To have lost altitude gradually and made a normally long glide to the field, which is one mile from the walls of the city, would have exposed the plane to machine-gun and even rifle fire by Communist guerrillas.

"Hardly had his plane settled when waiting coolies began loading into it over five tons of baled cotton for the trip to Peiping."

"The Associated Press, Mrs. Freeman made the return trip, however, in another C-46, this one with 29-year-old Felix Smith of Milwaukee, Wisconsin, at the controls."

"The plane, Bledsoe's had slowly gained altitude by circling Peiping and not until it was considered safe to land did the pilot nose towards Peiping. If he had just headed straight into the sky the plane would have been an easy Red target.

"As the plane was being loaded sporadic cannon fire could be heard in the distance but no one at the field seemed concerned.

"Pilot Felix Smith's co-pilot was 25-year-old Douglas Smith of Brownsville, Texas, formerly with the 332nd Troop Carrier. The pair, who are not related, earned a nickname among their comrades which gives free advertisement to a certain brand of coughdrop.

# CAT BULLETIN

## KUNMING TAKES A BOW.

BY LINCOLN AU.

KUNMING—It takes a heap of living to make a house a home, as the poem goes, and it takes a lot of work to make an airfield into an efficient CAT base. We found out at Kunming.

CAT's Kunming base was started when Col. C. S. Lee, our present security officer, with guitar-strumming Bruno Braga and this correspondent were transferred from Canton on Feb. 24.

From that day on, General Chennault has had representatives on the field he built, the field which grateful Chinese named after him, Chennault field.

There were times in the past when personnel stationed in Kunming wondered if the company remembered it had a base here at all. Planes coming to Kunming were few and outbound planes carried almost any proper cargo we could lay hands on—tung oil, hog bristles, tin, silver, Chinese native medicine, hides and the inevitable Yunnan ham.

CAT, Kunming, had nothing of its own to speak of—no radio station, no telephones, no office, and no transportation except the inevitable ricksha and one broken down jeep loaned by the CAF.

In April, Colonel Lee was relieved by Major Ernest Chen. Under Major Chen's efforts, Kunming Base began to take shape. Buildings on the field were rebuilt and CAT can now boast of the best buildings there.

CAT's prestige began to go up, too, and people would point at CAT personnel in Kunming and whisper, "They're CATS" or "That's the CAT bunch." But little did they know that the CAT establishment was run by three persons only, the Major, Bruno and Lincoln Au.

Then Bruno was transferred back to Canton and C. K. Chan came up in his stead. The three covered practically the work of all other non-represented departments and sections. They were coolies, drivers, staff and clerks combined.

Col. Y. L. Kwok succeeded Major Chen on Oct. 1 and foreign personnel began arriving, headed by Line Chief Goetz and his wife, the latter recently from the States. Three mechanics were transferred to Kunming.

Now the various departments are pretty well represented. Kunming has an OD handled by C. K. Chan alone, the traffic section is run by your correspondent, with Kanny Tsui as clerk, communications are staffed by Mr. Zing, in charge, Operator Chang and Radio Mechanics Shang and Chao. Engineering is under Mr. Goetz and Mechanics Liang, Chen and Lee. The weather section is represented by Mr. Wu and accounting by Mr. Lee.

From a three-man base, Kunming is gradually taking shape with more and more equipment arriving. CAT Sales Manager E. G. Way, who visited Kunming recently, must have used his sales talk pretty well here because he managed to lease one of the best houses in Kunming to house CAT personnel. The house also serves as a nest for flight crews when they "RON KMG"—remain overnight in Kunming, in case you don't have radio plane talk.

Since the termination of the CNRRA repatriation office here, two jeeps and one weapons carrier have been turned over to CAT, Kunming, for permanent use. These, together with CAT's own Chevrolet truck, have located CAT's Kunming vehicles to a not very grand total of four. It may not be a motor pool, but it's a pretty good puddle.

The base has proved its worth in the recent NRC haul to Liuchow. It has shown that, given the opportunity, it can function as well as any of our major establishments. Under Colonel Kwok's guidance, his loyal staff's close cooperation and the support of our other bases spread all over China, it is certain that Kunming will come into its own.



