

CONFIDENTIAL

GD F&P HCG/she  
11 May 1950

MEMORANDUM FOR RECORD:

SUBJECT: Request for Authorization to Engage in Business in Guam and Okinawa, Civil Air Transport, Incorporated

1. References are:

a. Letter to SCAP, subject: Request for Amendment to License to Engage in Business in Japan (FI-66), 11 April 1950, from Civil Air Transport, Inc., their reference Memo ADO-103.

b. Letter to SCAP, subject: Request for Authorization to Engage in Business in Guam, 21 April 1950, from Civil Air Transport, Inc., their reference Memo ADO-134.

2. Reference 1a requested authority to utilize Naha, Okinawa and Iwakuni, Japan as traffic stops on CAT's Hongkong-Tokyo route. Letter to GOC, BCOF, Kure, Japan, 14 Apr 50 (G-4 Journal No. 4261) requested comments and recommendations in regard to authorizing CAT, INC, traffic rights at Iwakuni. To date no answer has been received. Col. Marson, OC, Ebisu Camp is now checking for an answer.

3. CAT's request for a traffic stop at Naha will be forwarded to State by action radio. In 1949 CNAC requested Naha as a traffic stop and FEAF and State recommended disapproval on basis of unavailability of facilities there. Proposed radio advises State of CAT request and recommends disapproval.

4. CAT, Inc., by ltr to SCAP, subj as above, 27 Apr 50, requested authority to engage in business in Guam as an air carrier on scheduled, non-scheduled and charter flights, and to conduct all business necessary and incidental thereto.

5. FEAF ltr to Assistant Chief of Staff, G-4, subject as above, 8 May 50, recommends disapproval of CAT's request. FEAF's disapproval was based on the conditions specified in the Chinese Bilateral Agreement.

6. CNAC, when operating on the route Hongkong, Manila, Guam, Honolulu, San Francisco, was authorized refueling stops on Guam. CNAC was not authorized a traffic stop on Guam. As a related matter, CNAC (Chinese National Aviation Corp.) was not authorized a traffic stop in Tokyo on their route between Shanghai and San Francisco by Tokyo, due to the conditions of the bilateral agreement.

7. Msg to DA informs DA and State Department of CAT's requests. It recommends disapproval in both instances.

8. CG FEAF concurs. Within established policy.

9. Completes action on G-4 Journal No's. 5439 and 5451.

H.C.G. HCG

A.J.C. AJC

CONFIDENTIAL

FD P&P HCG/she  
17 May 1950

ADDED MEMORANDUM FOR RECORD

SUBJECT: Civil Air Transport, Inc., Request for Authorization to Engage in Business in Guam and Okinawa

1. The proposed msg from CINCFE to DA and letter to the local representative of CAT, Inc., are forwarded to the C/S for approval.
2. C/N 1, G-4 to C/S, subject as above, is self-explanatory.
3. Completes action on G-4 Journal Nos. 5439 and 5451.

H.C.G. HG  
G.R. \_\_\_\_\_  
A.J.C. \_\_\_\_\_

CONFIDENTIAL

GENERAL HEADQUARTERS, FAR EAST COM AND  
ADJUTANT GENERAL'S OFFICE  
RADIO AND CABLE CENTER

G-4 ROUTING	
AC/S G-4	<input checked="" type="checkbox"/>
D AC/S G-4	<input checked="" type="checkbox"/>
EXECUTIVE	<input checked="" type="checkbox"/>
PLANS & POLICY	<input checked="" type="checkbox"/>
OPERATIONS	<input checked="" type="checkbox"/>
CONST & FAC	<input checked="" type="checkbox"/>
SUPPLY	<input checked="" type="checkbox"/>
PETROLEUM	<input checked="" type="checkbox"/>
PERSONNEL	<input checked="" type="checkbox"/>
ADMINISTRATION	<input checked="" type="checkbox"/>

095  
CAT

# INCOMING MESSAGE

ROUTINE

17 May 50

FROM : CG FEAF TOKYO JAPAN  
 TO : CG 20TH AF OKINAWA, CG 13TH AF CAFE LUZON PI  
 INFO : CINCPAC TOKYO JAPAN, CG FEAMCOM FUCHU JAPAN  
 NR : AA 1352 OP-OP 5

This rad in 6 parts.

Part 1: Gen Chennault's Civil Air Transport, Inc, is authorized parking space for up to 20 C-46 acft at Northwest AB, Guam. Purpose is to deny seizure of C-46's by Communists.

Part 2: No security, support or obligation beyond parking space for the acft is involved. Provisions of AFR 55-20 will apply, except that insurance rqmts therein are waived for this flt.

Part 3: All supplies and svcs will be paid for in US dollars prior to the departure of the acft from any FEAF base. No psgrs or cargo beyond that necessary to the conduct of the flt will be transported.

Part 4: No persons other than citizens of the US Army may enter the Far East Comd unless prior diplomatic clearance is obtained in ea instance.

Part 5: Route authorized to Guam is either direct, via Clark AB with permission of Philippine Govt, via Naha, Okinawa, or via Naha and Iwo Jima. Civil Air Transport, Inc has been rqstd to make full details of the flights aval to FEAF at least 48 hrs in advance. However, in the event of imminent seizure of acft by Communists and failure of all communications, CAT has been authorized to make the flights without prior notification.

Part 6: Rqst you radio this hq, info CINCPAC, arrival time, departure time, route, and any other pertinent details of ea acft making this flt under this authorization. Forms 33 will not be abd acft.

85332

(over)  
ROUTINE

NO SIG

Consult Crypto-Center before declassifying.

Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 17a(1)(2) and 41c(2)(3) and g(1), AR 380-5, 15 November 1949.

*Confidential*  
ROUTINE

FROM : CG FEAF NR : AX 1352 OP-OP 17 MAY 50 CONTINUED

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-2, G-3, G-4,  
AG, DIPLOMATIC, JSPOG

NOTE : This msg recd direct fr CG FEAF TOKYO JAPAN via courier

85832

ROUTINE  
*Confidential*  
-2-

TOO : 160637 Z  
MCN : NCNE

GENERAL HEADQUARTERS, FAR EAST COMMAND  
ADJUTANT GENERAL'S OFFICE  
RADIO AND CABLE CENTER

G-4 ROUTING	
✓ C/S G-4	
✓ DAC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAC	
SUPPLY	
WG/bg PETROLEUM	
PERSONNEL ADMINISTRATION	

17 May 50

*G-4* *Pyth*

*095 CAT*

# INCOMING MESSAGE

*Confidential*

ROUTINE

FROM : CG FEAF TOKYO JAPAN  
 TO : CSUSAF WASH DC  
 INFO : CINCFE TOKYO JAPAN  
 NR : AX 1353 OP-OP 5

This rad in 3 parts.  
 Part 1. REURAD AFOPY 56199 dtd 11 May 50. Substance of letter given to Gen Chennault's local CAT representative this date follows:  
 Part 2. "In case of imminent seizure by the Communists on Formosa parking for up to 20 C-46 type aircraft will be afforded at Northwest AB, Guam. No liability shall attach to CINCFE, his agencies or representatives, or any agency or sub-agency of the Far East Command as a result of the conduct of this operation. Civil Air Transport, Inc, will indemnify and hold harmless CINCFE, his agents and representatives, or any sub-agency of the FEC from claims of any nature arising from or connected with this authorization. No security, support or obligation of any kind beyond furnishing parking space for the aircraft will be involved. Provisions of AFR 55-20 will apply, except that insurance requirements therein are waived for this flight. All supplies and services will be paid for in cash. No passengers or cargo beyond that necessary to the conduct of the flight will be transported. No persons other than US citizens may enter the Far East Command unless prior diplomatic clearance is obtained. Route to Guam will be either direct, via Clark AB, Philippines with prior permission of Philippine Govt, via Okinawa, or via Okinawa and Iwo Jima. 48 hours in advance, the following info will be made available to FEAF: Serial number and type aircraft; names, nationality and duty of all 85833

(over)  
ROUTINE

*Confidential*

Consult Crypto-Center before declassifying.  
 Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 17a(1)(2) and 41c(2)(3) and g(1), AR 380-5, 15 November 1949.



*Confidential*  
ROUTINE

FROM : CG FFAF TOKYO JAPAN NR : AX1353 OP-OP 5  
17 MAY 50 CONT'D

personnel; route, specifying points of intended landing;  
date and hour of proposed departure; dates and hours of  
proposed arrival and departure at each stop on the route.  
However, in the event of imminent seizure of the aircraft by  
Communists, and failure of all available communications,  
flight may be made without prior notification to FFAF."  
Part 3. CINCPAC concurs.

NO SIG

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-2, G-3,  
G-4, AG, DIPLOMATIC, JSPOG

NOTE : This msg received direct from CG FFAF via Courier.

85833

ROUTINE

TCO : 160636 Z  
MCN : NONE

*Confidential*  
-2-

095  
CAT

HEADQUARTERS  
FAR EAST AIR FORCE  
APO 925

C-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	6 MAY 1950
CONST & FAC	
SUPPLY	
PETROLEUM	
PERSONNEL	
ADMINISTRATION	

Civil Air Transport, Inc.  
Mitsubishi Naka 7th Bldg.  
10 Harunouchi, 3-Chome, Chiyoda-ku  
Tokyo, Japan.

Gentlemen:

Reference is made to your letter memo APO-102 dated 8 April 1950, subject: "Request for Aircraft Parking Space," and the previous reply of this headquarters dated 24 April 1950.

You are now advised that in case of imminent seizure by the Communists on Formosa, parking space for up to twenty (20) C-46 type aircraft will be afforded you at Northwest Air Base, Guam.

It is understood that no liability shall attach to the Commander-in-Chief, Far East, his agencies or representatives, or any agency or sub-agency of the Far East Command, as a result of the conduct of the operation hereby authorized. Civil Air Transport, Inc. will indemnify and hold harmless the Commander-in-Chief, Far East, his agents and representatives, or any agency or sub-agency of the Far East Command, from claims of any nature arising from or in any way connected with, the operation engaged in by Civil Air Transport, Inc. under this authorization. No security, support, or obligation of any kind beyond furnishing parking space for the aircraft involved will attach to this authorization.

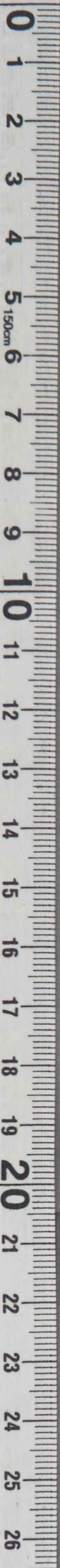
In addition to the above condition, the provisions of Air Force Regulation 55-20, copies of which have been furnished you, will apply, except that insurance requirements therein are waived for this flight. All supplies and services will be paid for in United States dollars prior to the departure of the aircraft from any FEO base.

These flights will not be of a commercial nature in any respect, and no passengers or cargo beyond that necessary to the conduct of the flight proper will be transported. No persons other than citizens of the United States may enter the Far East Command on these flights unless prior diplomatic clearance is obtained in each instance.

CINCFE (COPIER)

50335

655-Leaf



CINCPAC (COPY)

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ADMINISTRATION	<input checked="" type="checkbox"/>
PERSONNEL	<input type="checkbox"/>
REPRODUCTION	<input type="checkbox"/>
OFFICE	<input type="checkbox"/>
TRAINING	<input type="checkbox"/>
GENERAL	<input type="checkbox"/>
PLANNING	<input type="checkbox"/>
OPERATIONS	<input type="checkbox"/>
LOGISTICS	<input type="checkbox"/>
EXECUTIVE	<input type="checkbox"/>
OTHER	<input type="checkbox"/>

522 09A  
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Your route to Guam will be one of the following: direct; via Clark Air Base, Philippine Islands, provided prior and proper authority is obtained from the Republic of the Philippines; via Naha, Okinawa; or via Naha, Okinawa and Iwo Jima. You will make available to Headquarters, Far East Air Forces at least forty-eight (48) hours in advance of the proposed flight of each aircraft, the serial number and type of aircraft, names, nationality and duty of all personnel on board each aircraft, the route to be followed by the flight, specifying points at which it is intended to land, the date and hour (Greenwich time) of proposed departure and the departure point, the dates and hours (Greenwich time) of proposed arrival at and departure from each stop at which landing is contemplated, as specified in the route to be followed, above.

However, in the event of imminent seizure of the aircraft by Communists, and failure of all available means of communications, you are authorized to make the flight to Guam, and to land at those bases mentioned above without prior notification to this Headquarters.

Yours sincerely,

JOHN M. WEIKERT  
Major General, USAF  
Vice Commander

cc: CINCPAC ✓  
cc: CS USAF  
cc: Vice Commander  
cc: CG 20th AF  
cc: CG 13th AF

095CAT

P&P  
GD /HCG/she  
16 May 1950

CONFIDENTIAL

MEMORANDUM FOR RECORD

SUBJECT: Reply to CSUSAF RADIO AFOPY 56199, 12 May 1950

1. Reference is C/N to the C/S from G-4, subject as above, 15 May 1950, and M/R thereto.
2. Reference 1 above submitted to the C/S proposed FEAF radio to CSAF and a proposed FEAF letter to the local representative of CAT, Inc., stating that CAT, Inc., could park up to twenty (20) C-46 aircraft on Guam in case of imminent seizure by the Communists on Formosa.
3. The C/S indicated approval on the C/N of 15 May 1950.
4. The approved radio and letter were handed to Major Davis (Civil Airlines Officer) of FEAF. Correspondence will be dispatched by FEAF.
5. Within policy.
6. Completes action on G-4 Journal No. 5575 and relates to G-4 Journal No. 5573.

H.C.G. *[Signature]*

A.J.C. *[Signature]*



G-4 ROUTING	
<input checked="" type="checkbox"/> C/S G-4	_____
<input type="checkbox"/> D. AC/S G-4	_____
EXECUTIVE	_____
<input checked="" type="checkbox"/> PLANS & POLICY	<i>[Signature]</i>
OPERATIONS	_____
CONST & FAC	_____
SUPPLY	_____
PETROLEUM	_____
PERSONNEL	_____
<input checked="" type="checkbox"/> ADMINISTRATION	<i>[Signature]</i>

5575  
*[Signature]*

G-4 File Copy

G-4 File Copy

GENERAL HEADQUARTERS  
FAR EAST COMMAND  
**CONFIDENTIAL**  
CHECK SHEET

Lt Col Godman, 26-6039

(Do not remove from attached sheets)

File No:

Subject: Reply to CSUSAF Radio AFOPY 56199,  
12 May 1950

Note  
No.

From: G-4

To: C/S

Date:

15 MAY 1950

1

1. References are:

- a. COMGEN FEAF Msg AX-1253 to USAF, subject as above, 1 Apr 50 (TAB "D")
- b. C/N from C/S to G-3, subject: Reply to CSUSAF Radio AFOPY 56199, 12 May 50 (TAB "E").

2. Instant msg from HQ USAF to CG FEAF, AFOPY 56199, 12 May 50 (TAB "C") recommends that all efforts be made to deprive the Communists of CAT, Inc., airplanes, and suggests that a haven be provided in Japan or on Okinawa. It is noted that this msg ignores the provisions of reference la, wherein it was stated that it is contrary to SCAP policy to use fields in Japan for other than strictly military purposes, and that the possibility of Mr. Chennault's utilizing the Philippines as a haven for his aircraft be fully explored. Reference la also stated that in the event that USAF military facilities in the Far East Command are considered mandatory, that United States military facilities on Guam could be used for this purpose.

3. Proposed Msgform from COMGEN FEAF to CSAF, (TAB "A"), states that in case of imminent seizure by the Communists, the twenty (20) C-46 type aircraft belonging to CAT, Inc., may be afforded refuge on Guam. In view of the restriction imposed by <sup>the 1st sentence of</sup> Part II of proposed Msgform, C/S approval is requested.

4. Attached as TAB "B" is a proposed letter to the local representative of CAT, Inc., informing him that in case of imminent seizure by the Communists on Formosa, parking space for up to twenty (20) C-46 type aircraft will be available at Northwest Air Base, Guam.

