

空運大隊

TO CHENNAULT FIELD

至陳納德機場

彦博路



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在美國討論援華方案已達白熱化的時候，一般人士對於當前局勢的進展都表示非常關懷，曾在中國數十年而又異常明瞭中國實況的美共和黨眾議員周以德曾發表他底意見茲以全文錄下：「中央社華盛頓二十日電」——共和黨眾議員周以德稱：國務院提出之援華計劃為三脚筯之一隻脚，尚缺其餘之兩隻筯脚，是即為軍事上之支持及幣制改革辦法。周氏今告本社記者稱，在衆院外委會此後就援華計劃聽取各有關方面意見之時，渠將要求請在東京之麥克亞瑟，在中國之陳納德，以及魏德邁出席陳述意見。渠並謂尚將邀請此間中國人士及上海美商出席委員會。周氏繼稱：擬議中之計劃，目前不在求中國之復原，而僅為臨時救濟，此固不能協助中國渡過目前之困境也。渠敦促美國在領問基礎上立即予中國以軍事之支持。渠並謂，魏德邁之領問工作已獲得成功。

空運糧食至瀋陽

上海訊——東北物資調節委員會，以瀋陽糧食恐慌情形嚴重，乃於最近與本隊簽訂合同，由本隊協助空運糧食至該孤立之城市。

空運之糧食計：由青島運往者二百二十短噸，由北平運往者亦二百二十短噸。

該委員會之員工與眷屬，將由飛返青島及北平之飛機，撤退離瀋。

本期中文封面為陳納德將軍夫婦在昆明之影。昆明人士為紀念陳納德將軍戰時功績特以昆明機場命名為陳納德機場，赴機場之路名博彥路。陳氏夫婦於二月十二日抵昆明，作舊地重遊之舉，逗留一週，於二月十九日返滬。

英文封面為一幀機器被拆下之飛機照片，荒涼與孤寂之情形，表露無遺。雖然如是，機身上之美女徽章則仍風韻依然。

飛機票價上漲百分之三十五

上海訊——民航局最近公布：自本年二月七日起，各航空公司搭客票價以及運貨價格一律上漲百分之三十五。目前物價，汽油價錢以及外匯率之高漲，對此次之加價，實有以致之。

該局並代中國空軍通知本隊，今後本隊分佈各地區之飛機，每次起飛前必須通知各該地區內中國空軍電台，俾各該電台能及時通知各有關之機場。於蘭州起飛之飛機，事前並須通知該地空防總部。

北平及瀋陽兩地警備司令部業頒發特別通行證與，中航，中央以及本隊之一切飛行人員，故渠等於戒嚴時間內均能進入該兩地之機場，執行渠等目前所負之特別使命。民航局最後通告凡為中國空軍所租借，於共匪區附近飛行之民航機，應隨時與中國空軍當地總部維持直接之聯繫，俾飛行時不致有意外事情之發生。

南京圖書館藏



昆明春早

陳香梅

春花秋月何時了，往事知多少！

小樓昨夜又東風，故國不堪回首月明中。

雕欄玉砌應猶在，只是朱顏改；

問君還有幾多愁，恰似一江春水向東流！

——李後主詞

農曆年初二我們自上海乘機到了昆明，這是我與陳將軍婚後第一次旅行，好久以前我們就想到這舊遊之地來享幾天清福。直到現在才償宿願。

昆明底天空仍是一樣可愛，昆明底氣候仍是一樣和暖，然而戰事結束後的第三年昆明是整個地冷落了。尤其是因為在新春，各家店舖都關了大門，只有稀疏的爆竹聲偶爾點綴着這大街小巷的寂寞。街道以前走的是美軍底大卡車與小吉普，把路面都壓壞了，加以年久失修，更顯得高低不平，車子過處，一搖三擺，真是有點吃不消。這個在戰時曾做視全國的西南都市今日是秋扇見捐，紅葉凋零。她在戰時是中國對外交通的唯一孔道，戰時各種物資都是由滇緬路和駝峯雙雙運入，而以昆明為熱點。那個時候，昆明的地位是無比的重要，沒有昆明，就沒有接濟。我軍不惜以良兵勇將保守雲南，捷戰滇西，自有其寶貴的理由。史迪威路（該路由印度直通昆明，因為紀念史迪威將軍

本隊在昆明的業務在郭站長領導之下，成績很不錯，而最使人感到愉快的就是本隊駐昆人員的合作精神，他們大家相處得非常融洽，猶如一家人一樣。本隊的招待所由吉斯夫人主理，各事井井有條，有賓主如歸之況，我們一共在那兒住了一個星期。別的清福不敢多說，然而昆明的太陽和月亮真是有點世外之感，尤其是當時各地都在下雨，只有昆明一地陽光普照是天佑我也。

到過昆明的人一定不會忘記溫泉，告訴你溫泉的水仍是和以前一樣暖，一樣滑，一樣明朗，你可以照見你自己的影子，也可以看見水底的石塊，遠山近樹，同樣使你留戀。西山的茶花正在迎春怒放，紅的粉紅的，深紅的配着滇西的碧天，相映成趣。

（三）巴在百忙中仍抽空去郊外狩獵，成績頗佳，共得野鴨六隻，斑鳩五隻，小雉也歡樂之至。

上月十九日我們經廣州返上海，一個星期的蜜月旅行就此結束，回到上海之後，我們又和雨水親近，太陽，太陽，你什麼時候出來！



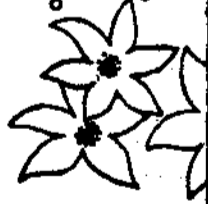
上海訊——本隊飛行員於不久以前曾在惡劣天氣下將中航機一架安全地領帶至降落地點，目擊者來信致謝，此來信可以表明本隊人員的服務精神，同時也可以知道航空合作的重要。原函致本隊陳納德將軍，筆者為美國長老會山東執行委員會主席吳克敬牧師。信中略稱：

「回憶一月十五日余在空中之經歷使余永久不忘。時余方與貴隊飛行員杜爾上尉乘機返滬，在惡劣天氣之下余等仍得安全降落。此實杜爾上尉之功。而今日余特致函將軍報告者乃余該時目擊之另一事實。蓋當時有中航機一架亦因天氣惡劣無法着陸。貴隊人員不辭艱苦予以協助，使余深受感動。余謹願將此事向將軍報告，並對將軍及貴隊人員表示無限敬意。」

陳廣沅新任務

本隊陳廣沅最近由交通部任命為交通部材料儲運處處長，陳君博學多才，定能對我國之儲運工作有所貢獻。謹此向陳君致賀。陳氏略歷已於前期刊登，茲不再贅。

朝花夕拾



★我們的飛機曾經往來於北平，瀋陽之間，撤退資源委員員工和員工家屬。

★同時我們並從空中擲下鈔票到鞍山和阜新去。為了我們很迅速並成功地完成了任務，資委會日前致函陳將軍，對我們的協助，深表銘感。

★除了承辦撤退資委會一事外，我們還承受了一筆大生意，不過這筆生意正在接洽中。假如接洽妥當，本隊對接濟瀋陽城內糧食一事，當有更大的貢獻。

★我們更進一步地加強了營業部的組織。目前全國分為三個不同的區域，每區域有一專司營業方面行政和監察職責的主任。

★所有二十八到三十六緯度南面的營業部歸華中地區營業經理邱德培負責，所有三十六緯度北面的營業部則歸華北地區營業經理馬開行管理。

★最近我們在蘭州設立了一個電台。假如開闢西北航線的計劃實現，蘭州將會成為一重要的飛行站。



聯繫華北城市的航空網

鄭少雲

青島訊——天津對於本隊工作的展望，在華北僅次於山東的青島。可是，到目前為止，除了從青島到濟南去的間歇性的飛行外，本隊在那裏還沒有機場的設立。

不過，除非本隊內運貨物的工作能包括一切商業性的物品，而不單限於救濟物資，那我們才能充份利用這些良好的展望。

我們在展開天津的業務的建議中，曾強調運送商業性的物資。這是因為從天津運到內地去的物資，除了幾包郵件外，其餘的都是商業貨品。

除了青島外，天津是華北的主要港口。它是外國進口品以及河北地帶出產品的主要集散地，所有製就的貨品都集中在天津，等候分配到華北一帶的內地去。

在目前交通阻梗的情形下，除了空運外，便沒有其他辦法能將那些貨物運到華北各地去。天津既然沒有空運的設備，差不多所有的貨物，都得由陸路運到北平再從北平空運到太原，西安，瀋陽和其他華北的主要城市去。

最近，青島機場計劃在華北設立一聯繫所有主要城市的航空網。青島，濟南，天津，太原，西安以及瀋陽都包括在內。那些建議開闢的航線是：青島——濟南——天津

青島到濟南的飛機，總是貨物滿載的。而本隊在濟南的辦公室最近才交進報告說，運到天津去的相當大量的棉花，現在已經登記了。要是我們能夠獲得准許，由天津內運商業性貨品，那所有我們的飛機，準會在飛行那些建議的航線時，貨物滿載到邊緣上去。

天津機場中有些次要的設備，是能夠給我們業務上的便利的。那裏的民航局，在機場內擁有多餘無用的平房。這些房子，我們可以租賃下來作辦公室或儲藏室之用。

在天津展開業務的唯一缺點便是，因軍事活動太過附近的原故，飛機可能不許在那裡停留過夜。為了要克服這一困難起見，青島機場已經訂出一個能使所有飛機回返青島機場過夜的航程表。

廣州零訊

黃美光

★我們的新聞組主任孔衛利說，廣州天河機場是他見到的許多本隊工作部門中，最忙的一個地方。

★難怪他這樣說了，因為我們的確是很忙的。

★你看，鮑專同——那位年輕的中國工程師，日夜的忙着製造一架新的水壓測驗器。這測驗器，據說，可和廠家製造的那些測驗器媲美呢。

★我們的航線主任約翰費尼以及他手下的工程師們，一夜的功夫便都顯得蒼老起來了。這是因為他們在一星期之內，便得趕起裝置四架飛機和六座機器。

★交通部代理主任黃健彭應診獲得獎章。到天河機場主要辦公室去的新路的完成，應歸功於他。這條新路省去了我們從前跑兩百碼路遠時的那些許多麻煩。

★好像看顧廣州貓兒 (CATS) 和我自己的兩只小狗還不夠麻煩以內，我不及更長篇的...