The TARFU Club, just organized in the Chief Pilot's Office, is composed of those pilots who fail to enter fuel consumption figures on Form 1's. Membership fee is \$1.00, advantages are "Bee How."

Pilots' parachutes will soon be stencilled with their names. The stencils have recently been received from Canton.

First Officer Harry Kaffenberger flew so many hours in October he did not have enough time to shave. So he grew a beautiful beard. Now he is back on a normal schedule and presto, no beard!

Captain Dew returned from a trip to the United States via Northwest. He says, "I saw some good ball-games but the women were a bigger attraction."

Engineering is really "pushing the ball" on suggestions made by the pilots. Winter operations require modifications and different procedures in flying many of which come from ideas advanced by the "fly-fly" boys. Bill Richardson is fast to adopt them, too.

First Officer Chu was recently transferred back to Shanghai from Peiping because it is a tough job to find living accommodations for a family of eleven and he was flying so much he never had time to find a place.

The Crew Schedule Board in the Chief Pilot's Office shows at a glance the location in China of every pilot. There is only one thing lacking. It does not show where to find them after sunset.

First Officer Sizemore has accepted a regular army appointment as lieutenant in the air corps. He has not yet been put on active duty so is still flying the sky-ways between Peiping and Taiyuan.

Captain Bledsoe has his troubles. He cannot figure why or how he can spend so much CNC when most of his time is spent in the air. It ain't the time that counts, Jimmy, it's the money.

And just a thought to leave with those who think flying a C-46 is easy. There are exactly 126 items the pilot and first officer have to check before the plane leaves the ground!

The Hungjao "Hunt Club" comprising Hunter, Buchanan, Richardson and Williams is still trying. Score to date: Zero, in favor of the birds.

Many people have asked how CAT Operations can know the location of its planes at all times during flight. The answer is easy. Every hour during flight, the pilot sends a position report to Shanghai by radio. Latitude and Longitude are given in this message. Operations denotes the position on its Aircraft Movement Board by pin-pointing a miniature cut-out plane on that position on the route.

# CAT BULLETIN

## GAS ECONOMY

CAT's stat control has furnished for this issue of the Bulletin the latest gas economy standing of CAT's captains. It is planned to publish these standings hereafter in every issue. The names are listed in the order of the most miles per gallon.

- |               |               |
|---------------|---------------|
| 1. Buchanan   | 12. Holden    |
| 2. Dew        | 13. Henninger |
| 3. Cockrell   | 14. Fay       |
| 4. Burrige    | 15. Bable     |
| 5. Powers     | 16. Wingfield |
| 6. Stallworth | 17. Bledsoe   |
| 7. Rosbert    | 18. Hobbs     |
| 8. Green      | 19. Bigony    |
| 9. Raines     | 20. Buol      |
| 10. Hughes    | 21. F. Smith  |
| 11. Davenport | 22. Rousselot |

## MEET THE STAFF

### WILLIAM K. CHAU

CAT's comptroller, William K. Chau, has a distinguished background of both scholarship and actual experience in business administration.

Born on March 28, 1902, in the Kaiping district of the Kwangtung province, Mr. Chau was graduated 17 years later from Queen's College, Hongkong, and went to the United States in 1920 to continue his education.

He was graduated from New York University in 1926, cum laude, with the degree of Bachelor of Commercial Science after majoring in business administration. By scholastic achievements he won membership at NYU in Delta Mu Delta, an honorary society.

He tested his education in business administration by remaining in a restaurant in the United States until 1932 when he returned to China to teach accounting in Sacred Heart College, Canton. From Sacred Heart College, in September, 1934, he went to the College of Commerce, Shiang Chyn Provincial University of Kwangtung, where he became a professor and the dean of the department of business administration, a post he held until August 1940.

It was then that he put his scholastic and practical training to use for China in her War of Resistance. He joined the headquarters of the Fourth War Area in Liuchow, Kwangsi province, under General Chang Fa-kwei, as an expert in economic warfare planning.

In March, 1941, he left for Chungking, the war capital, where he joined the Ministry of Audits, serving as associate auditor (1941-42), senior secretary (1942-43), and director of the administrative department until June, 1947, when he resigned to take his present post with CAT.