5. It is recommended that the proposed Msgform to CSUSAF (TAB "A"), and the proposed letter to CAT, Inc., (TAB "B"), be approved and returned to G-4.

5 Incls

- 1. Tab "A" - ppsd Msgform to CSUSAF
- 2. Tab "B" - ppsd ltr to CAT, Inc.,
- 3. Tab "C" - Msg AFOPY 56199 fr CG, FEAF, 12 May 50
- 4. Tab "D" - Msg AX-1253, fr CG, FEAF, 1 Apr 50
- 5. Tab "E" - C/N fr C/S to G-3, 12 May 50

5573

*for Feaf in his absence*  
G.I.E.

CHIEF OF STAFF  
APPROVED  
*[Signature]*  
INITIALS *[Signature]*

5-15/10f

**CONFIDENTIAL**

0971



CONFIDENTIAL

095 CAT

Lt Col Godman, 26-6039

Reply to CSUSAF Radio AFOPT 56199,  
12 May 1950

C/S

15 MAY 1950

G-4 ROUTING	
A/C/S G-4	_____
D AG/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	<i>M</i>
OPERATIONS	_____
CONST & FAC	_____
SUPPLY	_____
PETROLEUM G-4	_____
PERSONNEL	_____
ADMINISTRATION	_____

1. References are:

- a. CONGEN FEAF Msg AX-1253 to USAF, subject as above, 1 Apr 50 (TAB "D")
- b. C/N from C/S to G-3, subject: Reply to CSUSAF Radio AFOPT 56199, 12 May 50 (TAB "E").

2. Instant msg from HQ USAF to CG FEAF, AFOPT 56199, 12 May 50 (TAB "C") recommends that all efforts be made to deprive the Communists of CAT, Inc., airplanes, and suggests that a haven be provided in Japan or on Okinawa. It is noted that this msg ignores the provisions of reference 1a, wherein it was stated that it is contrary to SCAP policy to use fields in Japan for other than strictly military purposes, and that the possibility of Mr. Chennault's utilizing the Philippines as a haven for his aircraft be fully explored. Reference 1a also stated that in the event that USAF military facilities in the Far East Command are considered mandatory, that United States military facilities on Guam could be used for this purpose.

3. Proposed Msgform from CONGEN FEAF to CSAF, (TAB "A"), states that in case of imminent seizure by the Communists, the twenty (20) C-45 type aircraft belonging to CAT, Inc., may be afforded refuge on Guam. In view of the restriction imposed by Part II of proposed Msgform, C/S approval is requested.

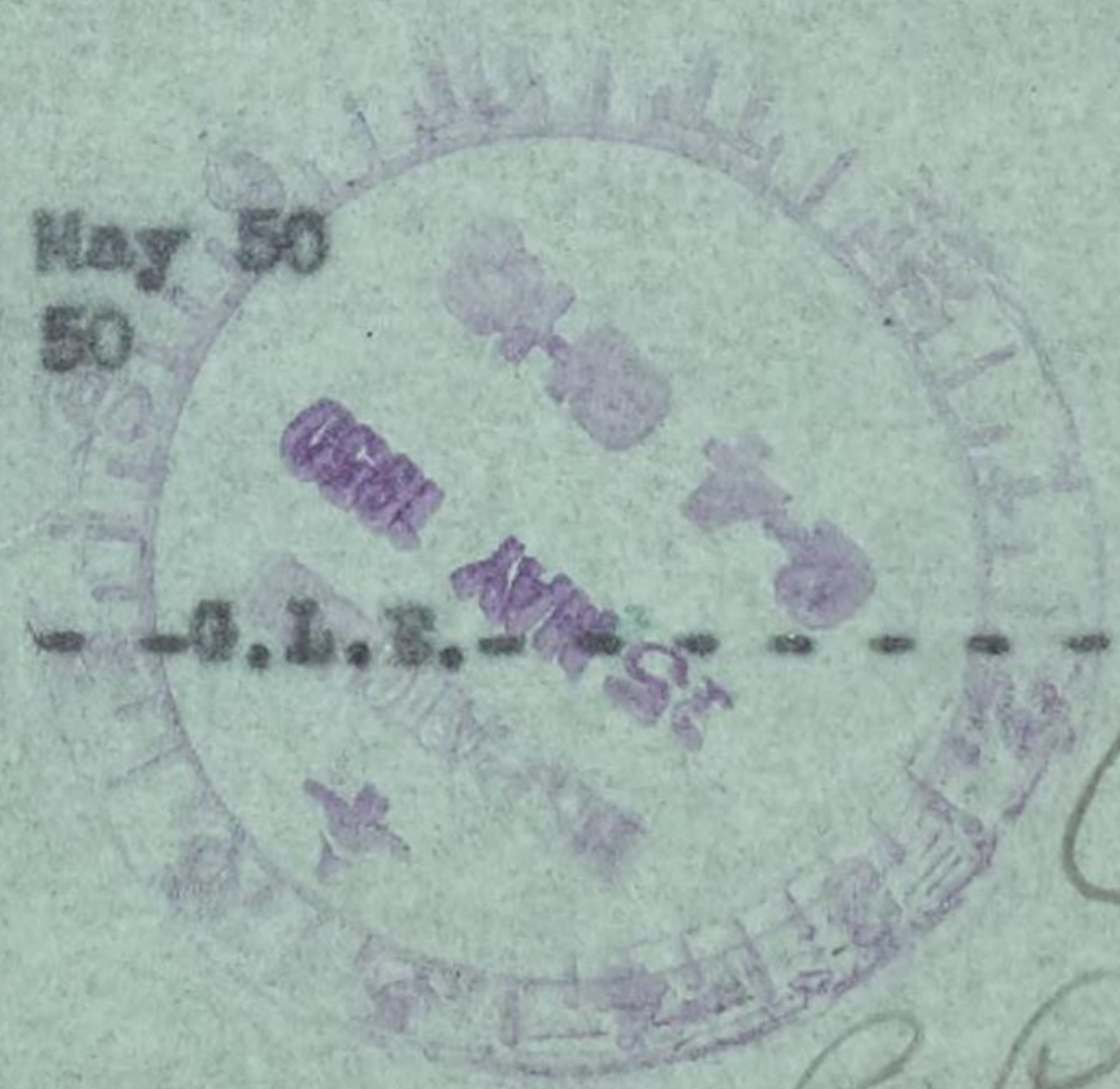
*1st Sentence of*

4. Attached as TAB "B" is a proposed letter to the local representative of CAT, Inc., informing him that in case of imminent seizure by the Communists on Fernosa, parking space for up to twenty (20) C-45 type aircraft will be available at Northwest Air Base, Guam.

5. It is recommended that the proposed Msgform to CSUSAF (TAB "A"), and the proposed letter to CAT, Inc., (TAB "B"), be approved and returned to G-4.

5 Incls

- 1. Tab "A" - ppsd Msgform to CSUSAF
- 2. Tab "B" - ppsd ltr to CAT, Inc.,
- 3. Tab "C" - Msg AFOPT 56199 fr CG, FEAF, 12 May 50
- 4. Tab "D" - Msg AX-1253, fr CG, FEAF, 1 Apr 50
- 5. Tab "E" - C/N fr C/S to G-3, 12 May 50



G.L.E.

*R.P.*

5573

G-4 File Copy

CONFIDENTIAL

G-4 File Copy

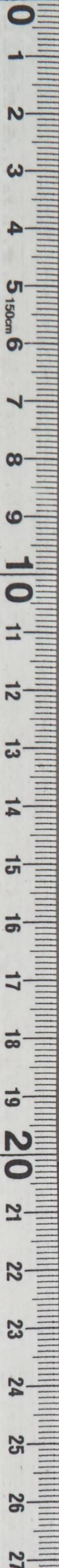
GD P&P HCG/we  
 15 May 50

MEMORANDUM FOR RECORD

Subject: Reply to CSUSAF Radio AFOPY 56199, 12 May 1950

1. References are:
  - a. COMGEN FEAF msg AX 1253, subject as above, 1 April 50.
  - b. C/N frm C/S GHQ to G-3, subject: Reply to CSUSAF Radio AFOPY 56199, 12 May 1950.
  
2. Major Davis, AF, FEAF Civil Airlines Office, handcarried the proposed msgform to C/S USAF, and the proposed ltr to the local representative of CAT Inc., to GHQ, to secure C/S approval. The proposed msgform to CS USAF adheres to the provisions of CINCFE policy as stated in reference 1a, and, therefore, G-4 will interpose no objection and recommends C/S approval. The proposed ltr to CAT Inc. in Tokyo informs CAT that they will be afforded refuge for 20 C-46 type aircraft on Guam.
  
3. At the request of FEAF, and in view of the restriction imposed in part II of the proposed msgform, C/S approval is requested.
  
4. C/N to C/S is self-explanatory.
  
5. Inasmuch as Guam is a United States territorial possession within the FEC area, it is believed that this action involves no change in policy.
  
6. Initiated action. ~~XX~~ Action complete.

H.C.G. \_\_\_\_\_  
 A.J.C. \_\_\_\_\_



GENERAL HEADQUARTERS, FAR EAST COMMAND  
ADJUTANT GENERAL'S OFFICE  
RADIO AND CABLE CENTER

*095CAT*

# INCOMING MESSAGE

*Confidential*  
ROUTINE

JA/ewJ <sup>4</sup> ROUTING	
AC/S G-4	_____
AD AC/S G-4	_____
EXECUTIVE	_____
12 May 50	_____
OPERATIONS	_____
CONST & FAC	_____
SUPPLY	_____
PETROLEUM	_____
PERSONNEL	_____
ADMINISTRATION	_____ <i>K</i>

FROM : CSUSAF WASH DC  
 TO : CG FEAF TOKYO JAPAN  
 INFO : CINCFE TOKYO JAPAN  
 NR : AFOPY 56199

*095CAT*

REURAD AX 1253 MP-OPS dtd 1 May 50.

Our feeling here is that depriving the Communists of subj acft is most essential, consequently haven should be provided by your comd either on main island of Japan or at an acceptable alternate such as Okinawa. Dept of State concurs. State Dept express serious forebodings should this request fail to receive immediate remedial action. Accordingly, you are requested to secure approval of CINCFE in permitting this action. Please advise this hq of your course of action.

NO SIG

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-2, G-3, G-4, AG, DIPLOMATIC, JSPOG

84283

ROUTINE

TOO : 111637 Z  
 MCN : 59842

*Confidential*

Consult Crypto-Center before declassifying.

Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 17a(1)(2) and 41c(2)(3) and g(1), AR 380-5, 15 November 1949.

COPY No.

GENERAL HEADQUARTERS, FAR EAST COMMAND  
ADJUTANT GENERAL'S OFFICE  
RADIO AND CABLE CENTER

*095  
CAT*

# INCOMING MESSAGE

*Confidential*  
PRIORITY

EHD/cem

1 May 50

ROUTING	
A. C/S G-4	
MAC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAG	
SUPPLY	
PETROLEUM	
PERSONNEL	
ADMINISTRATION	

*GR*

*3*

FROM : CG FEAF TOKYO JAPAN  
TO : CSUSAF WASH DC  
INFO : CINCFE TOKYO JAPAN  
NR : AX 1253 OP-OP 5

*095CAT*

REURAD AFMAI 55734 dtd 28 Apr 50. This rad in 4 parts.

Part I: Your ref to OURAD T 015 dtd 25 Apr 50 not understood as no msg by that no or on this subj dispatched.

Part II: In view of the fact that commercial air ports of adequate capacity are available in the Philippine Islands and are closer than bases in Japan, it is believed that inquiries should be made of General Chennault as to why this avenue of domicile for his planes is not utilized. It is contrary to SCAP policy, for obvious international reasons, to use fields in Japan for other than strictly military purposes of transitory commercial operations. Any other use, except in case of dire necessity, cannot fail to be sharply challenged. If no other haven were open the reason involved in using Japan as a base for Chennault's planes would be considered. But with Manila base available it is believed that this should not be done until the full potentials of the situation are adequately explored.

Part III: In the event US mil air craft parking facilities in the FEC are considered mandatory for this mission, it is recommended that non-active US mil facilities on Guam be used for this purpose, without any support of any kind fr FEAF beyond air craft parking space.

(over)  
80631 PRIORITY

*Confidential*

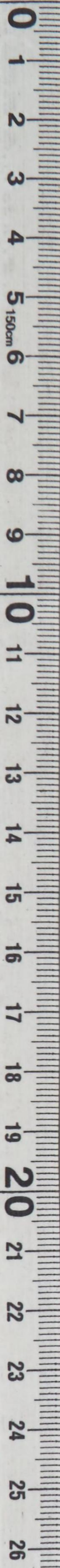
Consult Crypto-Center before declassifying.

Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 17 a (1)

Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 51i and 60a, AR 380-5.







*Confidential*  
PRIORITY

FROM : CG FEAF NR : AX 1253 1 MAY 50 CONT'D

Part IV: CINCFE concurs.

NO SIG

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-2, G-3,  
G-4, AG, DIPLOMATIC, JSPOG

NOTE : This msg rec dir fr CG FEAF via Courier.

80631

PRIORITY  
*Confidential*  
-2-

TOO : 010405 Z  
MCN : NONE

095  
CAT

GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
APO 500

ROUTING	
6-4	
D. AC/S G-4	
EXECUTIVE	
PLANS & POLICY	<i>Aye</i>
OPERATIONS	29 APR 50
CONST. & FAC	
SUPPLY	
PETROLEUM	
PERSONNEL	
ADMINISTRATION	<i>J</i>

AG 095 (21 Mar 50 )GD

Civil Air Transport, Inc.  
Mitsubishi Naka 7th Building  
10 Marunouchi, 3 Chome, Chiyoda-Ku  
Tokyo, Japan

Gentlemen:

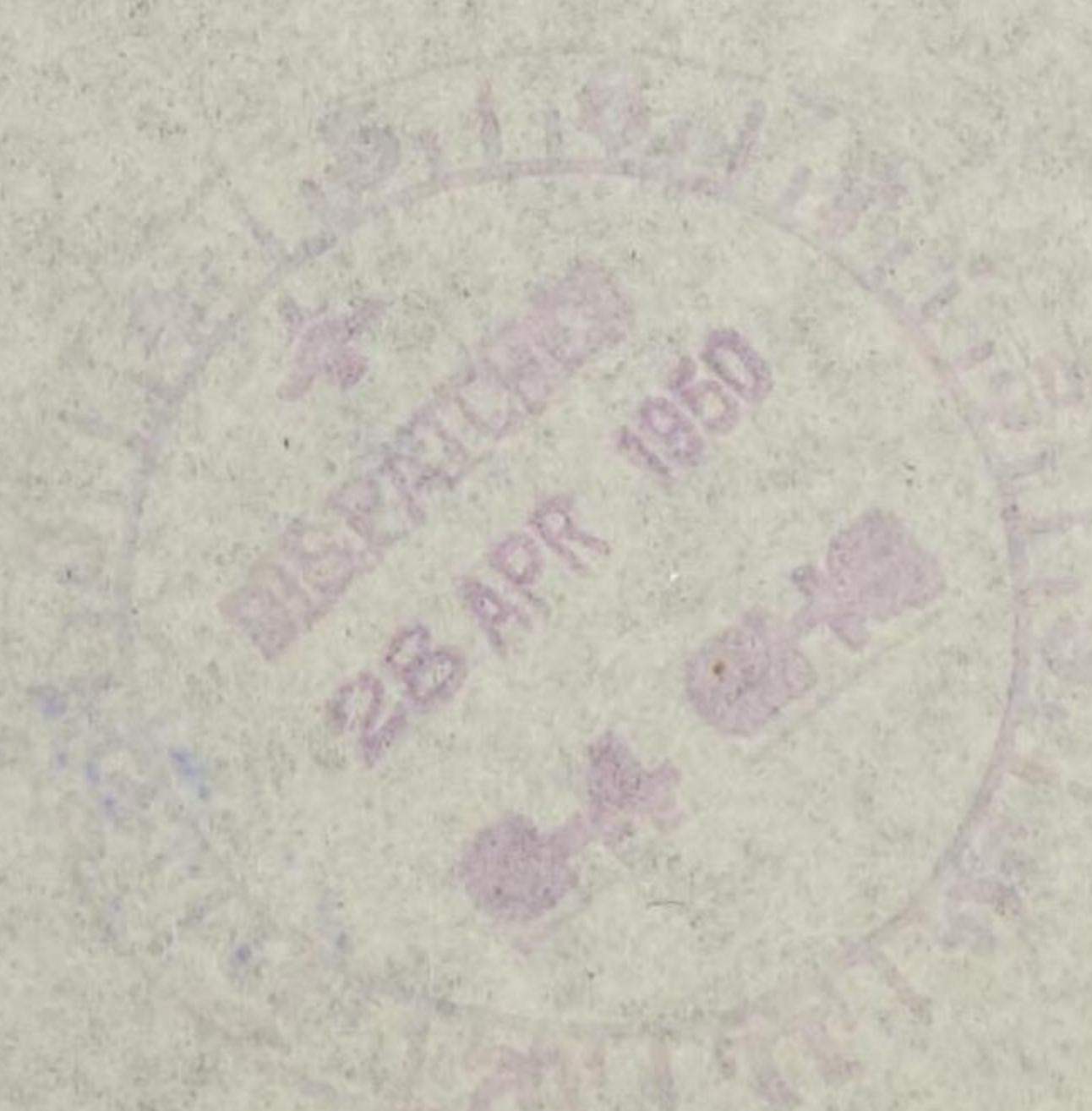
Reference is made to the following:

- a. Letter to the Commanding General, Far East Air Forces, subject: Application for Use of Air Force Bases, 21 March 1950.
- b. Letter to the Commanding General, Far East Air Forces, subject: Civil Air Transport, Inc. Chartered Aircraft, 22 March 1950.
- c. Letter, Commanding General Far East Air Forces to the Civil Air Transport, Inc., subject: Use of Chartered Aircraft, 8 April 1950.