上海訊——經過了許多汗流夾背和期望的日子後，虹橋機場內的新倉庫終於落成了。

這是一所「L」型的建築物，大約十八尺高，可容五百噸的貨物。儲藏室的面積很是寬敞，地上鋪的是水門汀，並且進口處寬大得很，無論任何一種貨物都能夠很容易的便被搬進去。要是需要的話，我們還可以繼續的建造，另外加上一間屋子，把它改成一「U」型的建築物。

屋內的各間房間，現在都已經編了號碼。這樣貨物便不會放錯位置或和別一類的貨物混亂，找起來一時找不到了。全座建築物內，都裝置了日光燈。這是預備在最近的將來一天二十四小時工作的用的。

這座房子的前半部是用來作辦公室的。房子的周圍都鋪了石塊。房子內最近也裝置了火油燈子和電話，總而言之，這座房子已經蓬蓬勃勃的充滿了生氣。每一角落，每一房間都被充份地利用了。

我們對這新房子的落成，引以為榮。我們在這裏謹以至誠邀請各人到虹橋來參觀一下。可是來的時候，可別忘記穿上你們的長統靴子。這裏泥濘不堪的情形，使我們不能担保你們鞋子的清潔……。

十七日乘「美琪號將軍」赴美。

據悉：余君此行，乃受我國農墾機械公司所遣派。抵美後即將逕赴費麗德華亞州任職該處亞德里白爾培種子公司內。

離滬前，本隊人事處同仁曾於二月十四日假靜安寺路梅龍鎮舉行宴會為余君餞行。據悉：是會中，各同仁輪流把酒為余君祝賀，致未及會終，余君業已酩酊大醉矣。

余君之空缺由前聯總人事處房國傑君補上。房君任事，經驗豐富，對於現任職務，必能駕輕就熟。

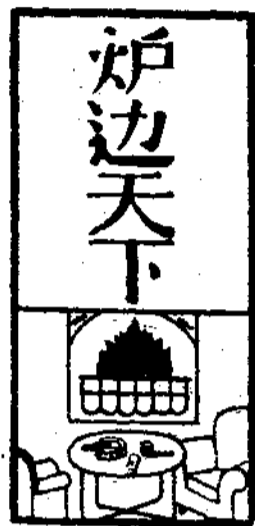
蕭藝文君畧歷

本隊蕭藝文君現任廣州分站工程師。畢業於美國加利福尼亞大學，曾在美國居住十七年。其後蕭君返國加入中國空軍任職，在廣州服務。曾與林約翰君共同設計昭關航空工廠。

蕭君完成航空工廠之建設計劃後即升調為廣州空軍設計組主任，工作成績甚佳。其後渠又奉調到第十工廠工作，不久因病乃請辭。病愈後入雲南，任雲南運輸公司工程師，對於交通工程頗有造詣。

蕭君又曾在戰時工作於滇緬路，並曾隨國軍長驅入印度，備受艱苦。抗戰勝利後乃回香港，暫時休養。

渠未入本隊工作前服務於行總公路運輸大隊。



本期本欄介紹兩段有趣的小文章給各位讀者，以供各人茶餘酒後談話的資料：

還有四萬元呢？

有七個朋友一同到酒店裏去喝酒，臨走時接到一張七十萬元的賬單，於是每個人把十萬元交給侍者，當侍者將款子交到賬台上去的時候，賬房先生忽然發現自己的錯誤，只要六十萬就夠了，於是他退了十萬元給侍者。侍者想十萬元七個人分，沒有小票子是難以分配的，反正他們也不知道正確的賬款，找給他們每人一萬元得了，還剩三萬元就算自己的外快。於是就找給他們每人一萬元，所以實際他們每人只出九萬元。試算一下：七乘九萬是六十三萬元，連侍者袋中藏了三萬元，共計六十六萬元，而他們七個人共付了七十萬元，那麼還有四萬元那裏去了？

離婚的理由

★美國米爾華基州一婦人，要求和丈夫離婚，結果勝訴。離婚的理由是：她的丈夫戰時從軍，官階是少校，復員以後，他強迫他的妻子每逢見他時必須高呼「少校」一還須行軍禮。

★米蘇里州有一婦人要求離婚，因為她燒好了一盆洋蔥排骨佐餐時，她的丈夫總要把那份菜一分為二，自己專吃排骨，而叫他的妻子專吃洋蔥。

▲廣州的一瞥▼

從二月十八號到二十七號，我們新聞組的辦公室顯得冷靜了。這是因為我們的總編輯孔衛利，那時到廣州公幹去了。

本期本刊之所以不能按時出版，也是因為這個緣故。（抱歉得很，我們居然不能遵守我們的「新年志願」）。這短短旅行的結果，將會使我們的半月刊顯得更為美觀。這便是說，我們在廣州已經買到了一批質料比較良好的紙頭。

本隊的飛機，最近因緊急運糧食到瀋陽，以及空運鈔票等等，忙得不亦樂乎。所以在同一時間內，便有三架C46型和一架C47型的飛機的機器，需要更換。這樣，二十二號和星期三的定期飛行便取消了，直到二十七號，我們的總編輯才被「解圍」，讓一架飛機把他「救」回上海來。

當我們在十八號那天抵達廣州的時候，那裏的外匯率比這裏的低百分之二十。可是，第二天，廣州的外匯率立刻比上海的外匯率高漲了百分之八。整個星期之內，廣州上海都是這樣的在比賽，結果在二十七號那天，上海以百分之八高於廣州而得勝了。

廣州物價並不比上海物價貴。沙面的勝利大廈，一頓包括咖啡、牛奶、牛油、麵包等等的美味早餐，只需要法幣十一萬元。新亞飯店七樓的房間價錢祇要六十二萬元一天（一臥室，一休憩室，一洗澡間）。我們並且從新亞飯店內一位半懂我們的言語的侍者那裏，學會了幾句中國話。

新亞飯店的轉角，有一所菲律賓音樂隊的舞廳。你祇要付八萬元的代價，便能和一位漂亮的舞女跳上半個鐘頭的舞。



斯人斯事

★本隊駐南京代表曾憲琳之辦公處已於日前喬遷，因新址較宜於處理業務。凡欲與曾君有事接洽者可撥電話二二五二五。

★最近本隊患病數頗多，誠屬不幸。計開有

(一)本隊飛行員鮑亞斯之夫人，渠日前因病入宏恩醫院，並受開刀手術，渠之先生則仍須每日駕機去來。

(二)冊地威廉斯夫人，本隊主任護士亦因病住院數日，近已愈可，每日彈琴作樂。

(三)我們那大个子域詹臣工程師，體重二百餘磅，近來一病減去三十多磅，再下去真有弱不勝衣之感了。

(四)波拉小姐月初因病入院割盲腸，現已出院在家休養，大概不久就可返署工作了。

★本隊交通主任湯生姆斯，利用一週假期赴香港遊耍，並買新衣，若他不衣錦榮歸，我們就會非常替他可惜了！你知道香港的東西又便宜又好看。

★大家大概還沒有忘記我們的吉普飛機吧，許多人正在利用他去打鴨子呢，成績如何，那真是天曉得。據說有一天有一位獵者架機出獵，看見塘畔野鴨成群，不幸所帶的鎗有毛病祇得徒呼奈何，此人為誰，我們姑隱其名以免他獻醜。

★陳納德將軍夫婦在昆明度過了一個星期的蜜月後已於二月十九日返滬，經過昆明的陽光洗禮和山西的溫泉沐浴他們都非常精神。謹此代他們向各友好致意，故人無恙。



羣英會

經驗豐富的李國成

穿了黃色卡嘜的工裝，矮矮的個子。他給你第一個的印象便是，他祇不過是一個極普通極普通的工人而已。

可是當你和他攀談了一陣子後，你的印象慢慢的改變了。你知道他並不是一個普通的工人，你知道他曾歷盡滄桑，你並且知道他在電訊方面的工作，擁有二十多年的經驗。

這位極少精幹的電訊工作者，便是上海虹橋通訊處地面電台中最優秀的工程人員李國成君。他每天從上午六時工作至晚上八時，裝置各處的電話電燈，辛勤的結果替他贏得了上司們一致的好評。通訊處處長威廉斯說：「倘若你要完成一件工作，你祇要找李國成便行了。」