### CAT SONG?

I suggest we have our own (CAT) songs either about CAT personnel or CAT's doings.

Here are three little verses to start off with. The tune is taken from the old army song 'Old King Cole' that everybody knows so well. It's one of those never-ending songs, so everybody can chip in with something new.

I don't care for the verses myself and if you feel the same way about them please tear them up but suggest somebody think of a CAT song.

—Esther White (Shanghai).

*Dear Esther: We tried to sing those verses to our Hawaiian steel guitar but they didn't come out right. But we still think a CAT song is a good idea. Does anyone else?—Ed.*

### CORRECTION!

After perusing the roster of CAT personnel in your esteemed Bulletin may the undersigned request that a little correction be made therein?

Instead of being Traffic Manager, CAT, Shanghai, Mr. J. T. Sommers is the Chief of Traffic Department, CAT.

—Alfred Wang (Shanghai)

*Dear Alfred: The Bulletin—and Personnel, which furnished the roster—stand corrected.—Ed.*

### SHIECHIACHUANG POSTSCRIPT

Once again we were presented with a gift from Polish Catholic Bishop I. Krauze. It was tendered to yours truly in recognition of "humanitarian work" and kindness displayed "to all the needy." The gift itself: a most beautiful wall-hanging in very old style embroidery which my Chinese friends tell me is now a lost art.

Another gift from the Trappists—Prior Ly presented me with five chickefs ("Italian race")—all pure white. The evacuated cows supply me each day with one quart of milk to keep my waning strength at its peak.

—Maya Freeman (Peiping)

*Dear Maya: You will find some further pictorial reminders of CAT's Shiechiachuang operations in CAT Pictures of this issue.—Ed.*

## AMERICAN HOLIDAY

SHAIGHAI—The American national holiday, Thanksgiving, was observed on Nov. 27 by most of CAT's American employes, thanks to CAT's policy of granting all such national free days to its Chinese or American personnel.

Operations continued as usual, however, with department heads charged by President Chennault with deciding who could be spared and granting equal time off later to the few that had to work.

# CAT BULLETIN



Recently returned from a survey trip to Sian, Chief Pilot Buchanan thinks that air transportation is here to stay. He says he spent 17 hours sliding off the road between Sian and Sian's distant Huhsien airfield where CAT must now operate. Cargo planes are prohibited from landing at Sian's closer airfield.

Not many people know it but J. H. Sweeney, CAT's chief of communications supply, shot down a Japanese Zero with a tommy-gun when he was serving with the AVG. Sometime the Bulletin ought to get Sweeney's story of that episode. How about it, Sweeney?

Roger Shreffler, Ace Mayer and L. E. Davis, of the Hungjao communications and engineering set, are feuding with the New Royal Hotel management about the lack of heat in their CN\$600,000-a-day suite and the manager is fighting with the U.S. Navy because it won't sell him fuel oil at the official rate. The U.S. Navy, fortunately, is feuding with no one.

CAT has sodded its front yard at the Hungjao air terminal and was last seen fencing it to keep pedestrians, jeeps and trucks from ruining the job. Come next spring, it ought to look mighty pretty and Meow would like to chip in with a package of Morning Glory seeds to plant along the terminal building veranda.

Scmewhat like that better mouse trap, the building of better airborne toilet seats will have the world beating a path to the curtained end of CAT's airplanes. Meanwhile, a suggested modification: why not cut a hole in the floor?

The warmest hotel rooms in North China are to be found in the Talati House, Tientsin, which is where Selwyn Cheng of the Tsingtao BD (and the Bulletin staff) is now on assignment. CAT crews that have to RON at Tientsin on the cotton-kerosene haul will be able to toast their extremities on genuine steam radiators.

When Crew Chief Doc Lewis (whose right name is Ronald) steps out among them after a hard day's work at Peiping, he looks for all the world like a philatelist or professor of English literature. His glasses, ascetic look and the beginnings of a professorial goatee complete the illusion.

They have three dogs now in the CAT Pilots' House, Shanghai: one cocker and two Lanchow temple dogs which have the oddest small heads but are friendly withal and with all. Other CAT fauna includes Maya Freeman's scottie Bimbo who has a yellow kitten for playmate.