The Supreme Commander for the Allied Powers approves the operation of C-46 aircraft into and through Japan, providing applicable International Civil Aviation Organization standards are maintained and providing the approval thereof does not require the granting of regular refueling privileges at any Far East Air Forces base between Haneda and Naha.

Authority is hereby granted to Civil Air Transport, Inc. to utilize Naha, Okinawa, as a technical stop and to use Yokota and Komaki Air Bases as emergency technical alternates in connection with C-46 operations on the route Hong Kong-Formosa-Okinawa-Japan.

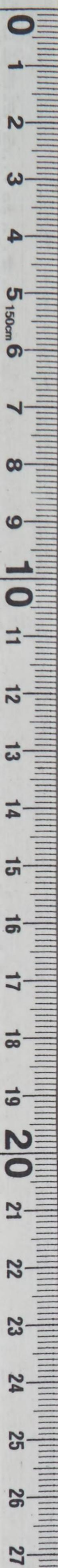
Civil Air Transport, Inc. is authorized four regular flights per week on the route Hong Kong-Formosa-Naha-Tokyo. This authorization includes both the DC-4 and C-46 operations. No additional flights can be authorized due to the congestion at Haneda and it is reiterated that landings are authorized on a weekly basis and do not accrue if not utilized.



(E)

P.P  
4817

G-4 File Copy



*Civil Air Transport, Inc.*

Technical refueling landings at Naha, Okinawa will not exceed sixteen (16) landings per month for Civil Air Transport, Inc. aircraft.

A representative of Civil Air Transport, Inc. will coordinate with Headquarters, Far East Air Forces to indicate compliance with insurance criteria, as required by Air Force Regulations 55-20, and the execution of new Air Force forms 32 and 33 before commencement of operations.

Very truly yours,

A J REHE  
Major, AGD  
Asst. Ad. Insp.  
GD P&P HCG/ajs  
27 April 1950

Copies Furnished:  
DS  
G-2, FL  
CG, FFAF

MAILED 133

MEMORANDUM FOR RECORD

1. Reference is made to the following:
  - a. Memo for the A C/S, G-4 from Deputy for Operations, FFAF, subj as above, 24 April '50.
  - b. Ltr to the CG, FFAF, subj, Application for Use of AF Bases, 21 Mar 50.
  - c. Ltr to the CG, FFAF, subj, Civil Air Transport, Inc. Chartered Aircraft, 22 Mar '50.
  - d. Ltr, CG, FFAF, to the Civil Air Transport, Inc., subj, Use of Chartered Aircraft, 8 Apr '50.
2. Ref 1a states that FFAF has no objection to operation of CAT C-46 aircraft into and through Japan provided the approval thereof does not require the granting of regular refueling privileges in any FFAF base between Haneda and Naha. FFAF also requests that CAT comply with the provisions of applicable ICAO agreements in regard to certification and safety standards of their aircraft.
3. At the present time CAT is authorized 4 landings per week at Haneda and previous to this time was authorized 14 landings per month at Naha. Ref 1d now indicates that FFAF has no objection to authorizing CAT, Inc. 16 landings at Naha per month. The 16 landings at Naha per month for CAT include both the operation of DC-4 and C-46 type aircraft. This is not clearly stated in ref 1d.
4. CAT, Inc. is authorized 4 landings per week at Haneda airport and this operations includes both the DC-4 and C-46 type aircraft.
5. Ltr to CAT, Inc. approves the operation of C-46 type aircraft into and thru Japan provided ICAO standards are maintained. Authority is also granted CAT to utilize Naha as a technical stop and Yokota and Komaki airbases as emergency alternates.
6. The reason for the ref to CAT's adherence to ICAO's standards is made because info has been secured from CAA representatives here that CAT aircraft will change the registration of their aircraft to either Chinese or Panamanian registry. In that case CAA has no jurisdiction over the certification of CAT aircraft.
7. Within policy. Completes action on G-4 Journal No. 4817. HCG            GR

AJC

HEADQUARTERS  
FAR EAST AIR FORCES  
APO 925

AG

360.7

24 APR 1950

MEMORANDUM FOR: Assistant Chief of Staff, G-4, GHQ, SCAP

SUBJECT: Civil Air Transport Inc. Application to Operate C-46  
Aircraft Between Hongkong and Tokyo, Japan

1. References (all inclosed)

a. Letter, Civil Air Transport Inc. to FEAF, subject, "Application for Use of Air Force Bases", dated 21 March 1950.

b. Letter, Civil Air Transport Inc. to FEAF, subject, "CAT Inc. Chartered Aircraft", dated 22 March 1950.

c. Letter, FEAF to Civil Air Transport Inc., answer to above, dated 8 April 1950.

d. Memo to CAA dated 8 April 1950.

e. Memo, CAA to FEAF D/O, dated 14 April 1950.

2. In reference 1 (c) above, FEAF, with CINCPAC concurrence, has partially replied to the requests contained in references 1 (a) and 1 (b) above.

3. Delay in answering the application to operate C-46 aircraft was due to this being the first such application received by FEAF, and our desire to consult with CAA as to the technical aspects of the operation. An answer was received from CAA on 17 April 1950. Since the original letter of application was received, it is believed that a change has been effected in the registration of some of the C-46 aircraft involved, and that they are now registered under either the Chinese or Panamanian governments. In this event, the Civil Aeronautics Administration does not have jurisdiction over the operation of the aircraft, and the only requirement which exists is compliance with ICAO agreements which the country of registration has signed.

4. FEAF has no objection to the operation of C-46 aircraft over this route, providing applicable ICAO standards are maintained and provided the approval thereof does not entail the granting of regular refueling privileges at any FEAF base between Haneda and Naha.

5. It is recommended that SCAP reply to the CAT Inc. application, and that the reply state the necessity for the completion of the

Memo for Assistant Chief of Staff, G-4, GHQ, SCAP, subj, "Civil Air Transport Inc. Application to Operate C-46 Aircraft Between Hongkong and Tokyo, Japan

insurance requirements of AFR 55-20 and the execution of new AF Forms 32 and 33 with this headquarters prior to starting the C-46 operation.

5 Incls

1. Ltr fr CAT, Inc.  
dtd 21 Mar 50
2. Ltr fr CAT, Inc.  
dtd 22 Mar 50
3. FEAF Ltr to CAT, Inc.  
dtd 8 Apr 50
4. Memo to CAA, dtd 8 Apr 50
5. Memo, CAA to FEAF D/O,  
dtd 14 Apr 50

JARRED V. CRABE  
Brigadier General, USAF  
Deputy for Operations

GENERAL HEADQUARTERS, FAR EAST COMMAND  
ADJUTANT GENERAL'S OFFICE  
RADIO AND CABLE CENTER

*HE*

*095 CAT*

# INCOMING MESSAGE

*Confidential*  
ROUTINE

①	WQ/ewj
②	EXECUTIVE
	PLANS & POL
	28 Apr 50
	CONST & FAC
	SUPPLY
	PETROLEUM
③	PERSONNEL ADMINISTRATION

*100*  
*[Signature]*  
*K*  
*Fayda*

FROM : CSUSAF WASH DC  
TO : CG FEAF TOKYO JAPAN  
INFO : CINCFE TOKYO JAPAN  
NR : AFMAI 55734

REURAD T 015 dtd 25 Apr 50. The following cable received from Chennault:

"In view emergency conditions this area urgently request permission for parking up to 20 commercial type at FEAF facilities Japan. This to ensure denial to capture by Communists."

Request that where consistent with mil opns Chennault be afforded parking privileges at bases within your comd for acft referred to in his cable.

NO SIG

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-2, G-3, G-4, AG, DIPLOMATIC, JSPOG

79955

ROUTINE

T00 : 272247 Z  
MCN : 59470

*Confidential*

Consult Crypto-Center before declassifying.  
Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 17 a (1) (2), and 41 c (2)(3), AR 380-5, 15 November 1949.

Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 51i and 60a, AR 380-5.



GD P&P HCG/we  
14 April 50

MEMORANDUM FOR RECORD:

Subject: Request for Authorization for Landing at Okinawa  
(Civil Air Transport Inc.)

1. Routing slip from DS to G-4, 13 April 50, forwards radio from Hong Kong directed to USPOLAD, Tokyo, 13 April 50.
2. Radio requests authorization for CAT to make a re-fueling technical stop at Okinawa on or about 14 June 1950, in connection with a Korean Trade Promotion Mission.
3. FEAF Civil Airline Office (Major Davis) concurs.
4. Letter to CAT Inc. grants them permission to make the requested landing at Naha, Okinawa, and authorized direct communication with FEAF for the accomplishment of necessary USAF forms.
5. Within Established Policy.
6. Completes action on G-4 Journal No. 4324.

H.C.G. HCG

G.H.R. GHR

A.J.C. AJC



# TELEGRAM RECEIVED

From: HONGKONG

Date: 12 APR 50

U. S. GOVERNMENT PRINTING OFFICE

1-1143

No.:

Code:

Received: 13 APR 50

717 HONGKONG HJL77 67 12 NFT OSAHK

LC USPOLAD TOKYO

<sup>4412</sup>  
FOUR FOUR TWELFTH CIVIL AIR TRANSPORT INCORPORATED HONGKONG REQUESTS  
YOU OBTAIN PERMISSION LOCAL AUTHORITIES FOR LANDING OKINAWA ABOUT  
JUNE <sup>14</sup> FOURTEEN FOR REFUELING OF ITS US AIRPLANE TYPE C DSH <sup>C-46</sup> 46 A WITH  
US DSH CAA REGISTRATION NUMBER N DSH 8372 DSH C CHARTERED TO KOREAN  
TRADE PROMOTION MISSION SEOUL PRD PLANE HAS AMERICAN CREW AND KOREAN  
PASSENGERS PLUS ONE US ECA MEMBER STCOR RANKIN

HEADQUARTERS  
FAR EAST AIR FORCES  
APO 925

GHQ, SCAP  
AGO RECORDS  
360.7

14 APR 1950

095  
CAT

OP-OP5 360.7

SUBJECT: Letter of Transmittal (AF Forms 32 and 33)

TO: Supreme Commander for the Allied Powers  
APO 500

Transmitted herewith are AF Forms 32 and 33 executed  
by this Headquarters with Civil Air Transport, Inc.

FOR THE COMMANDING GENERAL:

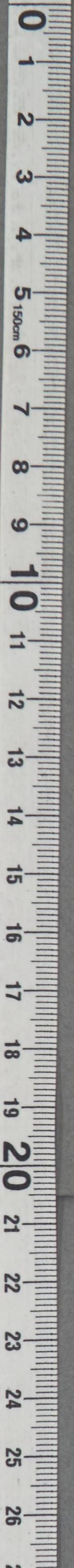
- 2 Incls: *ok*
- 1. AF Form 32  
dtd 13 Apr 50
- 2. AF Form 33  
dtd 13 Apr 50

*Earl E. Frink*  
 EARL E. FRINK  
 MAJ USAF  
 Asst Adj Gen

*R+P*

*4405*

*198466*



HEADQUARTERS  
RAF EAST AIR FORCES  
AFHQ 222

200 7  
14 APR 50

01-015

SUBJECT: Letter of Transmittal (Forms 32 and 33)

TO: Supreme Commander for the Allied Powers  
AFHQ 500

Transmitted herewith are 14 Forms 32 and 33 executed  
by this Headquarters with Royal Air Transport, Inc.

FOR THE COMMANDING GENERAL:

*[Faint signature]*  
14 APR 50  
AFHQ 500

2 Incls:  
1. AF Form 32  
608 13 Apr 50  
2. AF Form 33  
608 13 Apr 50

RECEIVED  
15 APR 1950  
AFHQ 500

RECEIVED  
15 APR 1950  
GHQ-FF  
A.G.O.



AF 92 (504)-17

AGREEMENT COVERING CIVIL (DOMESTIC OR FOREIGN) AIRCRAFT OPERATIONS AT UNITED STATES AIR FORCE BASES OVERSEAS		Date <b>13 April 1950</b>
TO (Individual or Airline) <b>Civil Air Transport, Inc.</b>	Address <b>75 D Robinson Road Hongkong</b>	

Based upon prior approval of the Chief of Staff, United States Air Force, the United States has made available certain facilities and services to Civil Air Transport, Inc. in connection with operation by Civil Air Transport, Inc. of  passenger, mail, and cargo service  an aircraft  in  between Hongkong and Japan and  other nations  other nations served where such airfield service and facilities are not available from other sources, and are within the existing capacity of United States Air Force installations.

Certain facilities and services have been made available by the United States Air Force to Civil Air Transport, Inc. for aircraft landings and are to be used in common with the United States Air Force and with others authorized by the United States Air Force.