李君今年四十一歲，浙江鎮海人，寧波初級中學畢業。民國十三年至十六年，在大華科學儀器公司充任學徒，隨後加入上海美商亞細亞電器公司無線電部份工作。抗戰期間，加入美軍通訊大隊，之後在民國三十二年，投效陳將軍麾下，在陳將軍所組織的美國來華志願團內，擔任電訊的工作。參加志願團以前，他並且曾在中國空軍那裏擔任職務。

在行總空運大隊的胚胎期間，陳君已經加入了本隊。據說在那時期，他義務的工作了兩個月之久，每天風雨無阻地到真茹行總工程大隊去，為本隊籌備一切機場的地面佈置。他是看着本隊長成的，難怪他對本隊有着一種慈父對兒子的感情了。

PERSONNEL NOTES 錄調升員人

NEW EMPLOYEES (February 1-15, 1948)

ASSIGNMENTS

Gramma, R. L.	First Officer	SHA
Bell, James E.	First Officer	SHA
Ammer, J. R.	First Officer	SHA
Richard B.	First Officer	SHA
Wai Liang	First Officer	SHA
Edward V. 黃偉傑	First Officer	SHA

ENGINEERING

S. C.	黃士誠 Electrician	SHA
Fee Hsiang 王飛祥	Lathe Operator	SHA
Shang 王祥	Mechanic	SHA
Yin Din 徐榮貞	Mechanic	SHA
Tse Ming 張志銘	Mechanic	SHA
Shao Liang 謝遠能	Mechanic	SHA
Wei 江偉	Welder	SHA
Tak Wing 張德榮	Mechanic	SHA
Geng Seng 章庚生	Mechanic	SHA
Yung Fung 曹永芳	Mechanic	SHA
Vud 雷偉	Mechanic	SHA
W. K. 高維海	Mechanic	SHA
Mong Pang 陳孟祥	Mechanic	SHA
Ah Cheng 譚阿祥	Welder	SHA
Paul 陳保維	Mechanic	SHA

COMMUNICATIONS

Chien Hsing 夏建興	Voice Operator	SHA
Sheng Fung 高增榮	WX Monitor	SHA
Lung Dah 張孝達	Radio Operator	SHA
Yung 蔣 頌	Radio Operator	SHA
Chi Sing 郭啓新	Radio Mechanic	SHA
Pao Hsung 朱寶興	WX Monitor	SHA
C. 包傳章	Radio Operator	TAO
Paul D. 邱德保	Radio Operator	SHA
Jeng Jye 王中傑	Radio Operator	SHA
Yuan Chang 蔡源長	Radio Mechanic	SHA
Ching Liang 張慶揚	Radio Operator	SHA
Wen Hai 張文海	Radio Mechanic	SHA

OTHER

Hua Min 黃化民	WX Observer	SHA
Chean Fong 陳劍峯	WX Observer	SHA
Chyi Geng 周其耕	WX Observer	SHA

SECURITY

Chun Yu 徐志輝	Guard	SHA
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MESS

Vee Fah 陳維發	Driver	SHA
Toney 曹 廷	General Affairs	SHA

PERSONNEL

	Chief of Interview & Placement Section	
Kuo Liang 房國梁		SHA

OFFICE

Li 徐 立	Traffic Assistant	TAO
Tsiao Ju 謝角如	Records Clerk	TSINAN
	Traffic Assistant	
Jen Fu 王仁甫		TSINAN
George Y.Y.	Actg. Traffic Mgr.	TYN
Sze Liang	Office Boy	SHA

Trout, Edwin L.	Co-pilot	SHA-TAO
Chow, Chia Jen 周家仁	Co-pilot	SHA-PPG
	Chief Radio Operator	
King, Kai Fung 金開豐		SHA-LANCHOW
	Radio Operator	
Yang, Ching Shun 楊慶順		SHA-LANCHOW
	Radio Mechanic	
Kwok, Chi Shing 郭啓新		SHA-LANCHOW
	Chief Radio Operator	
Kung, Chih Chung 龔奇冲		SHA-TAO
	Radio Operator	
Chow, Chuen 周 傳		SHA-TAO
	Radio Operator	
Kuo, Chun Pin 郭建斌		SHA-WHN
	General Affairs	
Lee, Michael 李天保		SHA-SIAN
Hwang, Chia Tsun 黃秋華	Guard	CNT-SHA
Shyh, Pao Chi 石寶奇	Guard	CNT-SHA
	Airborne Supply	
Chen, William 陳維良	keeper	LIU-SHA
	Flight Operator	
Lee, Ping 李 炳		TAO-SHA

CHANGE OF ASSIGNMENT & PROMOTIONS

	Asst. Director of Operations (has been relieved as Chief of Operations to assume duties as Director of Operations)	SHA
Rosbert, Camille J.	Chief Pilot (to act concurrently as Acting Chief of Operations)	SHA
Shilling, Eriksen E.	Operations Clerk—Actg. Operations Officer	SHA
Lym, Howard 林效斌	Operations Clerk	CNT
		PPG
Chang, Cheng 張 誠	Traffic Assistant—Flight Operator—Chief Flight	
Tai, Ambrose J. 戴維各	Operator	SHA
	Business Manager	
		SHA B. D. —
Chen, H. M. 陳熊文	BD Head Office	
	Chief Radio Operator—	
Lee, Ping 李 炳	Flight Operator	SHA
	Airborne Radio Apprentice—Airborne	
Chen, William 陳維良	Supply Keeper	SHA

TERMINATIONS

Hunter, Charles W.	Director of Operations
Bushbaum, R. L.	Pilot
Raines, Robert J.	Pilot
Altamira, Phyllis	Chief of Adm. Matters
Chang, Sydney 蔡松青	Operations Clerk

的攝
空影
運机
隊下



The C.A.T. house at the airfield.

景一站明昆隊本



The General and Doctor Gentry chatting before their hunting trip.

獵出備准在正校上爾持詹與軍將德納陳

Kunming Base Manager Colonel Kwoh.

麟玉郭長站明昆駐隊本

交通車——天河機場職員，乘坐通車，往返機場工作的情形。



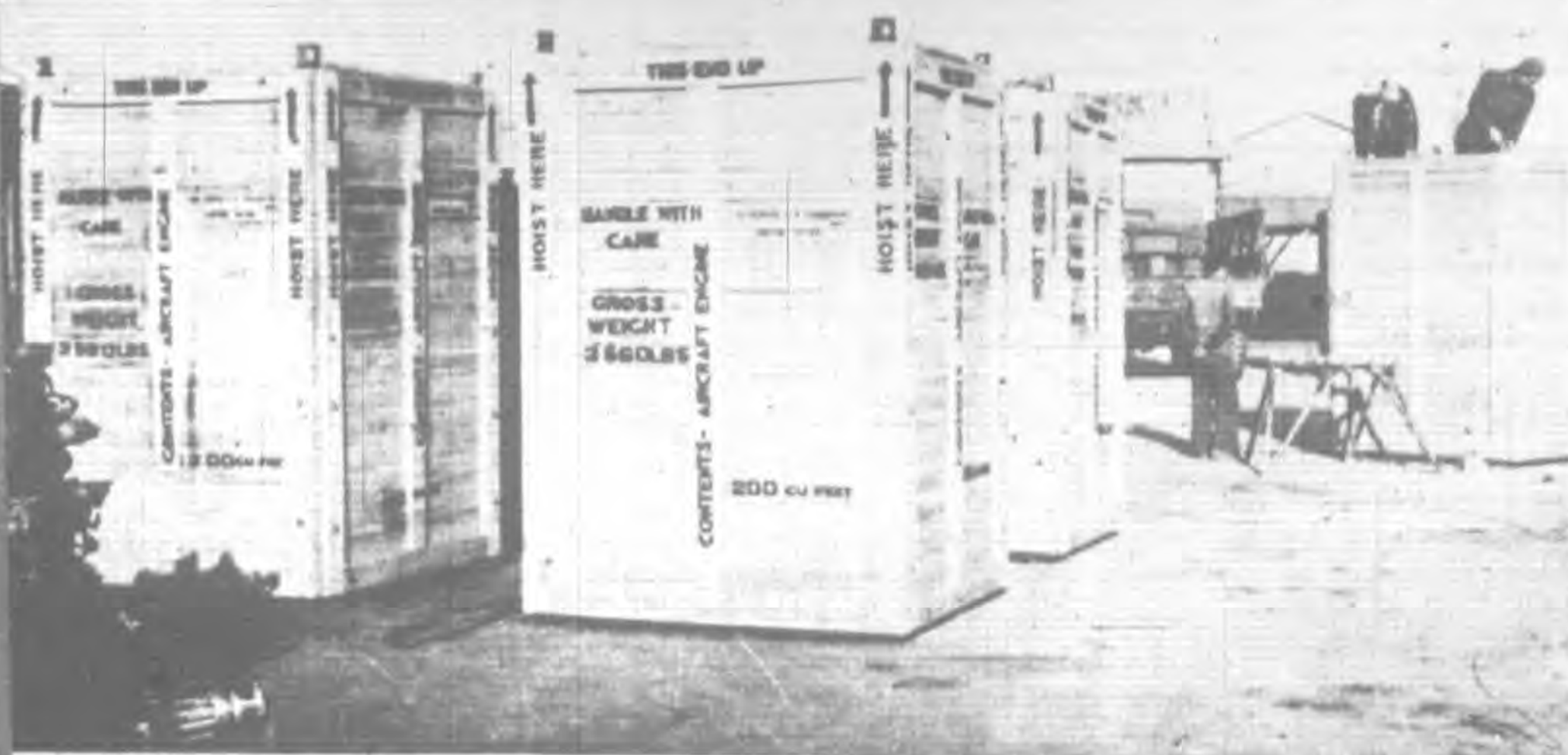
CAT BUSES—Converted trucks which CAT uses at Canton to carry its employes to and from work are shown on road at Tien Ho.