Follow-up: Sandy Williams is still expecting--probably around press-time for this issue.

## OPERATION FROSTBITE

PEIPING—The first little thing you want on arrival at this North China CAT base is a fur hat, one that turns down around your ears and shields the back of your neck from the wintry winds that sweep down from Mongolia and Manchuria.

Another good thing is a jar of mentholatum or some such preparation to keep your lips from fraying.

## CAPTAIN AU DECORATED

SHANGHAI—Captain Au Suy-sun, member of CAT's supply department at Canton, was awarded the Medal of Freedom by the U.S. War Department on Nov. 21 for meritorious service rendered during the war with Japan.

The ceremony was held at the CAT head office, No. 17 the Bund. The citation was read by Earle S. Willoughby and translated by Col. P. Y. Shu, both of CAT, after which Maj. Gen. C. L. Chennault presented the medal to Captain Au. Ten officers of the U.S. Army were present as witnesses together with all CAT personnel in the head office.

The citation follows:

"Capt. Au Suy-sun served meritoriously, from 25 Sept., 1943, to 2 Sept., 1945, as captain of a cargo boat and in the Supply Service of the U.S. Army, China Theater.

"On or about 25 Sept., 1943, Capt. Au rescued five American B-25 14th Air Force fliers downed at sea off the South China coast. He enabled these fliers to rejoin their squadron, but at the loss of his ship and its entire cargo.

"Having lost his command, Capt. Au joined the U.S. Supply Service and led the first parachute drop behind enemy lines in Kwangtung province.

"Capt. Au's devotion to the allied cause in the prosecution of the war against a common enemy reflects greatly to his honor and that of the allied forces."

## SMUGGLERS TRAPPED

SHANGHAI—Through prearrangement between customs authorities and CAT, two smugglers stepped into a carefully laid trap when they got down at Hungjao from the Nov. 25 Canton shuttle.

CAT had assigned two armed guards to handle any emergency that might arise in the search and seizure which netted about 30 ounces of American platinum, several packages of powdered iridium and a quantity of watches and fountain pens.

Col. C. S. Lee, CAT's chief security officer, operating under special orders, had traveled on the same plane and kept watch on the unsuspecting pair until customs authorities took over at Hungjao. He and the Hungjao guards stood by while customs inspectors stripped the pair of the contraband.

Since the recent opium smuggling case was uncovered at Lunghwa, CAT's security section has been collaborating closely with customs authorities to insure against the spreading of similar activities to CAT.

The platinum smugglers carried the precious metal in two-ounce bars taped to their legs. A United States customs receipt for some of the platinum was found in possession of one man.

In order to apprehend the pair at their destination and clinch the case against them, they had been permitted to purchase passage at Canton on CAT's shuttle plane and to pass the Canton customs which normally would have been responsible for intercepting them.



# CAT BULLETIN

## C-46 MODIFICATIONS PAY OFF

*Payload and cruising speed increased.*

By H. L. RICHARDSON

*Chief Engineer, C.A.T.*

SHANGHAI—In mid-September an extensive program was initiated to lighten CAT's C-46's and to modify them to increase their usefulness.

The program—some 30 changes to delete extraneous equipment—is now paying off in a load gain of 1,335 pounds for each plane and an increase in the over-all cruising speed of from eight to ten miles an hour.

The "pilot" airplane was our No. 413. It was in Canton for engine change. The Canton engineering section was reorganized along a production line basis and the first stripping operation started.

The work progressed slowly as each phase of the program was worked out, yet No. 413 was completed in one week. As each extraneous component of the airplane was removed, it was stored along with other material removed.

The initial operation was completed and the airplane submitted to a further examination that brought to light another 288 pounds that was removable.

The total material and equipment removed enabled the management to reduce the basic weight of the airplane from 31,835 pounds to 30,500 pounds, a total load gain of 1,335 pounds.

Among some of the more significant changes was the removal of such protruding attachments as the astro-dome and radar antenna. The removal of these items has increased the overall cruising speed of the aircraft from eight to ten miles an hour.

