I) A new beginning:

As has been shown elsewhere, Civil Air Transport, after its glorious days during the civil war in mainland China, had to go into exile on the Island of Formosa in late 1949. With only very few places left where to go, CAT had enormous financial problems at the end of December 1949, although on 1 November 1949, CAT and the CIA had signed an agreement by which the CIA promised to subsidize CAT by an amount of up to $500,000.¹ In order to prevent the fleets of China National Aviation Corp. (CNAC) and Central Air Transport Corp. (CATC) detained at Hong Kong’s Kai Tak airport from falling into the hands of Communist China, General Chennault and Whiting Willauer, the main owners of CAT, had bought both fleets from the Nationalist Government of China against personal promissory notes for $4.75 million – an amount of money they did not have² – and registered all aircraft in the United States to Civil Air Transport, Inc. (CATI), Dover, DE on 19 December 1949. But it was not until late 1952 that the former CATC and CNAC aircraft were awarded to CAT by court decision,³ and so this long lasting lawsuit, too, meant enormous financial expenses to CAT. Finally, in order to prevent their own fleet from falling into the hands of Communist China, on 5 January 1950, the Chennault / Willauer partnership transferred their aircraft to C.A.T. Inc – not identical with CATI, although resident at exactly the same address, that is at 317-325 South State Street, Dover, Delaware.⁴ C.A.T. Inc. later changed its name to Willauer Trading Corporation.⁵

On paper, CAT now had a fleet of 21 C-46s, 1 C-47, and 4 Cessna 195s, but the real number of C-46s that were in the hands of CAT was 28. In his *Highlights in the history of Civil Air Transport* dated 28 August 1950, Ed Souder of CAT’s Public Relations Office notes: “February 15, 1950: All CAT planes are switched to US registry.” However, this plain sentence does not reveal the problems that had to be solved before. In late January 50, Chennault and Willauer discovered that they could not fly aircraft that had been registered, but not yet certificated and so would be forced to stop all flying. At first, the CAA promised to either grant a certificate of airworthiness within 48 hours or to deregister the aircraft so that they would revert to Chinese registry – but this would have been problematic for landings in countries that recognized Communist China. So Willauer asked the CAA to grant a temporary registration and airworthiness certification for 3 months, during which the airline could find another flag – perhaps Thailand or the Philippines. But it was only after several angry cables by Chennault and several angry visits by Willauer that on 3 February 50, Willauer received

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² Leary, *Perilous missions*, p. 95, who quotes Willauer from a taped memoir of 1 December 1960.
⁴ Copies of the Bill of Sale and related documents kindly sent to the author by Martin Best in his e-mail dated 15 July 2009.
⁵ See Memorandum dated 19 April 1954, in: UTD/Bisson/B5, microfilm reel no. 2.
the verbal ok form the CAA that the temporary certification for 90 days of commercial operations would be granted. The CAT planes that were switched to US registry were:

a) 6 C-46Fs formerly belonging to the CAA-MOC, Chungking and leased to CAT

<table>
<thead>
<tr>
<th>C-46F</th>
<th>N8400C</th>
<th>msn 22502 ex USAF 44-78679, then XT-44</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-46F</td>
<td>N8401C</td>
<td>msn 22461 ex USAF 44-78638, then XT-46</td>
</tr>
<tr>
<td>C-46F</td>
<td>N8402C</td>
<td>msn 22510 ex USAF 44-78687, then XT-48</td>
</tr>
<tr>
<td>C-46F</td>
<td>N8403C</td>
<td>msn 22526 ex USAF 44-78703, then XT-50</td>
</tr>
<tr>
<td>C-46F</td>
<td>N8404C</td>
<td>msn 22466 ex USAF 44-78643, then XT-52, and</td>
</tr>
<tr>
<td>C-46F</td>
<td>N8405C</td>
<td>msn 22370 ex USAF 44-78547, then XT-54</td>
</tr>
</tbody>
</table>

b) 14, not 15 C-46Ds formerly belonging to CAT, that is to the Chennault / Willauer Partnership:

<table>
<thead>
<tr>
<th>C-46D</th>
<th>N8406C</th>
<th>msn 22215 ex 44-78392 &gt; “392” &gt; XT-T504 &gt; XT-802</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-46D</td>
<td>N8407C</td>
<td>msn 22218 ex 44-78395 &gt; “395” &gt; XT-T505 &gt; XT-804</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8408C</td>
<td>msn 22228 ex 44-78405 &gt; “405” &gt; XT-T506 &gt; XT-806</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8409C</td>
<td>msn 22232 ex 44-78409 &gt; “409” &gt; XT-T507 &gt; XT-808</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8410C</td>
<td>msn 22236 ex 44-78413 &gt; “413” &gt; XT-T508 &gt; XT-810</td>
</tr>
<tr>
<td>(C-46D)</td>
<td>N8411C</td>
<td>msn 22345 ex 44-78522 &gt; “522” &gt; XT-T509 &gt; XT-812</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8412C</td>
<td>msn 22351 ex 44-78528 &gt; “528” &gt; XT-T511 &gt; XT-816</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8413C</td>
<td>msn 22353 ex 44-78530 &gt; “530” &gt; XT-T512 &gt; XT-818</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8414C</td>
<td>msn 22359 ex 44-78536 &gt; “536” &gt; XT-T515 &gt; XT-824</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8415C</td>
<td>msn 22362 ex 44-78539 &gt; “539” &gt; XT-T516 &gt; XT-826</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8416C</td>
<td>msn 22363 ex 44-78540 &gt; “540” &gt; XT-T517 &gt; XT-828</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8417C</td>
<td>msn 22366 ex 44-78543 &gt; “543” &gt; XT-T518 &gt; XT-830</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8418C</td>
<td>msn 33152 ex 44-77756 &gt; XT-832</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8419C</td>
<td>msn 33132 ex 44-77736 &gt; XT-834</td>
</tr>
<tr>
<td>C-46D</td>
<td>N8420C</td>
<td>msn 33153 ex 44-77757 &gt; XT-836</td>
</tr>
</tbody>
</table>

C-46D N8411C was listed on paper only, as this aircraft crash-landed on Liuchow peninsula on 6 December 49, when it was still XT-812; the wreck was never given back to CAT.

c) CAT also had 5 C-46s that had been “acquired” from CNAC on 23 November 49; officially, these aircraft were still part of the CATI deal in January 50, but they had been in the hands of Free China in November 49 and so were not detained at Hong Kong.

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7 Leary, Manuscript, pp.73-75, in: UTD/Leary/B18F17.
8 See the Bill of Sale of 5 January 50 and related documents, published at the end of my file The early days II – CAT operations in China 1949-50, and the CAT Maintenance Manuals of 24 April 50 and of 18 May 50, both at: Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library.
9 The CAT Maintenance Manual gives msn 78547, but the correct msn has been established from Davis/Martin /Whittle, The Curtiss C-46 Commando.
10 Official papers give this aircraft as msn 32878 ex USAF 44-77756, which refers to 2 different aircraft – for details about the identity of XT-832 see my file The early days II – CAT operations in China 1949-50.
12
d) In November 49, CAT was also handed over the 3 C-46s that CNAC had leased from the CAA-MOC and that had also escaped to “Free China”. Officially, they were also part of the CATI deal.15

C-46F N8369C msn 22451 ex 44-78628 > “134” > XT-T15 > XT-132
C-46F N8370C msn 2244913 ex 44-78626 > “125” > XT-T16 > XT-134
C-46A N8372C msn 42714 ex 43-47356 > “131” > XT-T41 > XT-138 > XT-814 (no.2)
C-46D N8379C msn 33372 ex 44-77976 > XT-156, and
C-46D N8380C msn 32950 ex 44-77554 > XT-158 > XT-822 (no.2).

C-46F N8388C msn 22379 ex 44-78556 > XT-30
C-46F N8390C msn 22465 ex 44-78642 > XT-36 > XT-56, and
C-46F N8391C msn 22500 ex 44-78677 > XT-38.