起重機上——從C-54型飛機上拆下龐大機器，掛在天河工場起重機上

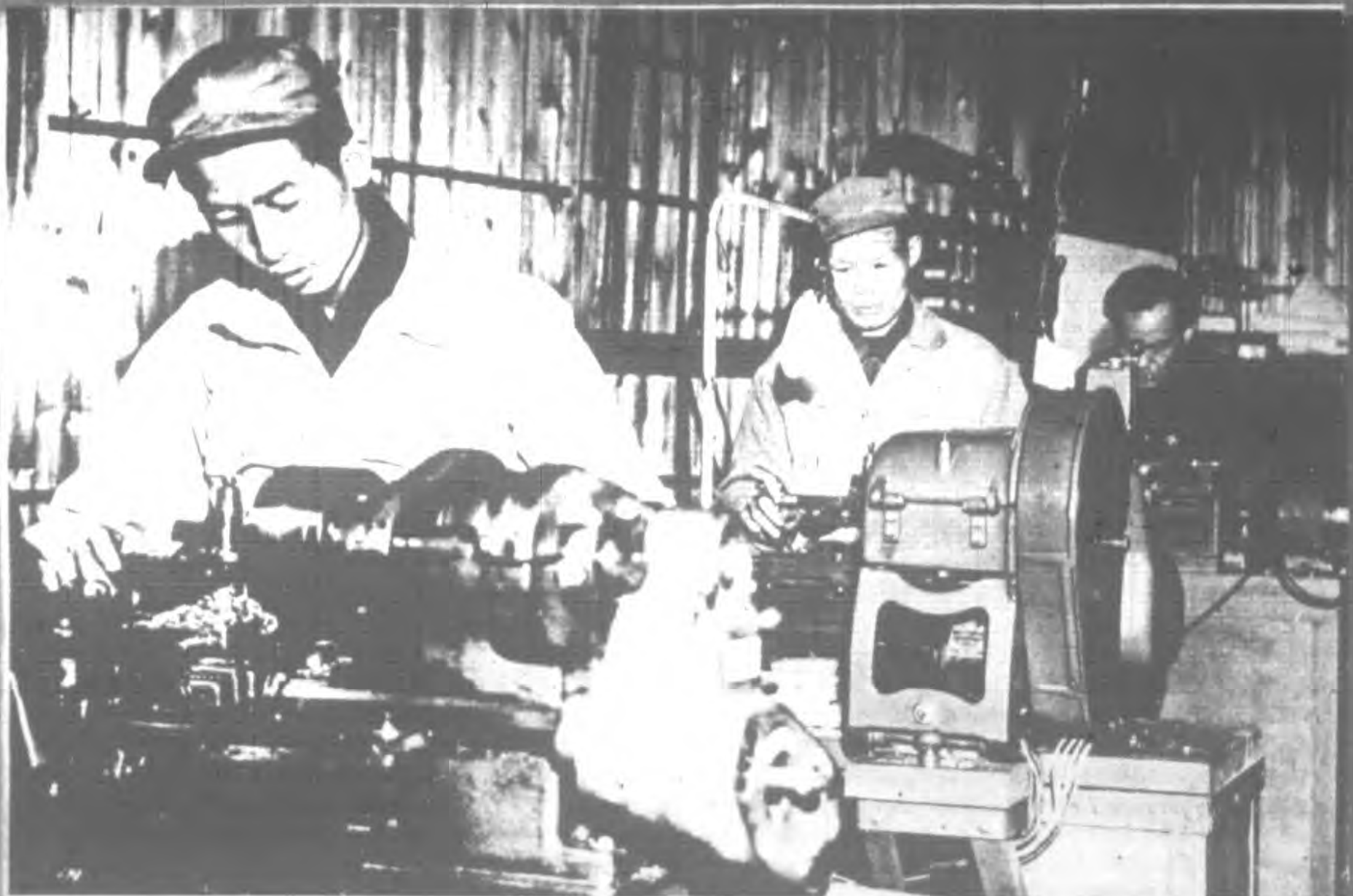


POWER PLANT—Powerful engine from salvage C-54 is dismantled while hanging from crane at CAT's Tien Ho workyard.

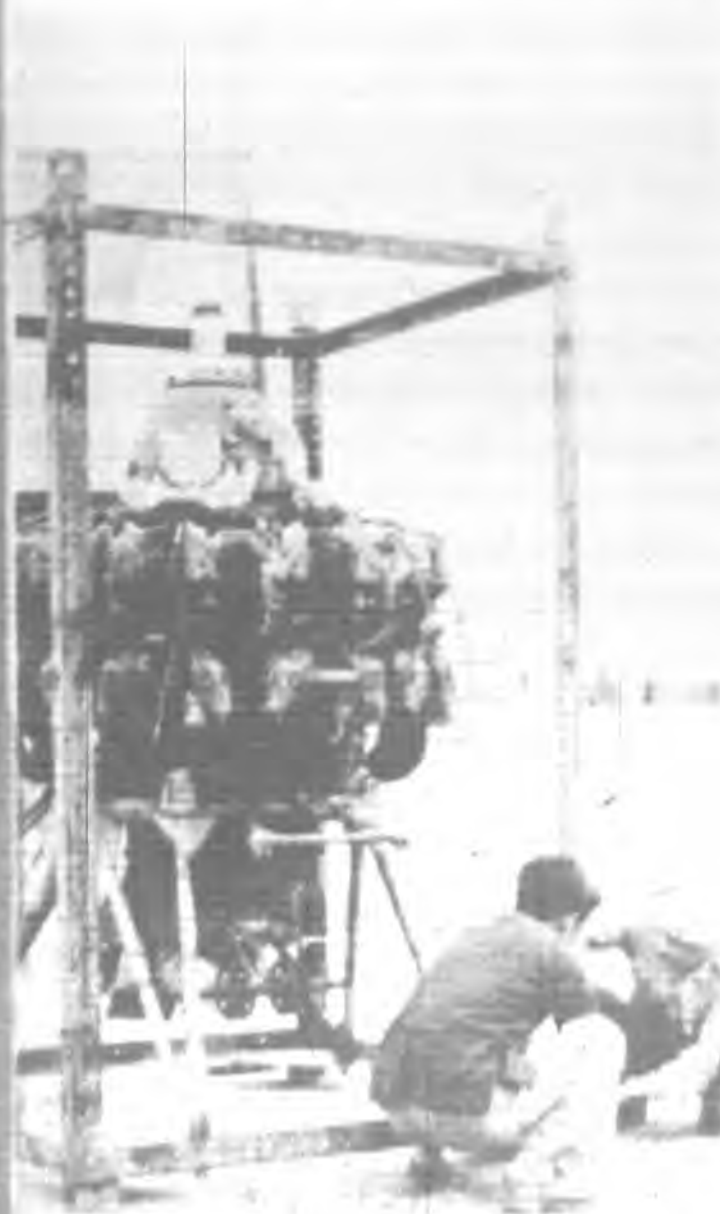
裝箱——從飛機上拆下來的舊機器，已經裝了箱，等候運美修理的情形。



CRATED ENGINES—Wooden crates go around mounted engines to protect them on shipment to States.