In addition to this increased efficiency, the modifications removed some major icing hazards. With the approach of the icing season, a program of de-icing alcohol provisions were put into effect.

Under the very capable direction of Col. M. A. Garrod, specialized production methods have enabled Engineering to process these aircraft in two and one-half days as compared to the original seven working days.

Another very important safety item incorporated in the program was the removal of carburetor screens during the icing season. It is common knowledge that these screens constitute a definite carburetor icing hazard under severe icing conditions.

All of our aircraft are now equipped with integral oxygen systems as well as provisional portable bottles of 29.7-cubic feet capacity. This enables our captains to over-fly icing levels at altitudes that would normally be impossible without oxygen.

The second phase of the modification program, soon to go into effect, will include such safety items as a central fire extinguishing system that allows the selection of either engine nacelle or lower baggage compartments in the event of fire.

Originally only four bottles of carbon dioxide could be directed in each engine nacelle. The provisions of the proposed revision will make ten bottles of carbon dioxide available for direction into the baggage compartments as well as into either nacelle.

## RELIEF TO LINI

TSINGTAO—Following a survey flight on Nov. 12 to Lini, a Communist-isolated city in southern Shantung, CAT has scheduled the airlift of more than 250 tons of relief cargoes to Lini from Haichow, in Northern Kiangau, and other necessary commodities to Lini from Tsingtao.

The crew on the first flight consisted of Captain Alvin L. Burrige, of Cadillac, Michigan; First Officer Miles B. Carter, of Maysville, Missouri, and Flight Operator S. T. Cheng.

On board the plane were K. Y. Ma, Tsingtao business department manager, K. L. Hsu, CAT business supervisor who was touring Shantung areas, five American missionaries and two CNRRA representatives visiting their native home after 20 years' absence.

The plane also carried 3,500 pounds of American Presbyterian mission relief clothing for Lini refugees. Lini lies about 140 air miles southwest of Tsingtao.

The survey flight took a CAT plane—the C-47 Taiyuan—into Haichow for the first time. First Officer Miles B. Carter photographed other CAT visitors at Haichow. (See CAT Pictures)

## OUR PICTURES

An extraordinary photo of a CAT C-46 in flight through the winter haze over China's rivers and plains was contributed for this issue by Felix Smith, a CAT captain and one of the Bulletin's photo correspondents. It appears on the English cover.

The photograph on the Chinese cover shows the entrance to Chennault field, Künming, where the CAT base is now going strong. Incidentally, don't miss Lincoln Au's story on CAT, Künming, in this issue.

The two full-page photographs appearing in the picture section, as well as the picture of cotton piled in Anyang and that shot of Doug Smith and friend on a raft, also came from photographer Smith. Ditto, the cow unloading at Tsinan.

The pictures of the Shihchiachuang orphans and Trappist monks came respectively from Don Kemp, a Life photographer, and from the Trappists themselves. The photo of the CAT foreigners at Tien Ho was snapped by Sue Pollock, one of General Chennault's secretaries, on a recent trip to Canton.

# CAT BULLETIN

## TRAVELOGUE: SOUTH OF THE CLOUD

*The story of a traveling salesman in Yunnan.*

By EDWARD G. WAY

*Sales Director, CAT.*

SHANGHAI—One cold gray dawn we gathered on the platform of the railroad station in Kunming. We were five—General Chong Kwong-tung civil magistrate of the Kuchiu area, Mr. Soo Jen Chuen and Mr. Wang Kung Tu of Kunming, Major Ernest Chen, then CAT's Kunming area manager, and the writer—and we were ready for a three-day rail, truck and pack-horse trip to the tin mines of the Kuchiu district to study transportation problems.

Frankly, the writer had not spent too much time thinking of the various problems which beset the traveler in the interior of China, and now he is back in Shanghai, a sadder and wiser man.

Of course he was almost sure that he would not need evening clothes for such a trip, but aside from that nothing further was considered other than filling his brief case with CAT sales material and his wallet with 100 visiting cards.

Boarding the train was something like a combination of football scrimmage and getting out of Yankee stadium after a world series game. Someone rang a bell and we were almost knocked down and trampled in a stampede of several hundred fellow passengers with livestock, bedding and offspring, all rushing for seats.

