

CAT Celebrates 10th Anniversary

The end of World War II provided the pause necessary to comprehend the need for the rehabilitation and restoration of war-torn and war-weary China. Soon thereafter funds and vital supplies commenced to flow from UNRRA through its counterpart, the Chinese National Relief and Rehabilitation Administration, into the devastated interior.

It became apparent immediately that if these goods were to reach the areas in which they were most needed, some modern method of transportation was essential, primarily to move the imported relief and rehabilitation supplies inland from the major port cities, and also to move the raw products of the interior to the industrial cities for processing or to the port cities for export.

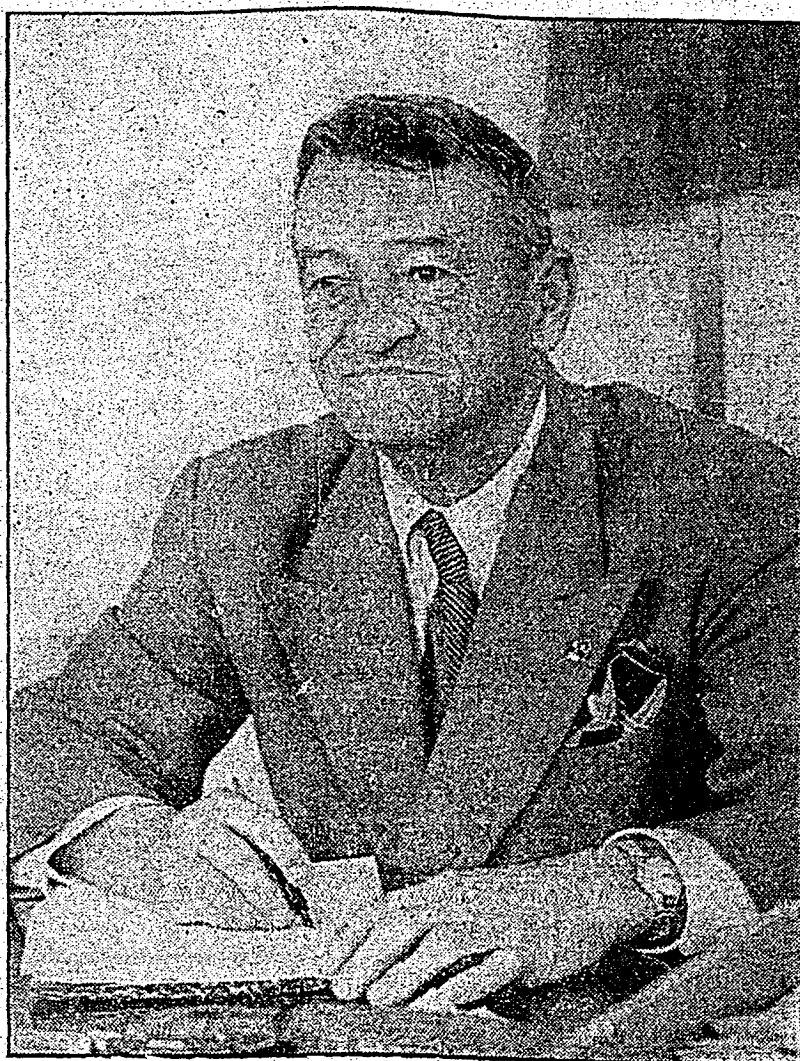
This then was the beginning of the airline system which is now known and recognized throughout the world as CAT—Civil Air Transport. The original title, quite naturally, was CNRRA Air Transport for it was because of CNRRA that we were able to organize and operate. As our position changed from time to time so did our name though we were always able to retain the symbolic CAT initials.

Our days on the mainland made history. The famous air drops of Taiyuan which supplied Marshal Yen Hsi-shan's forces for nine months and kept them

fighting the 400,000 Communist troops knocking at the city walls; the famed evacuation of Mukden from where refugees were flown to Peiping at the rate of 3,000 per day and the last days of Shanghai when CAT alone occupied the new US\$5,000,000 air terminal were three of hundreds of such chapters.

Stumbling off the mainland in early 1950 we were a pretty beaten up outfit. Personnel were completely disorganized, there was no money and more important there were no routes to fly, for CAT had operated within China mainland bounds and endless negotiations between respective governments concerned must precede an airline's operation into any foreign area. Worst of all, most of the world looked on the Nationalist Government as "finished" and therefore, in many instances, the negotiating was left to CAT.