These facilities and services have been and will be made available subject to the regulations prescribed in AFR 55-20, and in consideration of the following:

1. United States Air Force requirements will receive first priority at United States Air Force bases.
2. The operation of all civil aircraft (foreign or domestic) at Air Force installations will be carried on at no additional expense to the United States Air Force.
3. Civil airfield facilities and services will be utilized by all operators of civil aircraft when they are reasonably available.
4. Operators of civil aircraft will carry proper United States Air Force certification and identification, "Aircraft Permit to Use United States Air Force Bases Overseas" (AF Form 33).
5. Civil Air Transport, Inc. hereby certifies that all necessary approval from the government or governments exercising sovereignty over any territory en route to the military base and the territory in which the military base is located will have been obtained prior to the departure of any flights concerned herein.
6. a. Civil Air Transport, Inc. for (himself) itself, (his) its successors and assigns, by operation of law or otherwise, does hereby forever release and discharge the United States, its agencies, agents, and/or military, civilian, or contract personnel acting within the scope of their employment, their heirs, successors, executors, administrators, or assigns from any and all liabilities, claims, demands, actions, or causes of action of every nature and character whatsoever arising out of or from any act, omission, negligence, quality, of supplies, services rendered or manner of performance of services rendered, or any cause whatsoever in connection with the use of any United States Air Force base or bases or facilities by Civil Air Transport, Inc. or from the sale of services or supplies by the United States Air Force to Civil Air Transport, Inc. excepting such liabilities, claims, demands, actions, or cause of action as result from the willful misconduct of any agency, agent, military, civilian, or contract personnel of or under contract with the United States.  
 b. Civil Air Transport, Inc. for (himself) itself, (his) its successors and assigns, by operation of law or otherwise, assumes and agrees to defend, pay or otherwise settle any and all present or future liabilities or claim of liabilities, demands, actions, or causes of action of every nature and character whatsoever

*clued*

11-(402) 22 2A

ever by or in favor of third persons or parties, their heirs, successors, executors, administrators, and assigns (including any government or agencies thereof) against the United States, its agencies, agents and/or military, civilian, or contract personnel acting within the scope of their employment, their heirs, successors, executors, administrators, or assigns, arising out of or from any act, omission, negligence, quality or supplies, services rendered, or any cause whatsoever in connection with the use of any United States Air Force base or bases of facilities by Civil Air Transport, Inc. or from the sale of services or supplies by the United States Air Force to Civil Air Transport, Inc. and Civil Air Transport, Inc. will hold the United States and such other agencies, agents, or persons harmless and defend them against any such liabilities, claims, demands, actions, or causes of actions of every nature and character whatsoever hereafter asserted or brought by third persons or parties (including any government or agencies thereof) including costs of suit, attorney's fees or other expenses in connection therewith excepting such liabilities, claims, demands, actions, or causes of action as result from the willful misconduct of any agencies, agents, military, civilians, or contract personnel of or under contract with the United States.

c. Civil Air Transport, Inc. for (~~himself~~) itself, (~~his~~) its successors and assigns, by operation of law or otherwise, assumes and agrees to pay or otherwise settle any and all present or future liabilities for loss, damage, or injury to personnel, equipment, or installations of or under the control of the United States caused by or resulting from the operation of aircraft and/or vehicle by Civil Air Transport, Inc. in connection with the use of any United States Air Force base or bases or facilities, excepting such loss, damage, or injury as result from the negligence, or willful misconduct of any agencies, agents, military, civilian, or contract personnel of or under contract with the United States.

7. Civil Air Transport, Inc. hereby certifies that all aircraft operated by (~~him~~) it making frequent use (more than one landing per month) of United States Air Force facilities concerned are insured with an insurance company or companies, duly authorized by law to engage in the insurance business in the country of (~~his~~) its domicile, for the following amounts and conditions:

a. Aircraft used only for cargo carrying shall be insured for Public Bodily Injury with a limit of at least fifty thousand dollars (\$50,000) one person in any accident, and subject to that limit for each person, of five hundred thousand dollars (\$500,000) in any one accident, and Public Property Damage Liability with a limit of at least five hundred thousand dollars (\$500,000) for each accident.

b. Aircraft used for both cargo and passenger carrying or for passenger carrying only shall be insured for the same coverage as required in a. above, and in addition for Passenger Bodily Injury Liability with a limit of at least fifty thousand dollars (\$50,000) each passenger, and subject to that limit for each passenger, a limit for each accident, in any one aircraft, equal to the total produced by multiplying the limit stipulated above for each passenger by the total number of seats in the aircraft or by the total number of passengers carried, whichever is greater.

c. All policies will contain an endorsement providing a waiver of any right of subrogation the insurance company may have against the United States by reason of any payment under the policy.

d. All policies will specifically provide, by endorsement or otherwise, that the provisions thereof are to be in full force and effect in the country or countries outside the continental limits of the United States where the United States Air Force bases concerned are located.

8. It is requested that this agreement be placed in the right hand corner by the individual representative of Civil Air Transport, Inc. by J. L. Orłowski and signed by (~~the~~) Civil Air Transport, Inc. in set forth. This agreement is revocable but in any case terminates on indefinite received from authorized United States

9. Additional provisions:

Contract No. AF

The above agreement, together with the foregoing, is hereby accepted this 13th

Typed Name and Title  
J. L. Orłowski  
Assistant Director of Operations  
Civil Air Transport, Inc.

Typed Name and Title  
Marvin W. Cox  
Purchasing and Contracting Officer  
Far East Air Materiel Command

8. It is requested that this agreement formally be executed in the lower right hand corner by the individual concerned or the duly accredited representative of Civil Air Transport, Inc. by J. L. Orlowski. The execution of this agreement will constitute a formal acceptance by ~~(the)~~ Civil Air Transport, Inc. of all conditions and terms herein set forth. This agreement is revocable at will by the United States Air Force, but in any case terminates on indefinite if prior revocation has not been received from authorized United States sources.

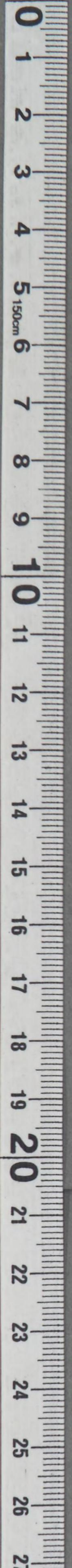
9. Additional provisions:

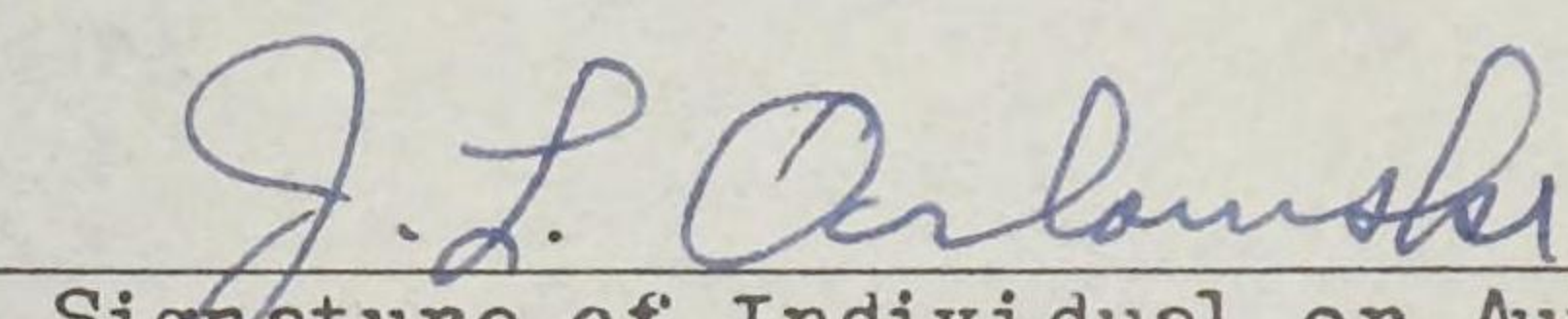
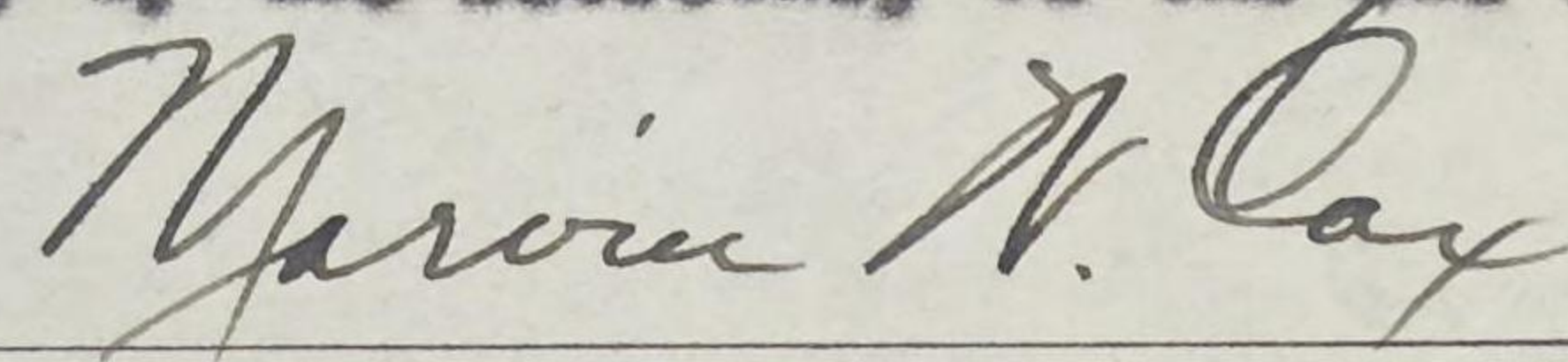
Contract No. AF 92 (504)-17

The above agreement, together with the provisions and conditions therefore, is hereby accepted this 13th day of April 1950.

Typed Name and Title  
**J. L. Orlowski**  
Assistant Director of Operations  
**Civil Air Transport, Inc.**  
Typed Name and Title  
**Marvin W. Cox**  
Purchasing and Contracting Officer  
**Far East Air Materiel Command**

Signature of Individual or Authorized Company Representative  
*J. L. Orlowski*  
Signature of Authorized United States Official  
*Marvin W. Cox*



AIRCRAFT PERMIT TO USE UNITED STATES AIR FORCE BASES OVERSEAS		Date <b>13 April 1950</b>
Purpose of Flight <input type="checkbox"/> Tourist <input type="checkbox"/> Survey <input type="checkbox"/> Charter <input checked="" type="checkbox"/> Revenue <input type="checkbox"/> Non-revenue <input type="checkbox"/> Other (Specify)		
Give Details of Proposed Flight <b>Scheduled passenger and cargo service between Japan and Hongkong via Okinawa and Formosa</b>		
United States Facilities to be used <b>See other side</b>	Number of Proposed Flights <b>indefinite</b>	Frequency of Proposed Flight <b>Four (4) per week</b>
Name of Financial Sponsor of Flight <b>Civil Air Transport, Inc.</b>	Address <b>75 D Robinson Road Hongkong</b>	
Registered Owner (Aircraft) <b>Pacific Overseas Airways - Siam</b>	Address <b>Bangkok, Siam</b>	
Name of Country in which Aircraft is Registered <b>Siam</b>	Manufacturer <b>Douglas</b>	
Model <b>DC-4</b>	Serial Number <b>18506</b>	
Identification Mark <b>SFOA</b>	Expiration Date of Aircraft Airworthiness Certificate <b>will be valid</b>	Maximum take-off gross weight permitted by the appropriate aeronautical authority of the country of manufacture (Kilos-lbs.) <b>70,700 lbs</b>
Authorized Supplier (If "None", so state) <b>See other side</b>	Address	
I certify that the above information is true to the best of my knowledge and belief, and I hereby designate the aircraft commander as my agent on all matters arising from the use of this permit.  <div style="text-align: right;">         Signature of Individual or Authorized Company Representative     </div>		
This permit has been granted based upon the prior execution of "Agreement Covering Civil (Domestic or Foreign) Aircraft Operations at United States Air Force Bases Overseas." This permit terminates on <u><b>indefinite</b></u> , if prior revocation has not been received from authorized United States sources and is subject to to the United States Air Force restrictions indicated below.		
Restrictions (If any) <b>1. Messing and billeting facilities at USAF bases will be provided in an emergency only.</b> <b>2. All cargo aboard the aircraft will be subject to immediate inspection by the US Base Commander concerned. An accurate cargo manifest will be aboard the aircraft and will be subject to inspection at the discretion of the US Base Commander concerned.</b> <b>3. Due to changing military requirements this permit is subject to revocation at any time deemed necessary by the Secretary of the Air Force. (continued - see other side)</b>  <div style="text-align: right;">         Signature of Authorized United States Official  <b>MARVIN W. COX, Purchasing and Contracting Officer</b> </div>		

*clerk 2*

U. S. Facilities to be Used

<u>Field</u>	<u>Frequency</u>	<u>Type of Stop</u>
Haneda Air Base, Tokyo	4 per week	Regular
Naha Air Base, Okinawa	4 per week	Technical
Yokota Air Base, Japan	None	Provisional to Tokyo
Konaki Air Base, Japan	None	Technical Alternate
Itazuke Air Base, Japan	None	Technical Alternate

Authorized Supplier

At Haneda - Standard Vacuum Oil Co.  
At other bases - None

Continuation of Restrictions

4. At bases other than Haneda all supplies and services will be paid for in U. S. dollars prior to departure of the aircraft.

WALTER W. COX, Purchasing and Contracting Officer

for East Air Materiel Command



GENERAL HEADQUARTERS FAR EAST COMMAND  
G-4 STAFF SECTION  
INFORMATION ROUTING SLIP

File No. \_\_\_\_\_ Date 15 April

SUBJECT: <sup>17</sup> Ltr of Transmittal AF Forms  
32 and 33 ( Civil Air Transport Inc

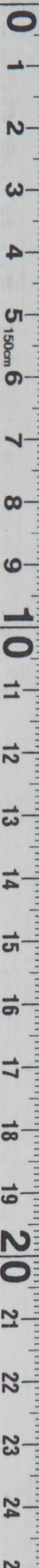
	Routing Order	Date	Time & Initials
Gen. Eberle	_____	_____	_____
Col. Forsyth	_____	_____	_____
Lt. Col. Laux	_____	_____	_____
Executive	_____	_____	_____
Plans & Policy	(1)		AJS
Operations	_____	_____	_____
Constr & R E	_____	_____	_____
Supply	_____	_____	_____
Petroleum	_____	_____	_____
Personnel	_____	_____	_____
Administration	(2)		
2 Incls CHECKED		IN:	rcf
		OUT:	_____

ORIGINATOR: admin

- Approval \_\_\_\_\_
- Concurrence \_\_\_\_\_
- Information \_\_\_\_\_ I
- Note & Return \_\_\_\_\_
- Signature \_\_\_\_\_
- Dispatch \_\_\_\_\_
- File \_\_\_\_\_ (2)

JOURNAL NO: 4405

REMARKS: \_\_\_\_\_



095  
O CAT

GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS

APO 500

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	<i>W</i>
OPERATIONS	_____
CONST & FAC	_____
SUPPLY	_____
PETROLEUM	_____
PERSONNEL	_____
ADMINISTRATION	<i>K</i>

AG 095 ( 11 APR 50) 3D

SUBJECT: Request of Civil Air Transport, Incorporated, to Utilize Iwakuni Air Base

TO: General Officer Commanding  
British Commonwealth Occupation Force  
Kure, Japan

1. Reference is made to the attached letter from Civil Air Transport, Incorporated, to the Supreme Commander for the Allied Powers, 11 April 1950, which requests authorization to use Iwakuni Air Base as a second traffic stop in Japan.

2. Civil Air Transport, Incorporated, has been licensed to engage in business in Japan, and has been authorized the use of Haneda Air Base as a traffic stop. Inasmuch as the present policy of the Supreme Commander for the Allied Powers permits international airlines serving Japan two (2) traffic stops in Japan, Civil Air Transport's request is in order.