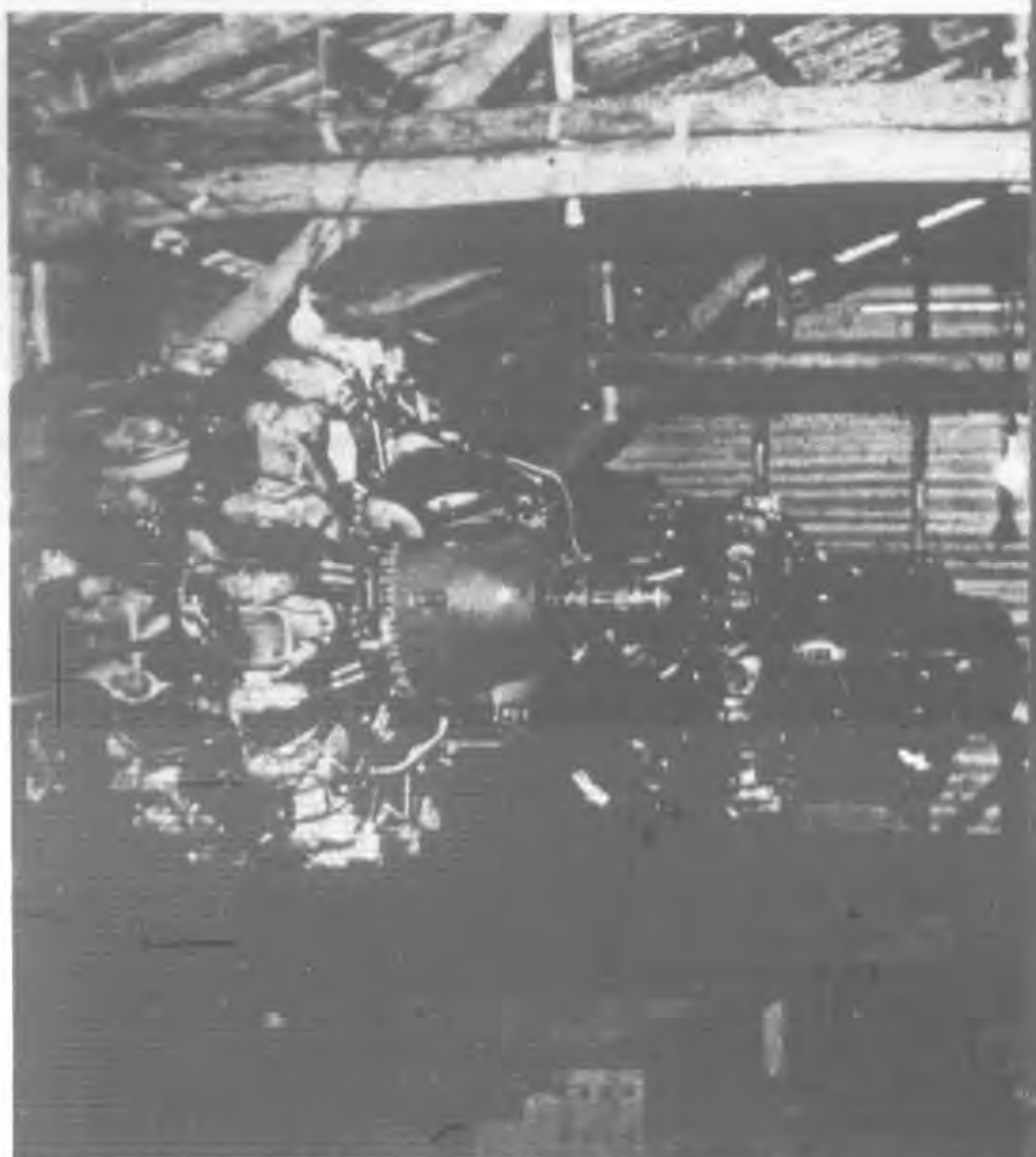


MACHINISTS—Delicate lathe work is turned out in CAT's machine shop at Tien Ho, Canton.



FRAMEUP—When used aircraft engines can no longer be reconditioned at Tien Ho they are rigidly mounted on metal stands within angle iron frames for shipment to the United States for complete reconditioning.

不能修理的機器——拆下來的機器，不能在天河機場修理者，都一一用鉄架圍起來，預備裝箱運到美國去修理。



READY TO GO—Reconditioned C-46 engines are kept under cover at Tien Ho awaiting substitution on CAT planes.

CAT PICTURES



General and Mrs. Chennault at a party given in their honor by Lau Han Governor of Yunnan.

影合軍將德納陳與婦夫漢盧席主南雲



A Party given in honor of the General and Mrs. Chennault during their weekend stay at Hot Springs.

念紀影留泉温明昆

CAT BULLETIN

MEET THE STAFF

K. C. LEE

In a khaki suit usually worn by a mechanic, the first impression he gives you is that he is nobody but another laborer like the tens and hundreds we meet in Hungjao airfield.

But, after a few minutes' talk with him, your impression gradually changes. You know that he is not common at all like the others, that he is a weather-beaten veteran as far as his work is concerned and that he is one of the few who witnessed the birth of CAT.

This small yet stardy man is none other than K. C. Lee of the Communications Department out in Hungjao. Every day, he works from six in the morning to eight in the evening in the Radio Station there. As a result, his diligence has won him the complete confidence of his superiors. Without hesitation, Colonel John M. Williams, Chief of the Communications Department, pointed him out as the all-round worker in his department and said that if you wanted to get a job done, you could always rely on K. C. Lee.

K. C. is a 41 year old native of Cheng-hai, Chekiang, province. After finishing his junior high school education in Ning-pao, he served his apprenticeship in the Ta Hwa Scientific apparatus Company from 1924 to 1927. Later, he joined the Shanghai Asia Electric Factory as foreman of its Radio Department. During the war, he rendered his services to the CAF for a short period of time and then joined the AACS of the U.S. army. It was in 1943 that he worked for the General's AVG.

When CAT was still in its embryonic stage in 1946, K. C. had already started working without remuneration for two months under Colonel Wise. His job then was to procure and make preparations for CAT ground facilities in CEW on behalf of CAT. Having seen the growth of our organization, no wonder that his affection for CAT is likened that of a father towards his son—love and a desire to protect it from all evils.



TOM YU DEPARTED FOR U.S.A.

SHANGHAI—CAT'ers of the Shanghai Head Office probably have noticed that during the past few weeks, CAT has been deprived of a valuable asset in the form of Tom Yu, Chief of Welfare of the Personnel Department and concurrently Bulletin Circulation Manager, who has always been helpful and friendly to all who know him.

It was a foggy and drizzly February 17, 1948 when the U.S.A. bound s.s. General Meigs sailed out of Woosung with the capable Tom on board.

He joined CAT on the very first day of its operations in China and is now leaving for the States on behalf of the Agricultural Engineering Corporation to render his services to the Attlee Burpee Seed Company in Philadelphia.

Prior to his departure, a farewell party was given by staff of the Personnel Department at the May Loon Chin Restaurant on February 14, 1948. It was alleged that on that occasion, wine had a very free flow and before all those attended had time to join hands in singing the sad tune of "Farewell To Thee", Tom was already subdued in oblivion.

Mr. Fang Kuo-liang of Personnel Department, UNRRA, has joined CAT to take over the duties of Tom.

CAT BULLETIN



CAT is able to lead many fields but has found the going a little rough in the City Bowling League. On February 12, the "Foreign Y Blues", playing on their own allies, shellacked the "Cats" three games to nil. Bouncing back the following week, the "Cats" took the measure of the 701st MP's by the same score and on the same Alleys. Walt Koenig led the "Cats" with a 507 triple and a high single of 201. The "Cats" now stand at the 500 mark with 6 wins and a like number of losses.

Honors for early morning rising in CAT all to Jerry Beiderman and Red Gallagher. Daily, both men arrive at Hungjao with the first crews. With so many 6 a.m. take offs, the boys are getting used to leaving Shanghai at 4:45.

Five former Tsingtao Marines have also joined CAT recently. Those already flying on the CAT routes are Brongersma, Campbell, Dexheimer, Kruske, and Stayner. Sounds like the Notre Dame backfield reporting.

The busiest man at Hungjao at present is Eric Shilling, Chief of Operations and Chief Pilot. While awaiting the remodeling of the operations building, his desk remains in the Chief Pilot's Office. He is on the run for the entire day between his desk, Operations, the I.O.'s Office, traffic and engineering. Unless communications get in the Teletalk soon, he will have to get either a scooter or roller skates.

Dave "Cuhnul" Davenport (Kentucky society) arrived back from Stateside leave on the 17th of February. His big discovery while here was that he ran into no language difficulties. Also prices are as high as they are in China. More info on Dave's trip will come in future issues.

Miles B. Carter arrived from Tsingtao at 11 p.m. one day and left for the States on emergency leave at 9 a.m. the following morning. Seems that at times red tape can be cut.

Operations does not seem the same with Tom Sommers vacationing in Hong Kong. Tom informed us that it will all depend on the weather, whether he comes back with a sun tan or a bar room pallor.

Roy Watts hurriedly cancelled out of a flight on Tuesday night, 24 February, because he was eloping the next morning. Wanted to

(Hangar Flying Cont'd)

keep the whole thing a secret but when he saw his name on schedule, the story had to come out. Another condolence party will be held by the CAT Bachelors Club.

AIRLINE FARES INCREASE

SHANGHAI — All airline companies have been authorized by C-AA to increase the passenger fares and freight charges by 35% as from February 7, 1948 in view of the high rate of foreign exchange and the increase of prices in gasoline oils and daily commodities.

CAF has recently informed CAT through CAA notification that each time CAT plane takes off from the various districts, the pilot of CAT should inform the local CAF Radio Station to issue notification to the various air bases concerned, and that each time a plane takes off in Lanchow, the Air Defense Commander's Headquarters in that area should be duly notified in advance. Furthermore, a report should be made prior to the taking off of each plane at the Controlling Office of the airfield and/or station concerned regarding the arrival and departure of the plane for the purposes of sending radio report to the destination and of informing the Air Defense Commander's Headquarters concerned.