C-47B N8421C msn 20681 ex 43-16215 > “215” > XT-T501 > XT-801

f) The 4 Cessna 195s remaining in the fleet of the Chennault / Willauer Partnership:

Ce. 195 N8422C msn 7296 ex XT-884
Ce. 195 N8423C msn 7313 ex XT-889
Ce. 195 N8424C msn 7297 ex XT-886, and
Ce. 195 N8425C msn 7314 ex XT-888

Note e to the CAT Maintenance Manual of 18 May 50 adds with reference to Cessnas N8423C and N8425C: “A recent check of American registration certificates revealed that the American registration numbers of these two Cessnas had been mistakenly switched in previous issues of this Maintenance Manual. Numbers shown herein are now corrected.”16 This also explains why the Bill of Sale dated 5 January 50 by which the aircraft were transferred from the Chennault / Willauer Partnership to C.A.T. Inc. still had the msns of these 2 Cessnas the other way round.

These were not the only discrepancies: Although it was initially understood that the 5 C-46s previously owned by CNAC were part of the CATI-deal, on 24 March 50, C.A.T. Inc. stated that they had good title to the five C-46’s. Apparently there were some doubts that

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12 CAT Maintenance Manual of 18 May 50, at: Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library. But sometimes, there were other problems, as CAT’s Joe Rosbert noted on 17 January 50: “Captains Holden and Snoddy departed yesterday on PAA for Bangkok to pick up the former CNAC C-46. I understand they may have some trouble taking delivery of this plane due to the fact that CNAC owed POAS a sum of money and that company may be holding the plane until payment is made” (CAT Director of Operations Daily Report of 17 January 1950, in: UTD/Rosbert/B1F3).
13 Msn officially given as “2558-CU”.
14 Msn officially given as “347356”.
15 CAT Maintenance Manual of 18 May 50, at: Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library. For the CATI deal, see my file The early days II – CAT operations in China 1949-50.
16 CAT Maintenance Manual of 18 May 50, at: Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library.
these aircraft did really belong to C.A.T. Inc., for the same agreement of 24 March 50 also listed 9 C-46Fs “formerly owned by the Chinese CAA”.  

In order to make clear their way of understanding the situation, CATI’s Board of Directors decided on 19 April 50 to sell those 5

**Documents referring to the 5 ex-CNAC C-46s:**

The Certificate dated 8 July 54, by which CATI Secretary J. J. Brennan confirmed the decision of CATI’s Board of Directors (in: UTD/CIA/B2F2), and the Bill of Sale dated 26 April 1950 (in: UTD/Bisson/B5, microfilm reel no.2)

C-46s to C.A.T. Inc. This decision explains the Bill of Sale dated 26 April 50, by which

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17 In its Schedule B. Agreement and Schedule B in: UTD/Bisson/B5, microfilm reel no. 2.
18 Memorandum dated 19 April 1954, p.3, in: UTD/Bisson/B5, microfilm reel no. 2; see also the Certificate dated 8 July 54, by which CATI Secretary J.J. Brennan confirmed that decision, in: UTD/CIA/B2F2.
CATI sold the 5 former CNAC C-46s to C.A.T. Inc. for one Dollar.\textsuperscript{19} But this was not the end of the story, because in 1954, when CATI tried to settle its debts to the Chinese Nationalist Government, the whole question was raised again, resulting, among others, in an 8-page memorandum dated 19 April 54 that resumes the whole history of these aircraft.\textsuperscript{20}

Another discrepancy was the ownership of the 9 C-46Fs formerly owned by the CAA-MOC, Chungking, because the 3 C-46Fs that had been leased to CNAC (N8388C/XT-30, N8390C/XT-56, and N8391C/XT-38) had appeared in the CATI-deal of 19 December 1949, while the 6 C-46Fs that had been leased to Civil Air Transport (N8400C/XT-44, N8401C/XT-46, N8402C/XT-48, N8403C/XT-50, N8404C/XT-52, and N8405C/XT-54) had been listed as belonging to C.A.T. Inc. in the Bill of Sale dated 5 January 50. However, apparently this point was cleared quite early, as already CAT’s Maintenance Manual of 24 April 50 states for all of these 9 aircraft: “These aircraft are still owned by CAA-MOC and are on lease to CAT.”\textsuperscript{21} At that time, their US registrations had already been cancelled: “Chinese registration has been applied for but not yet received.”\textsuperscript{22} The reason was that as early as 10 February 50, “all but one of the nine CAA planes [were] at TNN [= Tainan], for pickling. This will be a long drawn out procedure, due to the lack of money for the additional help needed.”\textsuperscript{23}