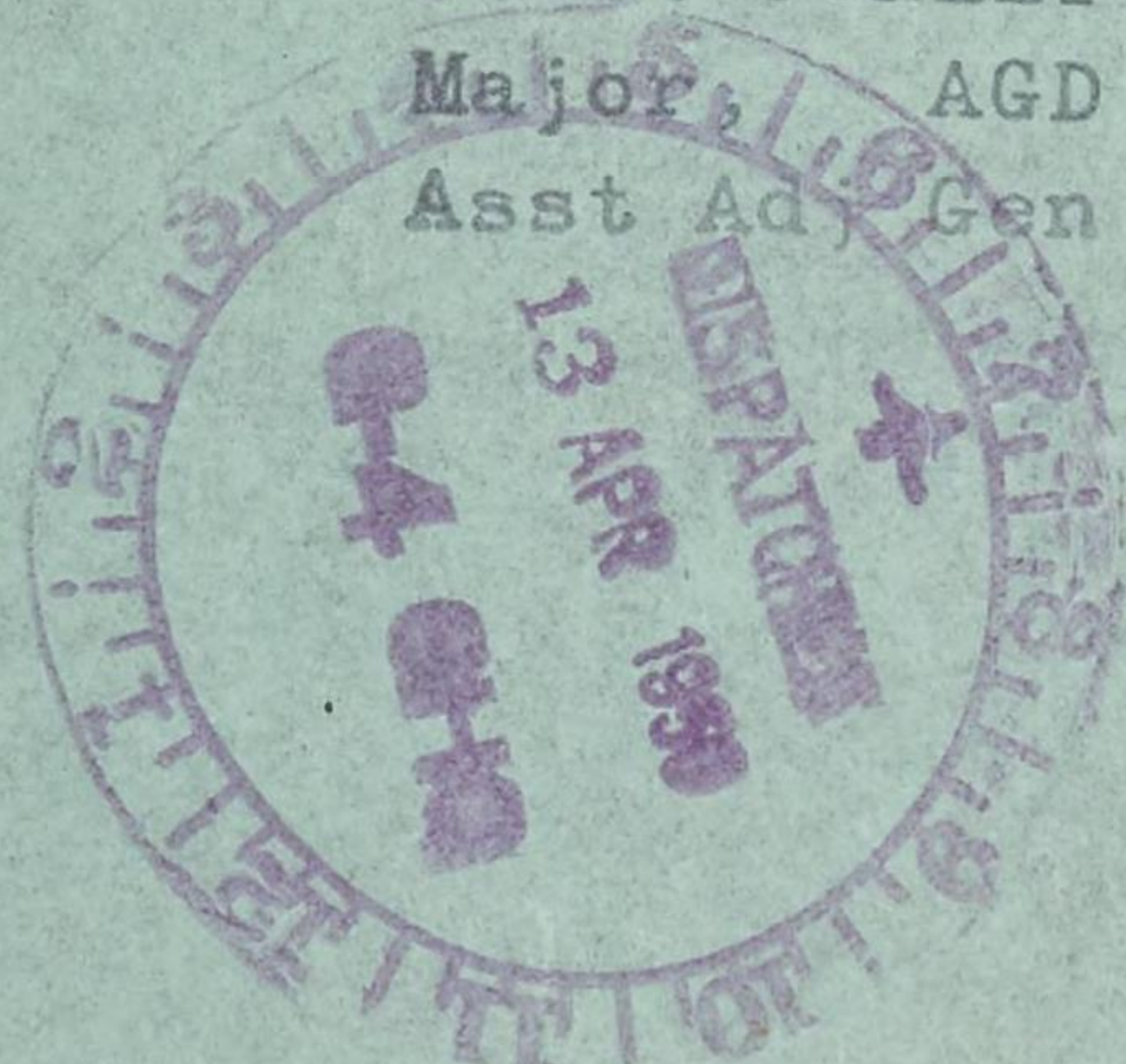
3. Comments and recommendations in regard to Civil Air Transport's petition are requested.

FOR THE SUPREME COMMANDER:

1 Incl (copy)  
Ltr, Civil Air Transport,  
Inc., 11 April 1950

MAILED 110 APR 14 '50

G. D. CONLEY  
Major, AGD  
Asst Ady Gen



(F)

R.P

4261

G-4 File Copy

COPY

COPY

CIVIL AIR TRANSPORT, INC.  
Incorporated in U.S.A.

MITSUBISHI NAKA 7TH BLDG.  
10, MARUNOUCHI, 3 - CHOME, CHIYODA-KU  
TOKYO, JAPAN

CABLE ADDRESS  
CLAULT TOKYO

In reply quote our  
Ref. No. MEMO ADO - 103

April 11, 1950

TO : Supreme Commander for the Allied Powers  
SUBJECT: Request for Amendments to License to Engage in Business in  
Japan (FI-66)

References are:

- a. Letter, General Headquarters, Supreme Commander for the Allied Powers, AG 095(16 Mar 48)ESS/FI, subject: License to Engage in Business in Japan (FI-66), dated 16 March 1948.
- b. Letter, General Headquarters, Supreme Commander for the Allied Powers, AG 095(16 Mar 48)ESS/FIN, subject: Amendment of License to Engage in Business in Japan (FI-66), dated 4 August 1948.
- c. Letter, General Headquarters, Supreme Commander for the Allied Powers, Economic and Scientific Section, 095(31 Aug 48)ESS/FIN, subject: Receipt of Military Payment Certificates for Services Rendered to United States Authorized Personnel (FI-66), dated 31 August 1948.
- d. Letter, General Headquarters, Supreme Commander for the Allied Powers, AG 095(15 Mar 48)FIB, subject: Amendment to License to Engage in Business in Japan (FI-66), dated 20 March 1950.
- e. Letter, Headquarters, Far East Air Forces, Office of the Vice Commander, text of letter covers: Use of Air Force Bases, and Frequency, Type and Location of Authorized Landings, dated 8 April 1950.

Civil Air Transport, Inc. respectfully requests amendments to the "License to Engage in Business in Japan (FI-66)" to include revenue stops at (1) Iwakuni Air Base and (2) Naha Air Base.

Authorization is requested for the use of Iwakuni Air Base and facilities for revenue stops for scheduled, non-scheduled, and charter flights to transport mail, freight, and passengers into, through and from said air base which, in accordance with SCAP Circular No. 3, paragraph 6, dated 3 February 1950, is designated as an Aerial Port of Entry, and to conduct all business necessary and incidental thereto subject to regulations promulgated by the Supreme Commander for the Allied Powers.

*Incl 1*

COPY

Iwakuni Air Base, as well as Naha Air Base, will be links in a proposed route connecting Korea-Japan-Okinawa-Formosa-Hongkong-Philippines-South East Asia and beyond or in part when necessary and return via same route.

Direct connection between Iwakuni and Haneda is required for technical reasons, however, no revenue traffic will be transported from one Air Base to the other.

In accordance with reference "e", Civil Air Transport, Inc. has been authorized four (4) technical stops per week at Naha Air Base, Okinawa.

However, in view of the announced extensive construction program on Okinawa and the very favorable reports resulting from our survey which ascertained the feasibility and need of air traffic, especially freight, to stimulate, increase and facilitate trade between Okinawa and the non-Communist countries of Asia, Civil Air Transport, Inc. requests that, in lieu of the present technical stops, authorization be granted for revenue stops for scheduled, non-scheduled, and charter flights to transport mail, freight, and passengers into, through and from Naha Air Base and to conduct all business necessary and incidental thereto subject to regulations promulgated by the Supreme Commander for the Allied Powers.

Civil Air Transport, Inc. will furnish logistic support including personnel incidental to the operation to relieve in so far as possible any undue burden on the base operating authorities.

Your early approval of the request for amendments will be greatly appreciated.

Sincerely yours,

/s/ J. L. Orlowski

J. L. ORLOWSKI  
Asst. Director of Operations  
Civil Air Transport, Inc.

COPY

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HEADQUARTERS  
FAR EAST AIR FORCES

C  
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Civil Air Transport, Inc.  
Mitsubishi Naka 7th Bldg.  
10, Marunouchi, 3-Chome, Chiyoda-ku  
Tokyo, Japan

8 April 1950

Gentlemen:

Reference is made to your letters subject, "Application for Use of Air Force Bases," Memo ADO-69, dated 21 March 1950, and "Civil Air Transport, Inc., Chartered Aircraft," Memo ADO-70, dated 22 March 1950

This is to inform you that Far East Air Forces has approved your application for the operation of a DC-4 aircraft chartered from Pacific Overseas Airways-Siam, on which evidence of insurance coverage has been received subsequent to your letter. Action on your application to operate C-46 aircraft over this route has been delayed, pending receipt of evidence of the required insurance coverage, and a determination from the Civil Aeronautics Administration as to feasibility of operation over this route in compliance with applicable regulations concerning overwater operation of twin engine aircraft. You will be advised when this evidence and determination has been received.

For the DC-4 operation, you will be authorized four (4) regular stops per week at Haneda Air Base, Tokyo, and four (4) technical stops per week at Naha Air Base, Okinawa. It is our desire that your landings at Naha be made on Sunday, Tuesday, Thursday or Saturday, insofar as possible, in order to relieve congestion and expedite servicing at that base. Use of Yokota Air Base as a provisional stop to Haneda, and Komaki and Itazuke Air Bases as technical alternates is approved. Use of Itazuke as a technical stop is not favorably considered. Separate requests should be submitted for special charter flights as needed. Landings are authorized on a weekly basis and do not accrue from week to week.

An authorized representative of your company should call at this Headquarters to sign the required forms before your operation is started.

Yours sincerely,

/s/ JOHN M. WEIKERT  
Major General, USAF  
Vice Commander

197558

COPY

GD R&P HCG/ahc  
13 April 1950

MEMORANDUM FOR RECORD

SUBJECT: Request of Civil Air Transport, Inc., for Traffic Stops at  
Iwakuni Air Base and Naha, Okinawa

1. By letter to SCAP, subject as above, 11 Apr 50, CAT, Inc., requests authority to utilize Iwakuni Air Base, Japan, and Naha, Air Base, Okinawa as traffic stops.
2. Mr. Eckersley of the Australian Mission was contacted and he stated that Iwakuni Air Base is controlled by BCOF, and that, therefore, authority for CAT to utilize Iwakuni Air Base should be secured from the BCOF.
3. CNAC, now CAT, Inc., has twice in the past requested the use of Naha as a traffic stop. State Department and USAF directed that CNAC be denied the use of Naha. CG, FEAF, feels that since Naha is being served by two (2) American Carriers and Philippine Airlines as well, there is no necessity for additional airline service at Naha. The exclusion of the Chinese air carrier now operating as CAT, Inc., is consistent with past policy, therefore, any answer to CAT will deny the use of Naha as a traffic stop. CAT, however, is authorized four (4) technical landings a week at Naha.
4. Iwakuni Air Base was designated an aerial port of entry by SCAP Circular No. 3, 3 Feb 50.
5. FEAF Civil Aviation Office (Major Davis) concurs in the granting of traffic rights to CAT at Iwakuni, and the continued exclusion of any Chinese air carrier from Naha, Okinawa.
6. Letter to <sup>GOC</sup> ~~C-in-C~~, BCOF, requests comments and recommendations regarding CAT's request to utilize Iwakuni as a second traffic stop in Japan.
7. Within established policy.
8. This is an interim action. Completes action on G-4 Journal No. 4261.

H. C. G. [Signature]

G. R. [Signature]

A. J. C. [Signature]

HEADQUARTERS  
FAR EAST AIR FORCES  
APO 925

*CAT file*

GHQ, FEC-SCAP  
AG RECORDS  
5 APR 1950 AG 360.7

OP-OP5 360.7

SUBJECT: Letter of Transmittal (AF Forms 32 and 33)

*095 CAT*

TO: Supreme Commander for the Allied Powers  
APO 500

Transmitted herewith are AF Forms 32 and 33 executed  
by this Headquarters with Civil Air Transport, Inc.

FOR THE COMMANDING GENERAL:

- 2 Incls:
- 1. AF Form 32  
dtd 31 Mar 50
  - 2. AF Form 33  
dtd 31 Mar 50

*Earl E. Frink*  
**EARL E. FRINK**  
 MAJ USAF  
 Asst Adj Gen

HEADQUARTERS  
7th AIR EAST AIR FORCE  
APO 945

AD RECORDS

1951

SUBJECT: Letter of Appreciation (Form 2-54 and 2-55)

TO: The Commanding General, 7th Air Force

Transmitted attached are 2 forms (2-54 and 2-55) regarding the appreciation of the 7th Air Force, and...

FOR THE COMMANDING GENERAL

MAJ: [Name]  
[Rank]  
[Address]

Index:  
1. Form 2-54  
2. Form 2-55  
3. Form 2-54  
4. Form 2-55



1951



AF 92(504)16

AGREEMENT COVERING CIVIL (DOMESTIC OR FOREIGN) AIRCRAFT OPERATIONS AT UNITED STATES AIR FORCE BASES OVERSEAS Date  
**31 March 1950**

TO (Individual or Airline) **Civil Air Transport, Inc.** Address **75 D Robinson Rd., Hongkong**

Based upon prior approval of the Chief of Staff, United States Air Force, the United States has made available certain facilities and services to **Civil Air Transport, Inc.** in connection with operation by **Civil Air Transport, Inc.** of  passenger, mail, and cargo service  an aircraft  in  between **Japan and Hongkong** and  other nations  other nations served where such airfield service and facilities are not available from other sources, and are within the existing capacity of United States Air Force installations.

Certain facilities and services have been made available by the United States Air Force to **Civil Air Transport, Inc.** for **one aircraft landing** ~~XXXXX~~ landings and are to be used in common with the United States Air Force and with others authorized by the United States Air Force.

These facilities and services have been and will be made available subject to the regulations prescribed in AFR 55-20, and in consideration of the following:

1. United States Air Force requirements will receive first priority at United States Air Force bases.
2. The operation of all civil aircraft (foreign or domestic) at Air Force installations will be carried on at no additional expense to the United States Air Force.
3. Civil airfield facilities and services will be utilized by all operators of civil aircraft when they are reasonably available.
4. Operators of civil aircraft will carry proper United States Air Force certification and identification, "Aircraft Permit to Use United States Air Force Bases Overseas" (AF Form 33).
5. **Civil Air Transport, Inc.** hereby certifies that all necessary approval from the government or governments exercising sovereignty over any territory en route to the military base and the territory in which the military base is located will have been obtained prior to the departure of any flights concerned herein.

6. a. **Civil Air Transport, Inc.** for ~~(himself)~~ ~~(his)~~ itself, ~~(his)~~ its successors and assigns, by operation of law or otherwise, does hereby forever release and discharge the United States, its agencies, agents, and/or military, civilian, or contract personnel acting within the scope of their employment, their heirs, successors, executors, administrators, or assigns from any and all liabilities, claims, demands, actions, or causes of action of every nature and character whatsoever arising out of or from any act, omission, negligence, quality, of supplies, services rendered or manner of performance of services rendered, or any cause whatsoever in connection with the use of any United States Air Force base or bases or facilities by **Civil Air Transport, Inc.** or from the sale of services or supplies by the United States Air Force to **Civil Air Transport, Inc.** excepting such liabilities, claims, demands, actions, or cause of action as result from the willful misconduct of any agency, agent, military, civilian, or contract personnel of or under contract with the United States.

b. **Civil Air Transport, Inc.** for ~~(himself)~~ ~~(his)~~ itself, ~~(his)~~ its successors and assigns, by operation of law or otherwise, assumes and agrees to defend, pay or otherwise settle any and all present or future liabilities or claim of liabilities, demands, actions, or causes of action of every nature and character whatsoever

*Incl 1*

ever by or in favor of third persons or parties, their heirs, successors, executors, administrators, and assigns (including any government or agencies thereof) against the United States, its agencies, agents and/or military, civilian, or contract personnel acting within the scope of their employment, their heirs, successors, executors, administrators, or assigns, arising out of or from any act, omission, negligence, quality or supplies, services rendered, or any cause whatsoever in connection with the use of any United States Air Force base or bases of facilities by Civil Air Transport, Inc. or from the sale of services or supplies by the United States Air Force to Civil Air Transport, Inc. and Civil Air Transport, Inc. will hold the United States and such other agencies, agents, or persons harmless and defend them against any such liabilities, claims, demands, actions, or causes of actions of every nature and character whatsoever hereafter asserted or brought by third persons or parties (including any government or agencies thereof) including costs of suit, attorney's fees or other expenses in connection therewith excepting such liabilities, claims, demands, actions, or causes of action as result from the willful misconduct of any agencies, agents, military, civilians, or contract personnel of or under contract with the United States.

Civil Air Transport, Inc. for ~~(XXXX)~~ itself, ~~(XXX)~~ its successors and assigns, by operation of law or otherwise, assumes and agrees to pay or otherwise settle any and all present or future liabilities for loss, damage, or injury to personnel, equipment, or installations of or under the control of the United States caused by or resulting from the operation of aircraft and/or vehicle by Civil Air Transport, Inc. in connection with the use of any United States Air Force base or bases or facilities, excepting such loss, damage, or injury as result from the negligence, or willful misconduct of any agencies, agents, military, civilian, or contract personnel of or under contract with the United States.