Three hours later, despite all the hurry, the train was still in the station but by this time our compartment held one big happy family with everybody minding everybody else's business, and we had experienced our first smoke of the "water pipe," fifth hand.

Arriving at Kenyang at nightfall that day, we found our room reservations usurped by the commanding general of the district who was holding a meeting to put down banditry. As a result, our party contributed considerably to the night life (insectivorous, that is) of a small inn. We can report that the most effective way of avoiding trouble with bedbugs is to apply several cups of Moutai, not externally or to the bedclothes, but internally. This potent juice assures the traveler of a good night's rest. Next morning, while shaving, he may wonder at the new lumps, bumps and ridges but these in time disappear.

The following morning before daylight we were on our way in a second and much smaller train. This trip was similar to that of the previous day except that leather seats had deteriorated to a six-inch wooden board extending along the sides of the train and for which the writer did not seem to be properly upholstered.

But as if to make up for the discomfort we had acquired several brand new babies and a Chinese fiddle player with a repertoire that ranged from "Yankee Doodle" to "Roll Me Over in the Clover."

Six hours and many fiddle selections later we arrived at Mengtze in the early afternoon. Upon learning that our party were to be guests of the manager of the Mengtze bank in his beautiful two-court mansion, we were confronted with another problem: a bath to rid ourselves of any bugs picked up the night before.

After a hurried conference, Major Chen suggested a visit to the Mengtze public bath before accepting the bank manager's hospitality.

The bath was, to say the least, an interesting experience. The first step was to visit the local drugstore where we bought small bottles of Lysol. At the bath house the attendants built a roaring fire, filled a tub with boiling water, and then poured in the Lysol. The writer went in next—right after the Lysol! We were set upon by two attendants and scrubbed with brushes to within an inch of our life.

Unceremoniously we were hauled from the tub, placed on a wooden table and beaten and pummeled. While this may sound very rough, we emerged a new man both in appearance and feeling. The stiffness from the railroad ride and the bite bumps of the night before had vanished.

The following morning we entrained for Kuchiu. That night we held a meeting with the Kuchiu Chamber of Commerce people. Before the meeting we had feasted and drunk innumerable cups of Moutai. Hence the writer wondered if he was seeing things when, during the meeting, he glanced out the window and counted 20 armed guards. We learned later that our hosts were just making sure that bandits did not trouble our meeting.

The next morning at daybreak our party proceeded to the tin mines by pack-horse and sedan chair. By this time the writer had acquired a head cold that even Moutai failed to cure. So Mr. Wang Kung Tu presented us with a velvet cap complete with red button. While this helped to cure our cold it caused considerable amusement among our bearers, armed guards and the local population.

Having learned since that the red button indicates a venerable age, the writer has discarded this "cold cure" for a woolen stocking cap, which, while not so pretty, is not to be laughed at.

After half the party had settled themselves in sedan chairs and the remainder on ponies, we proceeded up a high mountain over the old imperial road, guarded by a 15-man squad of soldiers loaned by the local military.

After a survey of the mines, we again rode and climbed back over the mountain and had another feast before crawling off to bed. The following morning we took a truck from Kuchiu to Kenyang. What a ride!

During the war we had many a jeep ride and we thought we could never be beaten by anything on wheels but this truck was an entirely new experience. The fellow passengers' companions in misery were, besides our party, two Chinese generals, several women, children and goats. We rocketed along at 40 miles an hour over almost non-existent roads. We reached our destination dusty gray and so shaken physically and spiritually that we did not stop twitching for hours.

The following morning we again took a truck—easy boy!—and after passing through some really beautiful Chinese countryside, we arrived at Kunming.

Yes, we're now an old China hand whose stomach is beginning to fail and whose back is disappointed, but at least we can ask for a dish of rice and noodles in the local language.

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

**BULLETIN STAFF**

Editor, Clyde A. Farnsworth  
Circulation Manager, Tom Yu

Editorial Assistant, Stanley Wong  
Picture Editor, Sylvia Richardson

**BULLETIN CORRESPONDENTS**

Selwyn Cheng, Tsingtao; T. Z. Zia, Shanghai (Head Office); Phyllis Allamira, Shanghai (Hangjiao); Maya Freeman, Peiping; Lincoln Au, Kunming; Don Wong, Linchao; Patrick Tsai, Taiyuan.