But there was time enough for such a re-registration, as there wasn’t much business for CAT in January 50. On 17 January 50, CAT’s Director of Operations Joe Rosbert noted: “With the SYA-MTZ [= Sanya-Mengtze] shuttle discontinued our only operation at the present time is daily scheduled flights between TPH and SYA. Moon Chen will proceed to Manila tomorrow to see what can be developed there.”\textsuperscript{24}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{sanya-flights.png}
\caption{CAT’s flights to Sanya (SYA) in January 1950}
\end{figure}

(Page from “Doc” Johnson’s log book kindly supplied by his son James on 14 February 2013)

At the end of the month, there were some new scheduled routes:

\begin{itemize}
\item **Flight 100**: Taipei – Tainan – Haikow – Sanya on Mondays, Wednesdays, Fridays
\item **Flight 101**: Sanya – Haikow – Hongkong – Tainan – Taipei on Tuesdays, Thursdays, Saturdays
\end{itemize}

\textsuperscript{19} Bill of Sale dated 26 April 1950, in: UTD/Bisson/B5, microfilm reel no. 2.
\textsuperscript{20} Document in: UTD/Bisson/B5, microfilm reel no.2.
\textsuperscript{21} CAT Maintenance Manual of 24 April 50, at: Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library.
\textsuperscript{22} CAT Maintenance Manual of 24 April 50, at: Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library.
Flight 200: Taipei – Tainan – Hong Kong – Haikow – Haiphong on Tuesdays, Thursdays, Saturdays
Flight 201: Haiphong – Sanya – Haikow – Hong Kong – Tainan – Taipei on Wednesdays, Fridays, Saturdays
Flight 300: Taipei – Manila on Mondays, Thursdays
Flight 301: Manila – Taipei on Saturdays. 25

At the same time, CAT was also undertaking a contract to airlift government cargo – apparently mainly new silver dollars 26 – from Manila to Taipei, and that contract involved the use of many planes. Philippine Air Lines (PAL) handled CAT planes at Manila, and CAT handled PAL flights at Taipei on a reciprocal basis. CAT also hoped to create new business thru a number of agencies that were appointed on Taiwan such as Eurasia Travel Service and Taiwan Tourist Company. At the same time, Kaohsiung on Taiwan became a busy place, because a lot of Company equipment destined for operations in Taiwan arrived there by water. 27

In these early months of 1950, Civil Air Transport had five addresses: The main offices were still in Hong Kong and moved to Taiwan only by mid-April 1950. 28 Since late December 49, the center for flight operations, with dispatching weather, and chief pilot’s offices were at Taipei’s Sungshan airport on Taiwan. 29 Engineering had 2 different addresses: CAT’s LST, the Chung 118, had left Hong Kong for Sanya in November 49, then left Sanya in January 50, 30 and since then docked at the port city of Kaohsiung on Taiwan, 185 miles south of Taipei. “Meanwhile, engineering personnel set up line maintenance at a former Japanese airstrip at Tainan, twenty-six miles away, and began the tedious job of preserving CAT’s numerous unemployed aircraft.” 31 Finally, the entire fleet was registered at Dover, Delaware, in the United States since January 50. 32 However, registration of the aircraft in the United States also meant an adjustment to US CAA standards, and in some cases, this

29 Leary, Perilous missions, p. 100.
31 Leary, Perilous missions, p. 100.
32 See above.
required a lot of work. So probably only those of CAT’s aircraft were converted that were actually needed for flying services, while all the others remained “pickled”.

Flying US-registered aircraft also required a special “Airline Transport Rating”, and so on 15 January 50 a group of pilots and co-pilots left Taiwan. CAT’s Ed Souter reports: “Some weeks ago, Mr. Willauer announced CAT’s intention of early registry of its planes under the American flag. This move, said Mr. Willauer, was being taken with the full cognizance of and concurrence of the CAA of the Chinese Government’s Ministry of Communications. It was speculated widely that a principle reason for this step lay in Britain’s recognition of the Chinese Soviet Government, eventually rendering it impossible for CAT aircraft to visit Hongkong under Nationalist registry. In line with this move it became necessary for most CAT pilots to return to America, there to acquire the ‘Airline Transport Rating’ required of all U.S. CAA-licensed pilots. Those dispatched on leave for this purpose as of January 15 included Captains…”

What follows is a list of 8 Captains and 3 co-pilots for 15 January 50. At that time, 4 Captains – Tex Carleton, Dave Davenport, Hugh Marsh, and Bill Wingfield – were already on leave in the States, and a number of others were to follow later.