Civil Air Transport, Inc. hereby certifies that all aircraft operated by ~~(XXX)~~ it making frequent use (more than one landing per month) of United States Air Force facilities concerned are insured with an insurance company or companies, duly authorized by law to engage in the insurance business in the country of ~~(XXX)~~ its domicile, for the following amounts and conditions:

a. Aircraft used only for cargo carrying shall be insured for Public Bodily Injury with a limit of at least fifty thousand dollars (\$50,000) one person in any accident, and subject to that limit for each person, of five hundred thousand dollars (\$500,000) in any one accident, and Public Property Damage Liability with a limit of at least five hundred thousand dollars (\$500,000) for each accident.

b. Aircraft used for both cargo and passenger carrying or for passenger carrying only shall be insured for the same coverage as required in a. above, and in addition for Passenger Bodily Injury Liability with a limit of at least fifty thousand dollars (\$50,000) each passenger, and subject to that limit for each passenger, a limit for each accident, in any one aircraft, equal to the total produced by multiplying the limit stipulated above for each passenger by the total number of seats in the aircraft or by the total number of passengers carried, whichever is greater.

c. All policies will contain an endorsement providing a waiver of any right of subrogation the insurance company may have against the United States by reason of any payment under the policy.

d. All policies will specifically provide, by endorsement or otherwise, that the provisions thereof are to be in full force and effect in the country or countries outside the continental limits of the United States where the United States Air Force bases concerned are located.

8. It is requested that this agreement be signed in the right hand corner by the individual representative of Civil Air Transport, Inc. by J. L. Orlowski in place of ~~(XXX)~~ Civil Air Transport, Inc. as set forth. This agreement is revocable at will but in any case terminates on 10 April 1950 and was received from authorized United States source.

9. Additional provisions:

1. This authorization is for operations conducted between Tokyo, 31 March 1950 and 10 April 1950.
2. Contract No. AF-92(504)16

The above agreement, together with the signature of the representative of Civil Air Transport, Inc. herefore, is hereby accepted this 31st day of March 1950.

Typed Name and Title  
J. L. Orlowski  
Asst. Director of Operations  
Civil Air Transport, Inc.

Typed Name and Title  
Marvin W. Cox  
Purchasing and Contracting Officer  
Far East Air Materiel Command

8. It is requested that this agreement formally be executed in the lower right hand corner by the individual concerned or the duly accredited representative of Civil Air Transport, Inc.. The execution of this agreement by J. L. Orlowski will constitute a formal acceptance by Civil Air Transport, Inc. of all conditions and terms herein set forth. This agreement is revocable at will by the United States Air Force, but in any case terminates on 10 April 1950 if prior revocation has not been received from authorized United States sources.

9. Additional provisions:

1. This authorization is for one (1) flight only to be conducted between Tokyo, Japan and Hongkong between 31 March 1950 and 10 April 1950.
2. Contract No. AF-92(504)16

The above agreement, together with the provisions and conditions therefore, is hereby accepted this 31st day of March 1950.

Typed Name and Title  
**J. L. Orlowski**  
**Asst. Director of Operations**  
**Civil Air Transport, Inc.**

Signature of Individual or Authorized Company Representative

*J. L. Orlowski*

Typed Name and Title  
**Marvin W. Cox**  
**Purchasing and Contracting Officer**  
**Far East Air Materiel Command**

Signature of Authorized United States Official

*Marvin W. Cox*

AIRCRAFT PERMIT TO USE UNITED STATES AIR FORCE BASES OVERSEAS		Date <b>31 March 1950</b>
Purpose of Flight <input type="checkbox"/> Tourist <input type="checkbox"/> Survey <input type="checkbox"/> Charter <input checked="" type="checkbox"/> Revenue <input type="checkbox"/> Non-revenue <input type="checkbox"/> Other (Specify)		
Give Details of Proposed Flight  <b>One flight between Hongkong and Tokyo, Japan and return.</b>		
United States Facilities to be used <b>Haneda AB, Tokyo, Japan</b>	Number of Proposed Flights <b>one</b>	Frequency of Proposed Flight <b>one round trip</b>
Name of Financial Sponsor of Flight <b>Civil Air Transport, Inc.</b>	Address <b>75 D Robinson Road, Hongkong</b>	
Registered Owner (Aircraft) <b>Pacific Overseas Airways Siam</b>	Address <b>Bangkok, Siam</b>	
Name of Country in which Aircraft is Registered <b>Siam</b>	Manufacturer <b>Douglas</b>	
Model <b>DC-4</b>	Serial Number <b>18506</b>	
Identification Mark <b>FOAS</b>	Expiration Date of Aircraft Airworthiness Certificate <b>1 October 1950</b>	Maximum take-off gross weight permitted by the appropriate aeronautical authority of the country of manufacture (Kilos-lbs.) <b>70,700 lbs.</b>
Authorized Supplier (If "None", so state) <b>Standard Vacuum Oil Company</b>	Address <b>Tokyo, Japan</b>	
I certify that the above information is true to the best of my knowledge and belief, and I hereby designate the aircraft commander as my agent on all matters arising from the use of this permit.  <p style="text-align: right;"><i>J. L. Arlowski</i> Signature of Individual or Authorized Company Representative</p>		
This permit has been granted based upon the prior execution of "Agreement Covering Civil (Domestic or Foreign) Aircraft Operations at United States Air Force Bases Overseas." This permit terminates on <u><b>10 April 1950</b></u> , if prior revocation has not been received from authorized United States sources and is subject to to the United States Air Force restrictions indicated below.		
Restrictions (If any) <ol style="list-style-type: none"> <li><b>This permit is for a one-time flight only between Hongkong and Tokyo, Japan and return.</b></li> <li><b>Messing and billeting at Haneda Air Base will be furnished only in an emergency.</b></li> <li><b>Standard-Vacuum Oil Co. will supply fuel and oil at Haneda AB only. If a landing at any other base becomes necessary all supplies will be paid for in U. S. dollars.</b></li> </ol> <p style="text-align: right;"><i>Marvin W. Cox</i> Signature of Authorized United States Official <b>MARVIN W. COX, Purchasing and Contracting Officer</b></p>		

*encl 2*

*PJP*

GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
AND  
FAR EAST COMMAND

Routing of attached papers  
has been recorded. If  
change is deemed necessary  
please call AG Mail and  
Records Unit 26-6385.

ROUTING SLIP

FROM: AG MAIL AND RECORDS UNIT

DATE: 5 APR 1950

TO:

- Commander-in-Chief \_\_\_\_\_
- Aide-de-Camp \_\_\_\_\_
- Chief of Staff \_\_\_\_\_
- DCofS FEC \_\_\_\_\_
- DCofS SCAP \_\_\_\_\_
- SGS \_\_\_\_\_
- Comptroller \_\_\_\_\_
- G-1 \_\_\_\_\_
- G-2 \_\_\_\_\_
- G-3 \_\_\_\_\_
- G-4 \_\_\_\_\_
- JSPOG \_\_\_\_\_
- AG \_\_\_\_\_
- Antiaircraft \_\_\_\_\_
- Central Purchasing O \_\_\_\_\_
- Chaplain \_\_\_\_\_
- Chemical \_\_\_\_\_
- Civ Personnel \_\_\_\_\_
- Engineer \_\_\_\_\_
- Hq Comdt \_\_\_\_\_
- IG \_\_\_\_\_
- JA \_\_\_\_\_
- Medical \_\_\_\_\_

- Ordnance \_\_\_\_\_
- PM \_\_\_\_\_
- PIO \_\_\_\_\_
- Ryukyus Mil Govt \_\_\_\_\_
- QM \_\_\_\_\_
- Signal \_\_\_\_\_
- Sp Services \_\_\_\_\_
- Trans \_\_\_\_\_
- TI&E \_\_\_\_\_
- Civ Aff \_\_\_\_\_
- Civ Comm \_\_\_\_\_
- CI&E \_\_\_\_\_
- Civ Int \_\_\_\_\_
- Civil Property Custodian \_\_\_\_\_
- Civ Trans \_\_\_\_\_
- Diplomatic \_\_\_\_\_
- ESS \_\_\_\_\_
- Gen Proc \_\_\_\_\_
- Government \_\_\_\_\_
- Legal \_\_\_\_\_
- NRS \_\_\_\_\_
- PH&W \_\_\_\_\_
- Statistics & Reports \_\_\_\_\_

FOR:

- Approval \_\_\_\_\_
- Comment or  
Concurrence \_\_\_\_\_
- Information \_\_\_\_\_
- Initials \_\_\_\_\_
- Issuance of Orders \_\_\_\_\_
- Necessary Action \_\_\_\_\_

- Note and Return \_\_\_\_\_
- Distribution Desired \_\_\_\_\_
- Signature \_\_\_\_\_
- Dispatch \_\_\_\_\_
- Attachment of  
Reference \_\_\_\_\_
- File \_\_\_\_\_

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G-4 ROUTING

①	C/S G-4	
	AC/S G-4	
	EXECUTIVE	
	PLANS & POLICY	FLR
	OPERATIONS	
	CONST & FAC	
	SUPPLY	
	PETROLEUM	
	PERSONNEL	
②	ADMINISTRATION	K

② CAT file  
G-4 JN# 4019

095 CAT  
~~X 095 CNAC~~

*[Handwritten initials]*

Colonel B. Hamlett  
(26-6172)

SCAP Problems Reference CAT

26 Feb 1950

G-4

C/S

1.

Reference your query in Memorandum to G-4 this date, "see (x) what problem on CAT are we confronted with," and State Department Radio #250440 Z (State Serial 170, Feb 24, 8 PM) (Book Message), both attached as Tab A, the following information is submitted:

a. Latest G-4 action reference CAT is outlined in copy of Checknote from DS to G-4, and G-4's answer thereto, Tab B. Mr. Baker (ESS) informed G-4 this date that negotiations are still under way concerning the transfer of CNAC's license to CAT. He further stated that CAT has not yet presented sufficient evidence of ownership of the assets held in Japan by CNAC to permit a legal transfer of license.

b. There are no other problems concerning CAT in which this headquarters is involved.

2 Incls:

1. Tab A, Query and S/D  
Radio #250440 Z
2. Tab B, Copy of Checknote  
from D/S to G-4, and  
G-4's answer thereto

----- G. L. E. -----

le	G-4 ROUTING	
	A C/S G-4	
	D AC/S G-4	
	EXECUTIVE	
①	PLANS & POLICY	<i>[Handwritten mark]</i>
	OPERATIONS	
	CONST & FAC	
	SUPPLY	
	PETROLEUM	
	PERSONNEL	
②	ADMINISTRATION	<i>[Handwritten mark]</i>

26 FEB 1950

(E)

RyP  
2325

G-4 File

RESTRICTED

C O P Y

Mr. Carpenter: DO 26-7695

S 542.5 Subject: Sale of China National Aviation Corporation

From: DS To: G-4 Date: 13 Feb 50

Checknote: 1

1. Forwarded herewith for appropriate action is a copy of the Chinese Mission's note of 9 Feb 50, stating that the Civil Air Transport, Inc., formed by Messrs. C. L. Chennault and ~~White~~ Willauer, has purchased the properties, equipment, and other assets of the China National Aviation Corporation, and requesting permission for the Civil Air Transport, Inc. to take over all such assets located within SCAP's jurisdiction. The Mission further requests that the rights and privileges formerly enjoyed by the CNAC be extended to the Civil Air Transport, Inc.

2. Request DS be furnished information on which to base a reply.

Incl:  
a/s ----- C. K. H. -----

C O P Y

Checknote: 2 Lt. Col. Godman 26-6039

From: G-4 to: DS Date: 18 Feb 1950

1. Reference is Memorandum from the Chinese Mission in Japan to SCAP, 9 February 50, in which the Chinese Mission requested that the Civil Air Transport, Incorporated be authorized to take over all assets of the China National Aviation Corporation.

2. By G-4 C/N to ESS/FIB, subj: Civil Air Transport Inc (C. L. Chennault), 17 February 50, the Foreign Investment Board was informed that G-4 offered no objection to the transfer of CNAC's license to CAT and the assumption of CNAC's air routes and flight schedules by CAT.

3. Mr. J. L. Orlowski, a representative of CAT, Inc., is now in Tokyo and is negotiating with ESS/FIB for the transfer of CNAC's license to CAT, Inc.

4. The Chinese Mission may be assured that the request made by CAT will be processed as soon as possible.

1 Incl  
n/c ----- G. L. E. -----

*Sub B*

RESTRICTED



RESTRICTED

Assistant Chief of Staff  
G-4

26 February 1950

MEMORANDUM FOR RECORD:

Subject: SCAP Problems Reference CAT

1. Instant Checknote is self explanatory.
2. The interests of Rycom have been considered.
3. Action is within established policy.
4. Action is completed on G-4 Journal Number 2328 .

BH *[Signature]* (26-6172)

GLE \_\_\_\_\_

RESTRICTED

GENERAL HEADQUARTERS, FAR EAST COMMAND  
ADJUTANT GENERAL'S OFFICE  
RADIO AND CABLE CENTER

# INCOMING MESSAGE

*Restricted*  
ROUTINE

G-4 ROUTING	
A C/S G-4	<i>[initials]</i>
D AC/S G-4	<i>[initials]</i>
EXECUTIVE	<i>[initials]</i>
PLANS & POLICY	<i>[initials]</i>
OPERATIONS	<i>[initials]</i>
JA/ewj & FAC	<i>[initials]</i>
SUPPLY	
PETROLEUM	
25 Feb 50	
PERSONNEL	
ADMINISTRATION	<i>RR7</i>

FROM : STATE DEPT WASH DC

TO : SCAP (USPOLAD) TOKYO JAPAN

INFO : CSUSA WASH DC

NR : 250440 Z (STATE SERIAL 170 FEB 24, 8 PM) (BOOK MESSAGE)

*095 CAT (2)*

Dept has been requested by Wash Counsel Chennault-Willauer transmit fol statements for info SCAP. These statements, first of which transmitted Jan 9, 50 have been transmitted Bank of America, San Francisco, FONOFF London, and Gov Hong Kong.

"Dept has been officially informed by the Govt of the Rep of China that it has sold its interest in China Natl Aviation Corp to Gen C L Chennault and Mr Whiting Willauer, partnership formed under laws of Delaware.

"Further Dept has been informed by Counsel for PANAMER Airways that it had disposed of its 20% stock interest in China Natl Aviation Corp to Govt of Rep of China. On Jan 3, 1950 Chi Emb at Wash acting on behalf of its govt, communicated to Dept certification by Premier Yen Hai-Shan of transfer entire assets of CNAC and Central Air Transport Corp to Civil Air Transport Incorporated. Communist elements in Chi management of China Natl Aviation Corp only party known to Dept to be questioning in any way legality of transfer and hence title of Civil Air Transport Inc to China Natl Aviation Corp assets.

"Dept of State recognizes Premier Yen Hsi-Shan as representing legal Govt of China with which US Govt maintains

(over)  
58266  
ROUTINE

*Restricted*  
Consult Crypto-Center before declassifying.  
Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 17 a (1) (2), and 41 c (2)(3), AR 380-5, 15 November 1949.

Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 51i and 60a, AR 380-5.

*Restricted*  
ROUTINE

FROM : STATE DEPT NR : 250440 Z DTD 25 FEB 50 CONT'D

full diplomatic relations."

Fol statement sent same addresses Jan 20:

"Certification by duly accredited officials of Chi Govt that interests in planes and other assets of that govt had been transmitted to Chennault and Willauer, a partnership under US law should under accepted principles of internatl law be considered effective by all govts who at time of certification recognized auth of Chi Govt. Accordingly protection of this property as Amer interest requested."

Dept unaware nature or status of question re CAT Inc which presently confronting SCAP. Please advise fully.