CAF CNAC, CATC and are also instructed that all flight personnel of each company, whom are now entrusted with special mission, are allowed to enter the Peiping and Mukden airfields during curfew hours under special permits issued by the local garrison authorities.

All civil airplanes hired by CAF for operations near the Communists' areas are advised by CAA to keep in direct contact with CAF local commanding offices in order to secure safety in flights.

FOURTEENTH AF ANNIVERSARY

Large scale plans are underway for commemoration of the Fifth Anniversary of the 14th Air Force, formerly commanded by Maj. Gen. C. L. Chennault as a sequel to his leadership of the "Flying Tigers"

All former members of the AVG, and the 14th Air Force will be the guests of honor, along with consular, American and Chinese officials and prominent business personages.

The anniversary celebration will be held on the 10th of March, the birthdate of the famed Air Forces unit. Arrangements are under the direction of Maj. Gen. E. K. Moy (Ret'd), former Chinese Army Commander of the War Area Service Corps, which was instrumental in arranging billets, meal facilities and liaison with United States Forces in China.

CAT BULLETIN

CANTON CHIT CHAT

BY MABEL WONG

We have the avowal of the PRO that Canton base at Tien Ho is the busiest CAT operation he's witnessed yet. Here's Why;

Mery Garrold has been wheedling, coaxing and threatening his staff through erection and building of many new, much needed apparatus. (Or is it apparati?) They've done a job that calls for brass bands and loud applause.

A young Chinese engineer, Paul S. T. Pao has constructed an amazing, new hydraulic checking machine. "As good as any manufactured", says Garrold. We'll send pictures of Paul and his "plumber's nightmare" for a later issue.

Other Tien Ho Chinese mechanics have turned a U.S. Army, Davis Machine Shop truck into a soon-to-be-completed instrument-checking shop. This in addition to the ten-ton truck body that now serves as an instrument repair shop. The new shop will have air-conditioning, scientific filters to keep out dust, a swank lighting system, and can be transported anywhere with ease.

John Feeny and his engineers are becoming old men overnight what with four planes and six engines to change all in one week.

Salvage of our "Canibal" planes is almost complete and Tien Ho will match the Parts Department bin and catalogue system with any in China.

Pilots Hicks, Cochran, Tingle and Bledsoe were "engine change grounded" in Canton for one week, then OD summoned them back to the C-46 and 47 "throttle factories" from their temporary Hongkong haven.

Mary Powers, Captain Powers superior lifetime officer, was off to Shanghai on February 20th for a serious operation. How about the visits and flowers, Shanghai?

Prop man Panaman and Instrument man Valzell were all packed and panting to take off for Uncle Sugar Side. Then trouble developed in the CAT plane they were boarding for Shanghai. The trouble? Prop and instrument maubing. They waited another week.

Al Wong, who keeps the Canton transportation section running with Big Ben precision, deserves a medal of some kind for the smooth

(Canton Chit Chat Cont'd)

new approach to Tien Ho's main buildings. It saves a lot of nuts and bolts that were former vehicular casualties of the very rough, two-hundred yard longer approach.

As though I didn't have enough to do, taking care of Canton CATs and my two new Chow puppies, I'll see you all after a soon-to-arrive leave. It's going to be a boy and I'm going to name him Al Junior.

My sincere gratitude to sheet metaleer Daniel Chako and Mery Garrold who have promised to send you Canton Chit Chat during my absence.

It's just entering rainy season here. I'll be back with the dust.

Mabel.

THANK YOU, EDITOR

By SELWYN CHENG

CAT's regular daily shuttles between Tsingtao and Weih sien, besides providing for a communication link between the Red-isolated inland town and the coastal port in Shantung, also facilitates the stabilization of commodity prices and the promotion of peoples' livelihood. Mr. Chang Hui-wen, Editor and General Manager of the China Daily Tribune, leading English-language newspaper in Shanghai, told CAT correspondent at Tsingtao after completing his election tour of the Weih sien areas.

"If there's no CAT, it would be impossible for me to reach Weih sien for my election campaign", Mr. Chang said.

Mr. Chang, a candidate to Legislative Yuan, nominated for Weih sien areas, arrived Tsingtao from Shanghai on Jan. 15, and took a CAT plane to Weih sien on the following day.

During his short stay in Weih sien he had witnessed the busy work of CAT in hauling cargoes in and out and taking many refugees out of Weih sien.

He had also heard many words of thanks to CAT from the various government and administrative organizations, which he said CAT earnestly deserves.

Mr. Chang was greatly surprised to receive Tsingtao newspapers in Weih sien on the very day of publication, and expressed his admiration when he was told that CAT planes airlift big bundles of Tsingtao newspapers to Weih sien every morning.

On Jan. 21st. Mr. Chang took CAT plane to Tsinan en route to Nanking.

CAT BULLETIN



National Resources Commission thanks C.A.T.

Our planes have been shuttling between Peiping and Shenyang for the evacuation of the N.R.C. employees and their families from that Northeast city. At the same time, the planes have been dropping banknotes over Anshan and For Hsin. The flights were completed successfully. We have just received a letter from N.R.C. which reads, in part, as follows:-

"With reference to the completion of the airdropping of bank-notes at Anshan, this Commission desires to express its appreciation of the speed and efficiency with which this operation was carried out. The Commission is grateful for the exemplary courage and skill with which your pilots have accomplished their assignment. Your cooperation has been of invaluable assistance in meeting the difficult situation in the Northeast, and we trust that this letter of thanks will serve as a small token of our appreciation"

Another Northeast Deal under negotiation

In addition to the NRC Northeast evacuation charter, there is another big deal under negotiation. If concluded, CAT will contribute a greater effort in relieving the food shortage in Shenyang.

Stronger setup in B.D.

Another step has been taken forward towards a stronger and better setup in B.D. The whole country is divided up into three different zones. Each area has its Control Manager who will administrate and supervise all sub-bases, concerning the business end.

All business activities south of 36 degrees to 28 degrees parallel will be controlled by Mr. Frank Chiu, Business Area Manager for Central China Area. Stations north of the 36 degrees parallel will be under the supervision of Mr. K. Y. Ma, Business Manager for North China.

Lanchow Base

A radio station was set up at Lanchow recently. We have been "burning the wire" with messages regarding schedules, etc. Lanchow will be coming into importance when the Northwest route materializes.

MARCH 1, 1948.

K. Y. CHEN ASSUMES NEW DUTIES

Mr. K. Y. Chen, the well-known authority on China's transportation and warehousing problems and a member of the Board of Directors of CAT, has recently been appointed as Director of the MOC Supply and Transportation Head Office which was formally inaugurated on February 2, 1948 at No. 31, the Bund.

Mr. Chen expressed his opinion in an interview with CAT Bulletin that China's shattered economy would be improved by earning foreign exchange through the channel of exporting indigenous products to foreign countries, which fact, according to him, is what the newly established Office aims at achieving.

Mr. Chen further explained the functions of the new Office by saying that it is a "strict service-rendering" office, "running services for government and commercial agencies" and hoping to "handle supplies from abroad under a United States loan to China and later on, to help ship indigenous products from the interiors of China to foreign countries."

He continued to state that this new Office is now handling supplies brought in by UNRRA, the China Relief Mission of the United States government, Japanese reparations and the Ministry of Communications. It has its main office in Shanghai, he said, and has its branch offices in Tientsin, Canton, Hankow and several other major coastal cities with number of staff totalling 800 throughout the whole nation.

In conclusion, he voiced his belief that the establishment of this Office would inevitably facilitate the tackling of the supply and transportation problems of China.

Mr. Chen has served as superintendent of the Chekiang-Kiangsi railway, chief mechanical engineer of the Yunnan-Burma railway and other official posts with government agencies. Until recently, he was Director of CNRRA's Bureau of Transportation and Warehousing and concurrently general manager of the CNRRA Shanghai Supply Office, which offices he organized in 1945.

He spends his afternoons in attending the duties of the new MOC post and his mornings in the CAT main office.

Bulletin readers will be happy to learn that Mr. Chen has consented to impart some of his knowledge to us by contributing a written article on China's transportation and warehousing problems which will appear in the next issue.

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CAT BULLETIN

A LOOK AT CANTON

Joanna Lee and Esther White were rather lonely in the PRO office from the 18th through the 27th of February during PRO Conine's absence on business in Canton.

The Editor's journey also occasioned the tardiness of this issue of the Bulletin. (There goes our New Year's Resolution—sorry CATs'.)

As a result of the trip the artistic appearance of your Bulletin may soon be enhanced considerably, through use of the better paper available in Canton.

Just in the event the "front office" smells all play and no work during the PRO Canton junket—"did anyone ever find anything to play at in Canton?"

CAT's flying fleet has been pushed to the limit lately what with emergency Mukden hauls, banknote assignments etc. therefore three CAT C-46s and one C-47 needed engine changes at one time. Thus the scheduled February 22nd flights to Shanghai from Canton were cancelled, along with the regular Wednesday shuffle, leaving the Bulletin "immobilized" until Friday the 27th.