Apart from this technical side, the month of January 1950 had a positive and a negative face for CAT. On 1 January 50, the Government of China, taking note of CAT’s long record of service to the people of China, presented CAT with the Executive Yuan’s Certificate of Merit – the first ever to be so awarded. The citation is translated as follows: “In view of Civil

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33 For example: “The estimated completion date for plane XT-801, at JAMCO, is January 26 to 30. […] Mr. Grundy reports that this plane is in very bad shape when judged according to U.S. CAA standards” (CAT Director of Operations Daily Report of 17 January 1950, in: UTD/Rosbert/B1F3). On 10 February 50, the Director of Operations Routine Report (in: UTD/Rosbert/B1F3) stated: “Work is going ahead to license 814, 815, 826 and 806. The first plane (814) should be ready the first part of next week.”


Air Transport’s cooperative spirit in providing air transport facilities under the most adverse conditions and in appreciation of the unstinting efforts and important accomplishments of C.A.T., we deem it a great honor to award this Certificate of Merit. (Signed) Yen Hsi-shan, President, Executive Yuan.”

The negative experience that CAT had to make in January 50 was that a group of CAT personnel, sent to Mengtze to reopen the station there, fell into Communist hands. Eager for new business, Chennault had reopened the tin airlift from Mengtze and wanted to transport as much tin concentrates as possible to Hainan. Operations started on 13 January and lasted for 2 days. “Taken prisoner were Capt. Bob Buol, CAT Chief of Operations, Jose Jawbert, crew chief, Lincoln Sun, business and administrative officer, K. N. Mai, radio operator, P. H. Chu, radio operator, C. Liu, radio operator, C. L. Wong, radio mechanic, H. S. Lee, mechanic, W.W. Chiang, mechanic, and Y. C. Nee, weather observer. Gen. Chennault promptly forwarded a request through Mr. Karl Rankin, U.S. Consul General in Hongkong, to the State Department, asking that immediate steps be taken to secure the release of the CAT group. […] CAT’s decision to reopen the Mengtze station for airlift of tin concentrates to Hainan was made on the strength of CAF and other assurances that the city had not yet fallen into Red hands. The CAF had itself been carrying out flights into and out of the city for some days when the group headed by Buol was dropped off on January 15. The last CAT plane left Mengtze at 4:30 that afternoon. At 7:00 P.M. without explanation, the radio station Buol had set up in Mengtze went off the air. Next morning, an aircraft piloted by Capt. Harry Cockrell took off from Sanya Hainan to investigate the situation at Mengtze and, if necessary, evacuate the CAT party. Arriving over the city, Cockrell noted long columns of troops marching into the city and others approaching the airfield. Uncertain of their affiliations, Cockrell circled the city for 55 minutes, and dropped panels on the field for guidance and landing instructions. Then Cockrell’s aircraft was struck by ground fire and there could no longer be any question of the identity of the forces moving in. Cockrell returned to base. In the meantime, the CAT Mengtze station was back on the air sending a message requesting that another evacuation plane be dispatched immediately: ‘This will be our last chance to get out.’ It was signed by ‘Officer-in-charge, for Buol’. That same afternoon, the 16th, another CAT plane took off for Mengtze piloted by Capt. Bill Welk and co-pilot Harry Davis. The city was quiet when they arrived there and no soldiers were visible. Panel instructions laid out on the airfield told them to ‘come on in’. As they taxied toward the parking area, sudden rifle fire was directed at the plane. An explosive bullet burst inside the cockpit and Davis suffered a flesh wound in the leg. There was no choice but to get out fast. Welk and Davis believe they may have seen Jawbert sitting at one end of the runway, identifiable by his bright-hued cap. They did not see Buol at all. Since the events just described, no further word has been received from Mengtze but it is now certain that the city is in Communist hands. Welk and Davis flew to Haiphong where the latter received first-aid treatment.”