ACHESON

ACTION : DIPLOMATIC

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-2, AG

ADDED DIST : G-4 (26 Feb 50)



58266

ROUTINE  
*Restricted*

TCO : 250440 Z  
MCN : 57327

095CAT  
X095 CNAC  
X35 Chinese

Mr. Carpenter: do 26-7695

S 542.5

Sale of China National Aviation Corporation

DS

G-4

13 Feb 50

1. Forwarded herewith for appropriate action is a copy of the Chinese Mission's note of 9 Feb 50, stating that the Civil Air Transport, Inc., formed by Messrs. C.L. Chennault and Whiting Willauer, has purchased the properties, equipment, and other assets of the China National Aviation Corporation, and requesting permission for the Civil Air Transport, Inc. to take over all such assets located within SCAP's jurisdiction. The Mission further requests that the rights and privileges formerly enjoyed by the CNAC be extended to the Civil Air Transport, Inc.
2. Request DS be furnished information on which to base a reply.

Incl:  
a/s

From: G-4

To: DS

C. K. H.  
Lt. Col. Godman 26-6039  
Date:

18 FEB 1950

1. Reference is Memorandum from the Chinese Mission in Japan to SCAP, 9 February 50, in which the Chinese Mission requested that the Civil Air Transport, Incorporated be authorized to take over all assets of the China National Aviation Corporation.
2. By G-4 C/W to ESS/FIB, subj: Civil Air Transport Inc (C. L. Chennault), 17 February 50, the Foreign Investment Board was informed that G-4 offered no objection to the transfer of CNAC's license to CAT and the assumption of CNAC's air routes and flight schedules by CAT.
3. Mr. J. L. Orlovski, a representative of CAT, Inc., is now in Tokyo and is negotiating with ESS/FIB for the transfer of CNAC's license to CAT, Inc..
4. The Chinese Mission may be assured that the request made by CAT will be processed as soon as possible.

1 Incl  
a/s

FOR FLR  
G. L. E.

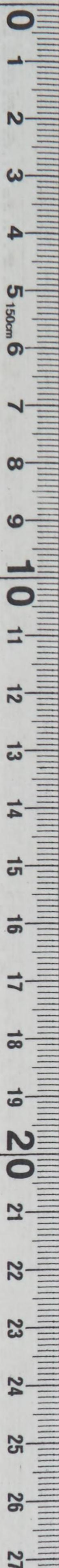
G-4 ROUTING	
<input checked="" type="checkbox"/>	A C/S G-4
<input type="checkbox"/>	D AC/S G-4
<input type="checkbox"/>	EXECUTIVE
<input checked="" type="checkbox"/>	PLANS & POLICY
<input type="checkbox"/>	OPERATIONS
<input type="checkbox"/>	CONST & FAC
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18 FEB 1950

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G-4 File Copy

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Mr. Department: do 28-7625

Sale of China National Aviation Corporation

18 Feb 50

0-4

2 212 B

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1. Forwarded herewith for appropriate action is a copy of the Chinese Mission's note of 8 Feb 50, stating that the Civil Air Transport, Inc., "owned by Messrs. A. C. Kuan and Hsing Hsiang, has purchased the properties, equipment, and other assets of the China National Aviation Corporation, and requesting permission for the Civil Air Transport, Inc. to take over all such assets located within the jurisdiction. The Mission further requests that the rights and privileges formerly enjoyed by the CNAIC be extended to the Civil Air Transport, Inc.

2. Request to be furnished information on which to base a reply.

Info:  
als

Mr. Tolson 28-0000

101 10

Trans 0-4

1. Reference is made to the Chinese Mission in Tokyo to 2802, 9 February 50, in which the Chinese Mission requested that the Civil Air Transport, Inc., be authorized to take over all assets of the China National Aviation Corporation.

2. On 2-10-50, the Executive Board was informed that 2-4 offered no objection to the transfer of CNAIC's license to CAT, Inc. in connection with the transfer of CNAIC's air routes and flight schedules to CAT.

3. Mr. E. J. Gurnea, a representative of CAT, Inc., is in Tokyo and is negotiating with the Chinese Mission for the transfer of CNAIC's license to CAT, Inc. The Chinese Mission may be assured that the transfer of CNAIC's license to CAT, Inc. will be processed as soon as possible.



ADMINISTRATION
PERSONNEL
PETROLEUM
SUPPLY
CONST & FAC
OPERATIONS
PLANS & POLICY
EXECUTIVE
ADVISORY
ROUTING

0-4 File Copy

GD P&P HCG/we  
17 February 50

MEMORANDUM FOR RECORD:

Subject: Sale of China National Aviation Corporation

1. DS, by C/N 1 to G-4, subject as above, 13 Feb 50, forwarded a Memorandum from the Chinese Mission in Japan which requested that CAT, Inc. (Civil Air Transport, Incorporated) be authorized to take over the assets of CNAC which are located within the jurisdiction of SCAP, and to extend to CAT the rights and privileges formerly enjoyed by CNAC.

2. G-4, by C/N to ESS/FIB, subject: Civil Air Transport, Inc. (C. L. Chennault), 17 Feb 50, states that G-4 interposes no objection to the transfer of CNAC's license to CAT, and the assumption of CNAC's air routes and flight schedules by CAT, Inc..

3. Mr. J. L. Orlowski, a representative of CAT, was introduced to Mr. Baker of ESS/FIB, and Mr. Orlowski was briefed as to the necessary documents required.

4. The further processing and approval of the transfer of CNAC's license to CAT is a matter between ESS and CAT, Inc..

5. Instant C/N G-4 to DS, requested the DS inform the Chinese Mission in Japan of the above.

6. Within policy.

7. Relates to G-4 Journal No. 1870. Completes action on G-4 Journal 1734.

H.C.G. HG

M.N.H. MNH

F.L.R. FLR

095 CAT

Lt. Col. Godman 26-6039

Civil Air Transport, Inc (C.L. Chennault)

17 FEB 1950

G-4

ESS/FIB

(1)

1. Reference is made to letter from SCAP to Major Gen. Chennault (USA Ret) of Civil Air Transport, Inc. (CAT), 19 Jan 50, attached as Incl 1.
2. Letter from Major Gen Chennault to SCAP, subject as above, 13 Feb 50, requests:
  - a. That CAT be permitted to take possession of all assets etc. of CNAC.
  - b. That CNAC's SCAP license Fl-66, 16 March 48, be transferred to CAT, Incl 2.
3. G-4 considers the request contained in 2a above to be an internal matter between CAT and CNAC.
4. G-4 interposes no objection to the transfer of CNAC's license to CAT and the assumption of CNAC air routes and flight schedules by CAT.
5. G-4 is cognizant of the legal aspects involved in the transfer of CNAC's license to CAT, and it agrees that satisfactory legal evidence should be produced to prove that CAT is, in fact, the legal successor of CNAC.
6. Memorandum from the Chinese Mission in Japan to DS, GHQ, SCAP, 9 Feb 50, is enclosed for your information, Incl 3.

3 Incls  
a/s

**E**  
G.L.E.

DISPATCHED  
17 FEB 1950  
G-4 CHQ

G-4 ROUTING

A C/S G-4	
D AC/S G-4	
EXECUTIVE	
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FAP

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G-4 File Copy

MEMORANDUM FOR RECORD

GD P&P HCG/ajs  
16 February 1950

SUBJECT: Civil Air Transport (C.L. Chennault)

1. Instant ltr fr Maj Gen Chennault (USA Ret) requests:
  - a. That CAT be permitted to take possession of all assets of CNAC.
  - b. That CNAC's SCAP license Fl-66, 16 March 48, be transferred to CAT.
2. Memorandum fr the Chinese Mission to DS, GHQ, SCAP, 9 Feb 50, requests th that CAT be authorized to take over all assets of CNAC which are located within SCAP's jurisdiction and to extend to CAT the rights and privileges enjoyed by CNAC.
3. Mr. Gregory of ESS/FIB is now awaiting CAT's application which is attached to instant C/N to ESS/FIB. He stated that CAT has not yet satisfactorily shown that they are in fact the legal successor to CNAC. He will coordinate this matter with Legal Section, GHQ and the final recommendation as to the transfer will be submitted to the C/S for approval.
4. CAT is not prohibited from applying for a new license from the Japanese Government; however, it is considered that solution would be a longer one than CAT proving their legal ownership. Mr. Gregory suggested that a speedy solution would be for a representative of CNAC to apply to SCAP for an amendment of the CNAC license to show a change in title.
5. Mr. J. L. Orlowski has power of attorney for CAT and is aware of the legal aspects of the transfer of properties.
6. G-4 C/N to ESS/FIB interposes no objection to the transfer of CNAC license to CAT or the assumption of CNAC routes and flight schedules by CAT.
7. Within policy.
8. Completes action on G-4 Journal No. 1870.

H.C.G. HCG

M.N.H. MNH

F.L.R. FLR



CIVIL AIR TRANSPORT, INC  
75D Robinson Road  
Hongkong

13 February 1950

Supreme Commander for the  
Allied Powers  
Tokyo, Japan

Your Excellency,

By agreement dated December 12, 1949, the terms of which were ratified at meetings of the shareholders and directors of the China National Aviation Corporation on December 31, 1949, Civil Air Transport, Inc. purchased all the properties, assets and equipment of every nature (including franchises for airline operation, leases on property, and landing rights for scheduled and non-scheduled operations) of the China National Aviation Corporation.

Civil Air Transport, Inc. is an American corporation organized and existing under the laws of the State of Delaware. Its officers are: President, C. L. Chennault; Vice-President, Whiting Willauer; Treasurer, J. J. Brennan.

I am informed that the Chinese Mission acting under instructions from the Government of the Republic of China has advised you of this sale and has requested Your Excellency to extend to Civil Air Transport, Inc. all the rights and privileges formerly enjoyed in Japan by the China National Aviation Corporation.

On behalf of Civil Air Transport, Inc., I hereby respectfully request that said Corporation be permitted to take possession of all assets, leases and property of the China National Aviation Corporation which are located within Your Excellency's jurisdiction and I further request that SCAP License FI-66, dated 16 March 1948, which permitted the China National Aviation Corporation to engage in business in Japan, be transferred to Civil Air Transport, Inc. as the successors in interest to China National Aviation Corporation.

I am transmitting this request through Mr. J. L. Orłowski as representative of Civil Air Transport, Inc. Mr. Orłowski carries with him the Power of Attorney, duly executed by the Corporation, and I will be grateful if you will deal with him as a duly accredited representative of the Corporation.

Sincerely yours,  
CIVIL AIR TRANSPORT, INC.

*C. L. Chenault*  
C. L. Chenault, President

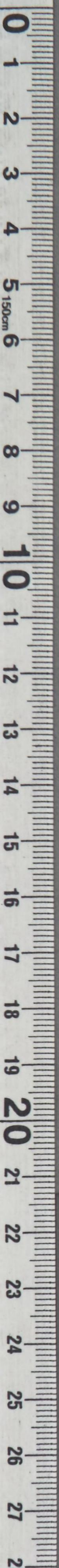
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I am transmitting this request through Mr. J. J. Orłowski  
as representative of Civil Air Transport, Inc. Mr.  
Orłowski carries with him the power of attorney, duly  
executed by the Corporation, and I will be grateful if  
you will deal with him as a duly accredited representative  
of the Corporation.

Sincerely yours,  
CIVIL AIR TRANSPORT, INC.

*J. J. Orłowski*  
J. J. Orłowski, President

RECEIVED  
16 FEB 1950  
U.S. AIR FORCE



RESTRICTED

GD P&P HCG/we  
15 February 50

095 CAT

MEMORANDUM FOR RECORD:

Subject: Operation of Civil Air Transport into Japan

1. On or about 1 Feb 50, Mr. Paul Wetzleben contacted G-4 and requested that a copy of a SCAP letter to Major General Chennault (USAF Ret.) be delivered to him. (Ref SCAP Ltr, AG 360.7 (5 Dec 49)GD, 19 Jan 50)
2. Since it was not certain that Mr. Paul Wetzleben was a bonifide representative of CAT, the above letter and related information was not released to him. It was suggested that Mr. Wetzleben contact Major General Chennault and that verification of his status be submitted to G-4 thru the General.
3. On 13 Feb 50 the attached telegram was received by G-4, Plans and Policy, from General Chennault, in which he requested the referenced letter be delivered to Mr. Wetzleben. Therefore, since the status of Mr. Wetzleben has been satisfactorily determined, and the referenced letter to General Chennault does not contain classified information, the letter will be delivered to CAT as soon as possible.
4. Within policy.
5. Initiated action. Completes action.

H. C. G. *HCG*  
 M. N. H. *m n h*  
 F. L. R. *FLR*

ADDED MEMO FOR RECORD - 17 February 50

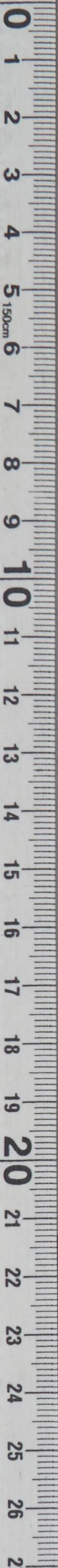
1. A copy of SCAP ltr to General Chennault, ref as above, was handed to Messrs Wetzleben and J. E. Orlowski on 16 Feb 50.
2. Mr. J. L. Orlowski is a personal representative of General Chennault, and has a power of attorney to act for CAT.

H.C.G. *HCG*  
 M.N.H. *m n h*  
 F.L.R. *FLR*

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# JAPANESE TELEGRAPHS

R. No.                      out    Time sent                      By                      Collated by

CONFIRMATION (OP)

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COLONEL RB RASCH G-4 SCAP TOKYO

APD 500



PLEASE DELIVER LETTER FOR ME TO MR PAUL WETZLEBEN  
REGARDS                      CHENNAULT

FOR  
COL. F. L. RASH

2 50S 4433

信 第 十 三 號

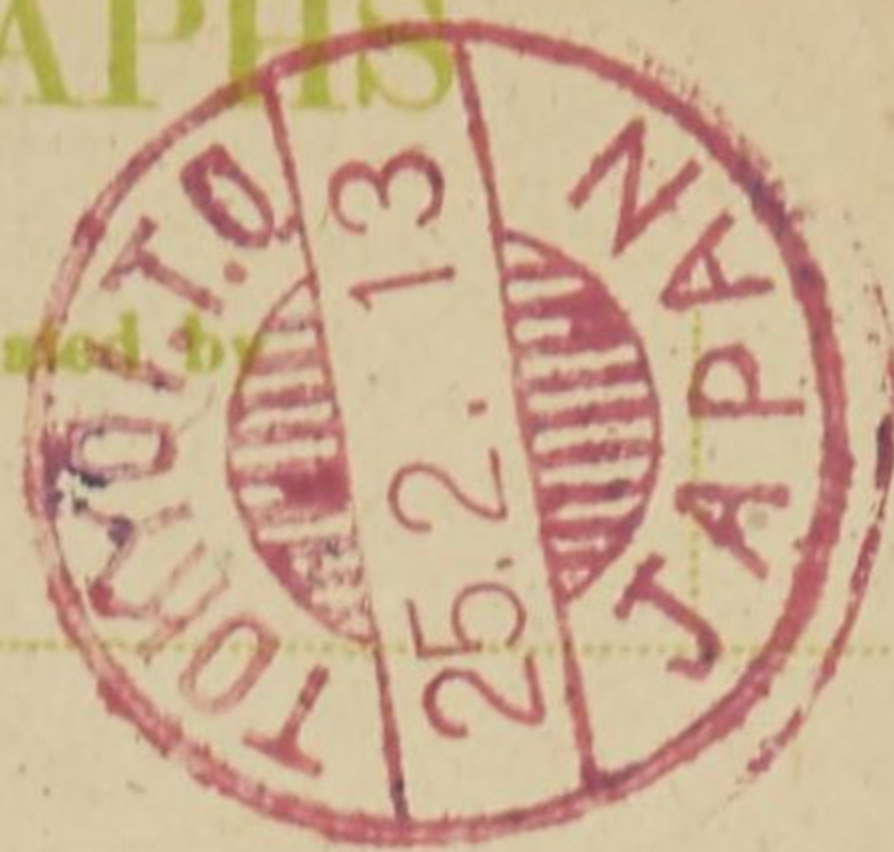
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# JAPANESE TELEGRAPHS

R. No. 0504 out Time sent

By

Collected by



135 HONGKONG HJ9 107 13 1053 OSA HK  
COLONEL RB RASCH G-4 SCAP TOKYO

APO 500

PLEASE DELIVER LETTER FOR ME TO MR PAUL WETZLEBEN  
REGARDS CHENNAULT

2 50S 4433



GENERAL HEADQUARTERS FAR EAST COMMAND  
G-4 STAFF SECTION  
INFORMATION ROUTING SLIP

File No. \_\_\_\_\_ Date 15 Feb 50

SUBJECT: Operation of Civil Air Transport  
into Japan

	Routing Order	Date, Time & Initials
Gen. Eberle	_____	_____
COL. Forsyth	_____	_____
Executive	_____	_____
Plans & Policy	<u>ZLR</u>	_____
Operations	_____	_____
Constr & R E	_____	_____
Transportation	_____	_____
Supply	_____	_____
Petroleum	_____	_____
Personnel	_____	_____
Administration	<u>(1)</u>	<u>ben</u>
Incls CHECKED	_____	IN: _____
	_____	OUT: _____

ORIGINATOR: G-4 P&P

Approval \_\_\_\_\_  
Concurrence \_\_\_\_\_  
Information ~~\_\_\_\_\_~~  
Note & Return \_\_\_\_\_  
Signature \_\_\_\_\_  
Dispatch \_\_\_\_\_  
File (1)

JOURNAL NO: Unassigned

REMARKS: \_\_\_\_\_

095 CAT

Mr. Gregory, 26-7413  
WFM/FB/CSG/cs

Request for Reports and Recommendation Re  
Application to Engage in Business Activity

16 January 1950

FIBA-394

FIB PERSONNEL G-4  
ADMINISTRATION

1. Reference: Application No. FIBA-394, dated 5 December 1949 by Major General C. L. Chennault, requesting permission and/or license to engage in a specific business activity in Japan.