However, with Stateside rebuilt engines, the CAT squadron will soon be off to more and more emergency and rehabilitation assignments and—who knows—more records?

Gus Klingenberg, "Plane Talk" columnist of the Shanghai Evening Post was a CAT guest at Canton, upon his request for info and a look at South China operations. "Plane Talk" will probably soon "out" with some worthwhile aviation information concerning CAT and China, since Gus is the outstanding "aero delineator" of China.

Incidentally, Klingenberg, K. S. Mau of Canton BD and the PRO were frantically canvassing other commercial passenger airlines for hurry-up Shanghai return tickets. One which flies twice a week on the run would rather book most of its seats in Hongkong for Hongkong dollars, or perhaps for once in several weeks they really were booked solid through February 27th. The other passenger line that flies daily from Canton to Shanghai was booked completely through March 2nd, but were most courteous in making special arrangements for Gus in order that "Plane Talk" would appear in the Evening Post on schedule. (Where are those excess airplanes in China?)

Just for general information, upon our arrival in Canton on the 18th, the realistic rate of exchange was 20 percent lower than the comparable Shanghai rate. The very next day the Canton rate was eight percent above

the Shanghai rate. For one whole week Canton and Shanghai seesawed for leadership in the runaway market. Shanghai was winning by eight percent on the 27th.

Seems the reason for the Canton instability is the very grave shortage of rice there, which is not akin to Shanghai's "rice market manipulations". Everything in Canton is priced according to a relative value of Hongkong dollars, which makes for further complication to a "foreign Shanghaider", since one US dollar equals roughly HK\$5.30.

As for Canton prices, the Victory Building in Shameen (former foreign concession) serves the best breakfast in town for the least moola. A delicious breakfast of three "sunny-side-ups, two hot cakes with extra butter, toast, jam and coffee costs just CN\$110,000.

The New Asia Hotel, (peddicabbers understand "Sun Yah Fan Dyan") best in Canton, offers a sitting room, bedroom, bath suite on the seventh floor for CN\$820,000 a day for man and better half. Not bad considering Shanghai's first class hostelry price of more than CN\$2,000,000 per day.

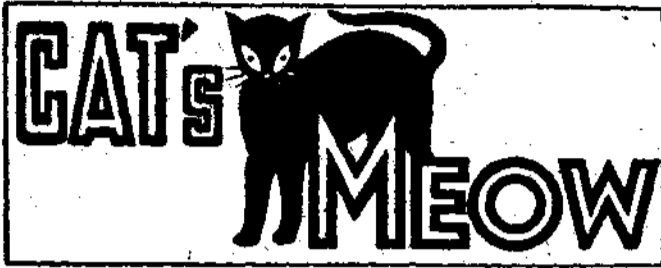
Service in the New Asia was excellent since our fumbling Mandarin found one seventh floor boy who halfway understood us. Except that it cost us an hour of English lessons which he wrung from us each evening. From this obliging fellow we learned that "Mahn" is the word for a ten thousand unit. Such as "Yit-mahn, 10,000; Nyeh-mahn, 20,000; Sahn-mahn, 30,000; Seh-mahn 40,000; Ng-mahn, 50,000 etc. Ask us if you want the rest. Kang, our seventh floor English student also saved us from paying more than CN\$20,000 to BD in Shameen from the hotel and from paying more than CN\$200,000 for a taxi to Tien Ho.

Among the more notable social events in Canton during our stay was an impromptu dinner given by K. S. Mao, Carson Wong and Col. D. S. Chang for C. L. C., Mrs. C. L. C., Doctor Gentry, Col. Hunter and Phyllis Altamira and photographer Paunzen as they RON'ed from Kunming on the 18th.

Christy Chen and his "Mrs. China" wife moistened the old PRO orbs on the 19th with a lovely 29th birthday cake and Cantonese dinner at the Eighth Heaven restaurant.

Col. D. S. Chang was the genial and generous host at a "so long" dinner on February 28th for Col. Hunter, Phyllis Altamira, PRO and Mrs. Conine, Merv Garrold and John Feeny of Canton Engineering. Toasts-a-plenty were enjoyed by all, along with the Base Manager's warm hospitality.

CAT BULLETIN



David Tseng, our Nanking liaison representative, has moved the office to new quarters where he will be better equipped to handle CAT business and activities. For you who may have occasion to call him while in Nanking, the telephone number is 22525.

We are sorry to report that the sick list seems to have grown considerably since our last publication. Mary Powers, wife of Captain Wayne Powers, Canton based, was taken to the Country Hospital in Shanghai for an operation. She is to be commended for her composure considering the fact that her pilot husband had to fly the day of the operation.

Sandy Williams, wife of "Long" John Williams, Chief of Communications, was also "sojourning" in the hospital for five days last week. John reports that she is feeling much better, getting her exercise by playing the piano every day.

"Tiny" Richardson is trying to live up to the name, and doing too good a job of it. After losing over thirty pounds, he is recouping in bed with a case of anemia, among other things.

On the brighter side of things, we have a report that Paula Shelton, reported last issue of have an appendectomy, is at her home now in the New Royal Hotel and well on the road to recovery.

If Tom Sommers, Chief of Traffic, doesn't come back to Shanghai looking like "Mr. Esquire" himself, we'll be mighty surprised after his grave threats of a clothes-buying spree at Hongkong during his week's vacation.

A new reading has been taken, which places Captain Bus Loane at the head of the list 'mongst CAT's junior "bird boys" (literal translation). From the group that have been hunting ducks and geese in the Piper Cub, Bus tops them all with six birds with twenty-one shots. "Dead-Eye Bus" he was known as.

The Cub's last trip out promised to be the most successful with the sun pouring down, the water beautifully calm permitting a landing in any direction, and the ducks just refusing to get off the water. The hunters (whom we won't mention by name) buzzed the flock, and much to their chagrin, discovered a faulty firing pin in the gun after many attempts at shooting. The air was blue, needless to say, for several hours after. Next time they may remember to take a bamboo pole with them.

(Cats Meow Cont'd)

After a very short honeymoon trip in Kunming the Chennaults came back to Shanghai on February 19th. Coming back to town with them were our doctor Tom Gentry, Col Shu, our photographer "Peppy" and the general's dog Joe. They all looked swell, the Kunming's sunshine had really done them some good.

PRODUCTION SUPERVISOR OF CANTON BASE

Henry Siu, Production Supervisor of the Canton Base, is a graduate of the University of California in Aeronautical Engineering. After having stayed 17 years in America, Mr. Siu returned to China to join the Canton Air Force. His first job was to design the Shaokuan Aircraft Factory with Tohn Lim, now Assistant Manager of the Canton Base.

Upon the completion of that Factory, Mr. Siu was placed in charge of the Time Study Department concurrently serving as Engineer. Later he was promoted to Engineer-in-charge of the Planning Department.

Mr. Siu was transferred to the Commission on Aeronautical Affairs to take up the post as Head of the Statistic Department of the Material Division, but was called back to resume his previous work by the Shaokuan Aircraft Factory, now known as the No. 1 Aircraft Factory.

After his mission was fulfilled, he was transferred to the No. 10 Factory to take charge of the Designing Department, where he obtained his honorable discharge due to long illness. Upon recovery Henry offered his services to the Teissier Renault Trucks Factory as Supervisor and Chief Engineer up to the time this factory was closed. He then went to the Yunnan Resources Transportation Administration as Engineer in charge of Maintenance and Operations.

In civilian life, Siu spent many years in Transportation Work over the Yunnan-Burma Road, but again entered into military life when General Loh, Commander-in-Chief of the Chinese Expeditionary Forces, appointed him as his senior secretary with a Colonel rank. He walked to India with General Loh almost on bare feet as his toes were cut and swollen and couldn't wear shoes. He then retired from military service and retreated to his home in Hongkong where he took a long rest.

His last job was with the CNRRA Highway Transport as Maintenance Supervisor prior to his joining CAT.

CAT BULLETIN

Did You Know

That the Wright Brothers were a "day late and a dollar short" when they first succeeded in launching their first airborne contraption at Kitty Hawk, North Carolina? And that one Fung Yu, a native Chinese, was flying his own airplane commercially, in China before the Wrights really got going?

According to Tohn W. Lim, Assistant Base Manager to Col. D. S. Chang at Canton, Fung Yu immigrated to the United States about the year 1900. He was an instinctive mechanical genius, despite language handicaps.

Fung opened his own machine and metal shop on Ninth Street in Oakland California, after a trip across town to Alameda to witness some of the Wright Brothers first unsuccessful tests. Fung returned to his "hole in the wall" shop burning with a new resolution.

Calling together several of his young Chinese friends from the Oakland and San Francisco Chinatowns, he outlined his plan to build a better mechanical bird than that of the Wright Brothers.

Tohn Lim, then only eight years of age, remembers his own many hours of wide-eyed attention while peeping into the 22 year old Fung's machine shop, watching the mechanical bird take shape. Thus began Lim's own lifetime devotion to aviation.

As best Lim recalls, Fung's first successful experimental flights were in the years 1909 to 1910 in Alameda, just adjacent to Oakland in the Bay Area.