The most poignant episode of this growing drama occurred in March 1950, when the fall of Hainan Island appeared likely. It was my reluctant duty to call all our employees together in Hong Kong and announce a drastic pay cut, opining that perhaps even it could not be met within the foreseeable future and advising those who could to take jobs elsewhere. Only six left CAT at this moment of its apparent death rattle. That night, at the still popular Hong Kong hangout for



CATers, the restaurant of ex-U.S. Navy Chief, "POP" Gingle, pilots gathered together and decided to stay on, partake freely of Pop's free food and drink, and to make arrangements with Pop to put them on the cuff until "something broke."

It broke. Within a couple of months, arrangements had been made for an inaugural flight, scheduled for June 28th, from Taipei to Tokyo and Seoul. On the 25th, the Reds crossed the 38th Parallel and instead of starting a scheduled service to Seoul, CAT, in a matter of hours, was flying men and cargo for the Far East Air Material Command in the Korean War.

From that time on, the whole style and make-up of CAT changed. From a non-skid outfit which had built its reputation on glamour and opportunism, we began to mature into a scheduled regional airline with one of the finest maintenance and safety records in the world, and service second to none.

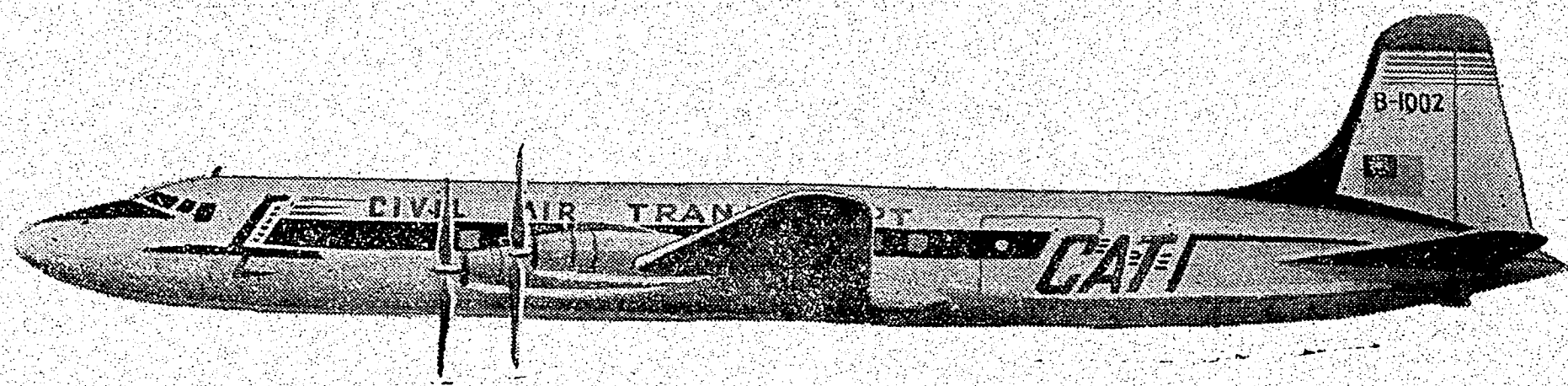
We also point with pride to such of our ten-year records as that of no injuries or fatalities on any of our scheduled flights, and that only twice in this decade have our planes been unable to land at Hongkong's tricky Kai Tak airfield. And to the fact that at our modern maintenance base where more than a thousand Chinese mechanics, working under the guidance of American and European supervisors, are

keeping CAT's planes in apple-pie order as well as doing upward of 80,000 man hours monthly of maintenance and repair on U.S. military planes including C-119's, DC-4's, F-86's, C-46's and dozens of miscellaneous types including helicopters, in accordance with the terms of its USCAA Air Agency Certificate.

I would like to dispel once and for all the rumors that CAT is currently thinking of expanding into the world-wide market. At this time, our only concern is to constantly improve our present services including our domestic daily flights around the island of Taiwan. We are strictly a regional airline and our region is the Orient and our only desire is to serve it and its residents to the best of our ability.

I suppose that only those who have been with CAT since the beginning can fully appreciate the trials and tribulations, the heartaches and disappointments, and the costs involved in weathering the misfortunes of our early days. Similarly, none of the others can realize the satisfaction nor the sense of pride with which to-day we old-timers view our achievements. But all of us in CAT look forward to serving Free China and the entire Far East by continuing to provide the finest service and the finest regional airline in the world.

General C. L. Chennault



OUR CONGRATULATIONS
 AND BEST WISHES
 TO

CIVIL AIR TRANSPORT

ON THE OCCASION OF ITS
 Tenth ANNIVERSARY

MEMBER OF



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