2. Request comments and recommendations together with return of attached application.

1 Incl  
Application

C. S. G.  
Lt. Col. Godman 26-6039  
Date: 20 JAN 1950

2. From: G-4 To: ESS/FIB

1. Letter SCAP to Major General Chennault (USA Ret), subject: Civil Air Transport Operation into Japan, 19 Jan 1950, disapproved General Chennault's request to negotiate with Japanese manufacturers to obtain aircraft parts for C-46 and C-47 type aircraft, and to operate an internal airline in Japan. However, the letter approved his request to operate an international scheduled airline into and thru Japan.

2. Inasmuch as CNAC still exists as a company, and since no official notification has been received from CNAC, the Nationalist Government or General Chennault, to the effect that CAT has taken over the assets and property of CNAC, it is thought advisable that a new license be issued by the Japanese Government to CAT to engage in business in Japan.

3. G-4 has no objection to the drafting of a license for CAT to engage in business in Japan, and requests that the proposed license be submitted to Legal Section, GHQ and CG, FEAF prior to forwarding to G-4 for approval.

1 Incl  
n/c

G. L. E.



(F)  
P.P.  
653

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G-4 File Copy

G-4 File Copy



RESTRICTED

GD P&P HCG/we  
20 January 50

MEMORANDUM FOR RECORD:

Subject: Request for License to Engage in Business in Japan

1. C/N from ESS/FIB to G-4, subject as above, 16 Jan 50, requests G-4 comments and recommendations regarding Major General Chennault's request to engage in business in Japan.
2. Inasmuch as CNAC still exists as a company, and since no official notification has been received from CNAC, the Nationalist Government or General Chennault, to the effect that CAT has taken over the assets and property of CNAC, it is thought advisable that a new license be issued by the Japanese Government to CAT to engage in business in Japan.
3. Mr. Dallas B. Sherman of PAA stated that PAA was paid \$1.5 million for its share (20%) of CNAC, and that General Chennault obtained the other 80% of CNAC from the Nationalist Government. General Chennault's deal with the Nationalists may or may not be legal, since there is a legal question as to who owned CNAC -- the Nationalist Government or the Chinese people.
4. Mr. Tseng of CNAC states he has seen a paper transferring the assets of CNAC to CAT, but has not received written authority authorizing him to release CNAC property in Japan to CAT.
5. In the absence of any communication from CNAC, it is advisable that SCAP does not transfer CNAC's license to CAT on his own initiative.
6. In view of the above, it is recommended that CAT be issued a new license, and CNAC's license voided, if required, at some future time.
7. By C/N 2 G-4 to ESS/FIB, G-4 concurs in the drafting of a new license for CAT to engage in business in Japan.
8. Within policy.
9. Completes action on G-4 Journal No. 0653.

H.C.G. HG

M.N.H. MNH

F.L.R. FLR

RESTRICTED

**RESTRICTED**  
GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS

AFO 500

AG 360.77 (5 Dec 49)GD

*new 095 CAT*  
*new X 201 Chennault*  
*new X 360-7*  
*19 JAN 50*  
*X 360*

Major General C. L. Chennault (USA, Ret'd)  
Civil Air Transport  
Kai Tak Airfield  
Hong Kong, B.C.C.

Dear Sir:

Reference is made to your letter to the Supreme Commander for the Allied Powers in which you requested authority to enter into negotiations with Japanese manufacturers to fabricate certain aircraft parts for C-46 and C-47 type aircraft. I regret to inform you that existing policy does not permit the Japanese to manufacture aircraft frames, aircraft engines or aircraft parts. Hence your request cannot be favorably considered at this time nor in the foreseeable future.

Reference is made also to your letter to the Supreme Commander for the Allied Powers, 5 December 1949, in which you presented a proposal to operate a domestic airline in Japan and to inaugurate an international scheduled air service into Japan connecting Formosa, Korea and non-Communist China. The existing civil aviation policy for Japan does not permit the establishment of an internal air transport system in Japan. If there should be a change to this policy, information of such change will be made available to you.

Present policy permits licensing commercial airlines to operate into and through Japan. If, in view of the unfavorable action necessary in connection with the requests mentioned above, you are interested in such operations, a request for license should be submitted to the Supreme Commander for the Allied Powers.

Very truly yours,

MAILED 1620 JAN 19 50  
19 JAN 1950

R. B. BUSH  
Brigadier General, USA  
Adjutant General

*3LR FOR GLE*

*RBP*

*673*

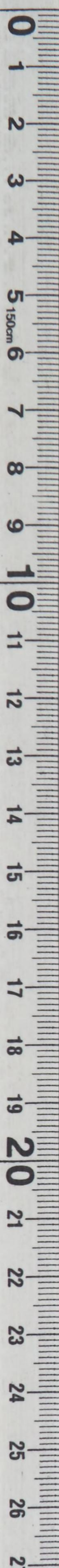
G-4 ROUTING	
A. C/S G-4	_____
D. AG/AS G-4	_____
E. EXECUTIVE	_____
① PL. POLICY	<i>m</i>
OPER.	_____
CONST & FAC	_____
SUPPLY	_____
PETROLEUM	_____
PERSONNEL	_____
② ADMINISTRATION	<i>A</i>

Approved by the C/S: 18 January 1950

**RESTRICTED**

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G-4 File Copy



RESTRICTED  
GENERAL HEADQUARTERS  
SUPERIOR COMMANDER FOR THE ALLIED POWERS

*Handwritten notes:*  
CAT  
19 JAN 20  
X-5000

AS 200-1 (S. Doc 48) 00

Major General G. A. Gurnea (USA, Ret.)  
Chief of Engineers  
The War Relocation Authority  
Camp 2, P.O.  
Tama, Utah

Reference is made to your letter to the Superior Commander for the Allied Powers in which you requested assistance in obtaining the necessary documents for the release of your property. I regret to inform you that existing policy does not permit the release of such property to you. It should be a matter of this policy.

Reference is made also to your letter to the Superior Commander for the Allied Powers, 3 December 1945, in which you requested a passport in order to travel to Japan and to Hongkong. An international scheduled air service into Japan commencing January 1946 and non-Communist China. The existing civil aviation policy does not permit the establishment of an international air service to Japan. It should be a matter of this policy.

Further policy regarding international air services to Japan and Hongkong is being studied. It is the intention of the War Relocation Authority to continue in cooperation with the Japanese Government, and the War Relocation Authority, a request for license should be submitted to the War Relocation Authority for the Allied Powers.

G-4 File Copy

*Handwritten notes:*  
19 JAN 1946  
G-4 File Copy

RECEIVED  
19 JAN 1946  
GHA SCAP  
G-4 FILE COPY

Approved by the C/S: 18 January 1946  
SUPERIOR COMMANDER FOR THE ALLIED POWERS  
GENERAL HEADQUARTERS  
TAMA, UTAH

RESTRICTED

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GD P&P HCG/she  
19 January 1950

MEMORANDUM FOR RECORD

SUBJECT: Request of General Chennault to Establish an Internal  
Airline in Japan

1. Reference is made to G-4 C/N to C/S, subject as above,  
16 January 1950, and M/B thereto.
2. Instant letter was approved by the C/S on 18 January 1950.
3. Within established policy.
4. Completes action on G-4 Journal No. 0673.

H. C. G. HCG

M. H. H. MHH

F. L. R. FLR

G-4 File Copy

G-4 File Copy

RESTRICTED

RESTRICTED

Lt. Col. Godman 26-6039

Request of General Chennault to Establish an  
Internal Airline in Japan

G-4

C/S

16 JAN 1950

(1)

1. Letter from Major General Chennault (USA Ret) to the Supreme Commander for the Allied Powers, 5 December 1949, requests authority for Civil Air Transport (CAT) to enter into negotiations with Japanese manufacturers to obtain aircraft parts for C-46 and C-47 type aircraft.
2. Another letter from Major General Chennault (USA Ret) to the Supreme Commander for the Allied Powers, 5 December 1949, requests CAT be granted authority to operate an international airline into Japan connecting Japan with Korea, Taiwan, and non-communist China as well as the operation of a domestic airline in Japan.
3. a. JCS and SWPCC directives prohibit the Japanese from manufacturing aircraft frames, aircraft engines and aircraft parts.  
b. The above directives also prohibit any Japanese civil aviation.
4. General Chennault did not indicate whether CAT would operate into Japan as a Chinese company or as an American company. If CAT chooses to operate under the Chinese flag it is considered proper to amend the present China National Aviation Corporation (CNAC) license to allow CAT to operate under the provisions of that license.
5. If CAT chooses to operate into and through Japan as an American flag carrier it is considered necessary for CAT to obtain a new license from the Japanese Government to engage in business in Japan.
6. Mr. Whiting Willauer of CAT talked with representatives of G-4 and stated that it was CAT's intention to commence commercial operations into Japan as a Chinese flag carrier and that CAT would be designated by the Chinese Nationalist Government as their flag carrier.
7. Proposed letter to Major General Chennault (USA Ret) denies his requests to operate a domestic airline in Japan and to obtain Japanese manufactured aircraft parts. The proposed draft letter states there is no objection to CAT operating into Japan as an international airline.
8. Recommend approval of prop letter to Major General Chennault and return to G-4 for necessary action to obtain signature and dispatch by the AG.

4 Incls

- 1--Prop ltr to Gen C.
- 2--Memo for Record
- 3--Ltr fr Gen C: 5 Dec 49
- 4--Ltr fr Gen C: 5 Dec 49

RESTRICTED

G.L.E.

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*on the...*

G-4 ROUTING

- A C/S G-4
- D AC/S G-4
- EXECUTIVE
- PLANS & POLICY
- OPERATIONS
- CONST & FAC
- TRANSPORTATION
- SUPPLY
- PETROLEUM
- BUDGET
- PERSONNEL
- ADMINISTRATION

RESTRICTED

Lt. Col. Godman 26-6039

360

Request of General Chennault to Establish an Internal Airline in Japan

C/S

16 JAN 1950

(1)

1. Letter from Major General Chennault (USA Ret) to the Supreme Commander for the Allied Powers, 5 December 1949, requests authority for Civil Air Transport (CAT) to enter into negotiations with Japanese manufacturers to obtain aircraft parts for C-46 and C-47 type aircraft.
2. Another letter from Major General Chennault (USA Ret) to the Supreme Commander for the Allied Powers, 5 December 1949, requests CAT be granted authority to operate an international airline into Japan connecting Japan with Korea, Taiwan, and non-communist China as well as the operation of a domestic airline in Japan.
3. a. JCS and SWMCC directives prohibit the Japanese from manufacturing aircraft frames, aircraft engines and aircraft parts.  
b. The above directives also prohibit any Japanese civil aviation.
4. General Chennault did not indicate whether CAT would operate into Japan as a Chinese company or as an American company. If CAT chooses to operate under the Chinese flag it is considered proper to amend the present China National Aviation Corporation (CNAC) license to allow CAT to operate under the provisions of that license.
5. If CAT chooses to operate into and through Japan as an American flag carrier it is considered necessary for CAT to obtain a new license from the Japanese Government to engage in business in Japan.
6. Mr. Whiting Willauer of CAT talked with representatives of G-4 and stated that it was CAT's intention to commence commercial operations into Japan as a Chinese flag carrier and that CAT would be designated by the Chinese Nationalist Government as their flag carrier.
7. Proposed letter to Major General Chennault (USA Ret) denies his requests to operate a domestic airline in Japan and to obtain Japanese manufactured aircraft parts. The proposed draft letter states there is no objection to CAT operating into Japan as an international airline.
8. Recommend approval of prop letter to Major General Chennault and return to G-4 for necessary action to obtain signature and dispatch by the AG.

4 Incls

- 1--Prop ltr to Gen C.
- 2--Memo for Record
- 3--Ltr fr Gen C: 5 Dec 49
- 4--Ltr fr Gen C: 5 Dec 49

RESTRICTED

G.L.E.

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GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
APO 500

Major General C. L. Chennault (USA, Ret.)  
Civil Air Transport  
Kai Tak Airfield  
Hong Kong

Dear Sir:

Reference is made to your letter to the Supreme Commander for the Allied Powers in which you requested authority to enter into negotiations with Japanese manufacturers to fabricate certain aircraft parts for C-46 and C-47 type aircraft. I regret to inform you that existing policy does not permit the Japanese to manufacture aircraft frames, aircraft engines or aircraft parts. Hence your request cannot be favorably considered at this time nor in the foreseeable future.

Reference is made also to your letter to the Supreme Commander for the Allied Powers, 5 December 1949, in which you presented a proposal to operate a domestic airline in Japan and to inaugurate an international scheduled air service into Japan connecting Formosa, Korea and non-Communist China. The existing civil aviation policy for Japan does not permit the establishment of an internal air transport system in Japan. If there should be a change to this

policy, information of such change will be made available to you.

Present policy permits licensing commercial airlines to operate into and through Japan. If, in view of the unfavorable action necessary in connection with the requests mentioned above, you are interested in such operations, a request for license should be submitted to the Supreme Commander for the Allied Powers.

FOR THE SUPREME COMMANDER FOR THE ALLIED POWERS:



RESTRICTED

MEMORANDUM FOR RECORD

GD P&P HCG/ajs  
14 January 1950

SUBJECT: Requests from General Chennault to Establish an Internal Airline  
in Japan

1. By letters to the Supreme Commander for the Allied Powers, 5 December 1949, General Chennault proposes to:
  - a. Obtain Japanese manufactured aircraft parts for C-46 and C-47 type aircraft.
  - b. Operate an internal airline in Japan.
  - c. Operate an international airline into Japan connecting Japan with Korea, Taiwan, and non-Communist China.
2. Gen. Chennault's first two proposals 1a and 1b are not authorized by JCS and SWNCC directives.
3. There is no objection to Gen Chennault operating a commercial airline, Civil Air Transport (CAT) into Japan providing the airline complies with governing SCAP and USAF regulations.
4. Proposed letter to Gen. Chennault denies his first two proposals but offers no objection to this third proposal 1b.
5. FFAF has no objection (Maj. Gen. Weikert)
6. Within established policy.
7. Completes action on G-4 Journal No. 483.

H.C.G. [Signature]

M.N.H. [Signature]

F.L.R. [Signature]

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RESTRICTED

G-4 File Copy

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SECRET