Photo Correspondents: Miles E. Carter, Felix Smith and Bruce E. Tingle.

Contributions to the CAT Bulletin should include the name and station of the contributor, and should be addressed, "CAT Bulletin, No. 17 Chung Shan (East 1) Road, Shanghai." They may be forwarded by official CAT pouch or by airmail. Photographs submitted for publication must be accompanied by original negatives which will be returned to the sender if it is so requested. Circulation inquiries should be addressed to the Personnel Department of CAT, attention Mr. Yu.

**THE FORGOTTEN MEN**

By COL. M.A. GARROLD

**CANTON**—Much has been said, in war and peace, about the man and men who pilot the planes, but little is ever heard about the men who make it possible for them to be up there.

It's about time that someone spoke up for the ground crew—those fellows who in rain or shine, snow or ice, from dawn to dusk, are sweating or freezing to get or keep CAT's airplanes in flying condition.

Flight crews get up early in the morning but ground crews are the real early-birds. Long before the pilots are out of their sacks for daybreak takeoffs, the ground crew is on the job, getting the planes in condition for another round with the elements and the movement of mail, freight or passengers.

The trip is made, trade and industry are kept moving by the freight, cheer and human contacts are spread by the airborne mail, and the passengers are happy when they have been set down at their destinations. The flight crews go off to their rest and recreation, but for the ground crew the work is just starting all over again.

Day by day, week in and week out, it is the same story. While others are still in nice warm beds, the ground crews are out preflighting the planes and getting ready for another day.

So let's say a few words about these Forgotten Men whom you will find in all places where CAT operates.

As the CAT Bulletin goes along I would like to single out all of these men by name for the praise they deserve. But in this first contribution of mine I will start by talking about our Canton ground crew.

If an honor roll was contemplated for outstanding service here, the following would be cited by the Engineering Department—Pop Feeney, Don Kaveney, Woody, Stubbs, Jimmy Hwang and C. K. Lee.

These men are the old original Diehards, the ones who were with CAT when she was a kitten. They were instrumental in keeping the planes in the air, and a fine job they have done.

Of course the engineering line does not comprise these men alone. Crew chiefs and line men are all working together to make this an outstanding airline.

Then come the Shops which are backing up the Line. Some of the men on their honor roll would be Wonga, So-Tong, Chang Bao Lu, Chao Jio Yen and Freddy Yen. They are doing a fine job and deserve much credit.

Last but not least, heading the Paper Mill, is Hsieh whose work is so important to smooth operation of the Engineering Department.

*(Editor's Note: Any Canton honor roll, it seems to us, should also include Col. M. A. Garrold, CAT's assistant chief engineer, but despite that oversight, the Bulletin welcomes this and future contributions on the accomplishments of CAT's ground crew.)*

**CANTON LIBRARY**

**CANTON**—As if watching over the sniffs and other health problems of CAT's Canton employes were not enough work, Nurse Mabel H. Wong has initiated plans for a circulating library at Tien Ho.

"As there are no funds available we have to rely on donations of books and magazines to get started," Mrs. Wong said.

The plan is to accept all offers of English and Chinese reading matter and to charge the very nominal fee of CN\$20,000 a month for replenishment of the library. On the other hand a contribution of six books entitles the donor to one month's free membership. Mrs. Wong is taking registrations for membership at the dispensary.

**DINNER FOR KIDS**

**PEIPING**—President Chennault has okayed Maya Freeman's plan to give a Christmas dinner here for 200 Chinese orphans rescued by CAT in the last days of Shihchiachuang—and has informed her he will pay the bill.

The children are the wards of Sisters of Charity who were forced to abandon their Shihchiachuang mission by the Communist attack to which that Hopei city later fell.

Mrs. Freeman, wife and assistant of Operations Officer W. G. Freeman, will work out plans for the Christmas party with the Catholic sisters.

# GAT BULLETIN

DECEMBER 1, 1947



PUBLISHED TWICE MONTHLY BY CNRA AIR TRANSPORT-VOL. I. No. 6