At the close of 1910 Fung Yu set sail for Canton with his airplane packed and riding with him. His purpose was to put his new mechanical bird to a practical use. Had he not been consumed with this desire, he might well have lived to achieve the glory and rewards that others received for leadership in world aviation.

After having been accepted for his offer to fly for the Ching Dynasty in the struggle for democracy in China, Fung launched his airplane at Canton in his last attempt to conquer space. He crashed during his first flight, meeting his death in Canton at the close of 1910.

However the zeal and genius of Fung Yu, a native Chinese, did contribute something to the world's and China's aviation progress. It

instilled the same ambition and desire to conquer space into Col. Tohn W. Lim, who has since become one of China's foremost aviation technologists. After Lim's grammar and high school graduations at Oakland, California and subsequently at the Detroit Institute of Technology, he returned to devote his aviation knowledge to his native country's progress.

Lim was first director of the Chinese Air Force Plant Number Five on the Tungshan Waterfront which accomplished factory repairs on CAF planes. He was later transferred to CAF Plant Number One at Shiukwan, Kuangtung Province, from where he helped move the same plant to Kunming with the beginning of Sino-Japanese warfare.

After a two year period as a transportation supervisor on the Burma Road, Lim moved to the 14th Air Force under General Chennault as a repair engineer, which position he held until war's end.

Lim returned to work one year ago for his old boss Chennault, as assistant to Base Manager, Col. Chang.

Lim's zealous devotion to aviation seems to keep him much more young in appearance than his 54 years. After finally succumbing to married life two years ago, he retained his only vice, hunting as Mrs. Lim's greatest competition for his spare time.

An expert hunter and dog trainer, Lim's third love (behind Mrs. Lim and aviation) is his new five month old chow dog named "Pooch." Tohn says "He's the smartest dog I've ever trained. He wags his tail fast when he points a small bird and very slow when he points a big one. He's already retrieved birds weighing up to fourteen pounds.

Frequently Lim and Pooch walk the entire distance from home to the Tien Ho field just for the exercise. Col. Lim's prescription for a good life?

"Devoting to a job you love more than any other, like aviation, a good wife, a good dog and a good gun, lots of outdoor exercise and two cigarettes a day."

Tohn Lim's devotion to duty, his experience and his keen knowledge of aviation in China are indeed a large contributing factor to the success of CAT, Canton operations.

CAT BULLETIN

TIENTSIN OFFERS GOOD PROSPECTS

BY SELWYN CHENG

TSINGTAO:—Tientsin offers good prospects for CAT operations in North China second only to Tsingtao base in Shantung. Until now, CAT has not established its Tientsin base yet, except making few occasional flights from Tsingtao and Tsinan.

However, such bright prospects could only be fully utilized when CAT's up-country hauling is not limited to rehabilitation and relief cargoes but to include all commercial cargoes.

This article has long been intended by the writer, ever since he returned from Tientsin last November after a two-week stay in Tientsin in charge of B.D. affairs temporarily, but the writing of it has been delayed until the eve of our new "monicker" which will more or less determine our up-country hauling of commercial cargoes.

Undoubtedly, we all vote for keeping CAT. But in case the change is to be "a rose by any other name" as Mr. Arthur Fung puts it in his "Bizz Buzz" column in the previous issue, we all hope that it will be sweet to its true sense, that means, CAT could airlift relief and commercial cargoes like any other civilian airlines.

The point of commercial cargo hauling is stressed in our proposed Tientsin operations in view of the fact that almost all of the in-bound loads from Tientsin consists of commercial commodities except a few planeloads of parcel posts.

Tientsin is the major port in North China besides Tsingtao, and it serves as the main receiving station for all foreign imports and the chief outlet for native products in Hopeh regions. All finished goods are concentrated in Tientsin for re-distribution to the interior regions of North China.

Under the present disrupted communications system in North China due to civil strife, there is no other way of transporting these cargoes inland except by airlifting. Since no airlifting is available in Tientsin, almost all cargoes are transhipped to Peiping by rail, thence airlifted to Taiyuan, Sian, Mukden and other major cities in North China.

During the writer's short stay in Tientsin, many shippers requested for hauling of commercial cargoes of considerably big amount, to Taiyuan, Sian and Mukden, but in view of our CAA restrictions on up-country hauling of commercial cargoes, the writer had declined all requests but has taken note of their applications so that when the cat is really out of the bag we would be able to do it.

Lately, Tsingtao base has been working on a complete network in linking up all major cities in North China, including Tsingtao, Tsi-

nan, Tientsin, Taiyuan, Sian, and Mukden, and the proposed schedule will be Tsingtao-Tsinan-Tientsin-Taiyuan, Tsingtao-Tsinan-Tientsin-Sian, and Tsingtao-Tsinan-Tientsin-Mukden.

Full loads are available at Tsingtao for Tsinan, and CAT Tsinan Office has just reported that considerably big shipments of cotton to Tientsin have been registered. Should we be allowed to haul commercial cargoes up country from Tientsin, we would have all planes loaded to the brim for the proposed schedule.

There are minor facilities in Tientsin airfield for CAT operations. Tientsin CAA Station possesses many unused quonset huts in the field, which could be rented for CAT offices and storerooms.

The one drawback in Tientsin operations lies in the fact that planes may not be able to remain overnight at Tientsin airfield due to the close military operations. To overcome this difficulty, Tsingtao base has worked out a schedule so that all planes will return to Tsingtao base for the night.

C.A.T. OPERATIONAL EFFICIENCY APPRECIATED

SHANGHAI—Appreciation of CAT pilot's skill and the unsolicited effort of CAT's ground forces in Hungjao to assist in bringing a CNAC plane in safely was expressed by Rev. D. K. West, Chairman of the Shantung Executive Committee of the American Presbyterian Mission, who was on board a CAT plane when the incident took place.

His letter of appreciation to General Chen-nault reads as follows:

"Last Sunday, the 15th, I came in with Captain Dew on a G.C.A., "zero-zero" landing! I am alive today because of his skill, courage and fidelity in obedience to commands. It was a thrill I don't care to repeat.

"However I am writing you now to tell you how very impressed all of us passengers were with the ground forces in preparing to help land the CNAC plane. Your men burned hundreds of gallons of gas and did all they could to provide that pilot with a safe place to land. It is true he did not use the field, but I think it all the more amazing that your men should go to such lengths for another airline. Therefore I want you to know this effort did not go unnoticed. It only serves to deepen our faith—the reliability of CAT."

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DEW, CAT HIGHLY PRAISED

Because of his "skill, courage and fidelity in obedience to commands", Captain Stuart Dew, CAT pilot was highly praised for his flying ability upon landing his plane in Shanghai during zero-zero weather on Sunday February 15th.

Dr. D. K. West a member of the executive committee of the American Presbyterian Mission said further in his letter to CAT, "all of the passengers were highly impressed with your ground forces in preparing to help land the CNAC plane. Your men burned hundreds of gallons of gas and did all they could to provide that pilot with a safe place to land.

"It is true he did not use the field but I think it all the more amazing that your men should go to such lengths for another airline.

"Therefore I want you to know that this effort did not go unnoticed. It only serves to deepen our faith in the reliability of CAT."

Dr. West's letter was entirely unsolicited and came as a surprise to CAT officials at the same time that anonymous reports were being circulated that CAT had not cooperated in helping land distressed CNAC planes.

CAT's expense in attempting to land the planes amounted to hundreds of gallons of precious gasoline which was burned in trenches adjacent to the Hungjao runways.

NEW CHIEF PILOT

Announcement was made recently of the appointment of Captain Frank Hughes to succeed Captain Erick Shilling as new CAT Chief Pilot. Hughes assumed his duties on March 1st.

Hughes was born at Phoenix, New York, where he graduated from highschool before taking his B.A. Degree at Cornell University. He came to CAT from the United States Army Air Forces where he was an officer for five years.

AIR-BORNE FOOD FOR MUKDEN

SHANGHAI—In view of Mukden's acute food shortage, the Commission for Regulating and Controlling Commodities in North East has recently signed a contract with CAT for the airlifting of 220 short tons of wheat flour from Tsingtao to Mukden.

Staff of the Commission and their dependents will be evacuated from Mukden by CAT planes on returned flights.

Furthermore, another 220 short tons of wheat flour will also be airlifted from Peiping to Mukden and likewise, staff and dependents will be carried out on return trips.

It is assured that this work of CAT will greatly relieve the hunger-stricken people in that isolated city of Manchuria.

OUR COVERS

Our covers for this issue illustrate two interesting pictures, one relating to CAT's salvage planes and one to General and Mrs. Chennault's recent trip to Kunming.

The English cover shows the cannibalized planes, a picture of desolation and missing parts but still with their gay yet forlorn insignes.

The Chinese cover depicts General and Mrs. Chennault posing before a large street board in Kunming with the General's name on. As a token of their appreciation to the General's insurpassable contributions to the Chinese during the war, the people of Kunming have named the Airfield there after the General. The couple arrived Kunming on February 12th and were back in Shanghai on February 19th.

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GAT BULLETIN
MARCH 1, 1948



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