With the end of the Mengtze-Hainan shuttle, only the daily scheduled service between Taipei and Hainan was left – not much for such a big fleet. But in February or early March 50, an informal agreement between the Chinese authorities at Taipei and the Hong Kong authorities led to a daily service between the two cities by CAT and Hong Kong Airways.

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On 15 March 50, CAT Bulletin noted: “The CAA of the United States Government has cleared C.A.T. Inc full operation. Certificates will be issued promptly for all planes and personnel” and depicted CAT C-46 N8412C (msn 22351 ex XT-816) on the same page. The note continued: “Other C-46s with the American emblems and four-digit register numbers may come steadily to maintain the regular flights.” In February 50, CAT’s only surviving C-47 N8421C began an around-the-island service. The flight was numbered no. 300, and at the beginning ran from Taipei to Hwalien, then to Taitung, then Tainan, and then back to Hwalien.

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42 Leary, Perilous missions, p. 101. “The Standard Oil Company granted us credit for our daily flight around the island – a five-hundred-mile junket with stops at abandoned military runways and grass airfields. They were deserted, with nothing to load or unload. [...] ‘Keep landing’, Chennault replied. ‘The people will get used to our coming at the same time every day. They’ll start to depend on us. [...] In a couple of weeks, we had a contract to deliver the China Daily News around the island” (Smith, China Pilot, p.184).
On 2 March 50, CAT opened a daily roundtrip between Taipei and Tainan using Cessna 195s.\textsuperscript{44} Also in March 50, CAT opened a new station at Makung, as the \textit{CAT Bulletin} noted: “Newly opened is a CAT station at Makung, principal city of the Pescadores Islands (lying off the southwest coast of Taiwan, between Taiwan and the China mainland). Appointed manager of our Makung station is William Sun. The Pescadores consist of 64 small islands, 76 air miles from Kaohsiung, Taiwan’s southernmost port. Total area of the islands is well over 100,000 square kilometres. Population totals 79,000 – 42,500 living in Makung. 44 of the islands are inhabited. Sun describes the Pescadores as a place where ‘the women farm and the men fish’. Principal agricultural products consist of potatoes and peanuts. Some other points in Sun’s first reports: 1) Only two small ships ply on an irregular schedule between Formosa and Makung. Travellers report it a rough trip even in good weather. 2) Field coolies are as scarce as transportation. Army authorities, anxious to have CAT’s service, have been most cooperative, providing soldiers to lend a hand on loading and unloading chores. 3) Unexpectedly welcome to northerner Sun is the large number of refugee Northerners to be found in Makung. 4) Prices for commodities, most of which must be imported, are high, and go even higher during the time of the ‘great winds’ (typhoons). Sun looks for good business prospects for CAT in the islands, basing his optimism on his belief that the travellers are tired of the long, rough voyage by sea... the fact that many military units, public organs and private enterprises, having close relations with their respective offices on Taiwan, are in need of air transport... and the fact that air passage is both inexpensive and simple to arrange.”\textsuperscript{45} After Makung had been added to the around-the-island service, this looked like this:

\begin{center}
\includegraphics[width=0.5\textwidth]{image.png}
\end{center}


\begin{enumerate}
\item Souder, “Highlights in the history of Civil Air Transport”, p.54, in: UTD/Lewis/B2F3.
\end{enumerate}
But there was still very little business for CAT. Although the *CAT Bulletin* of 15 April 50 reported that “CAT inaugurates fast DC-4 service linking Tokyo and Singapore”, the actual inaugural flight did not take place until 20 April 50. But the article reveals what had been prepared up to then: “As this issue goes to press, plans are virtually completed for the inauguration of a new non-scheduled, charter service linking Tokyo and Singapore, via Taipeih, Hongkong and Bangkok. It is expected that a round-trip flight will be carried out at least once each week. Passengers will travel in cushioned comfort and be served by two air hostesses. The aircraft to be used on the run is a DC-4, chartered by CAT from POAS (Siam). Pilots will be drawn both from POAS and CAT ranks.” On 28 March 50, a survey flight for that service had reached Japan. Yet, business was still down, and so on 31 March 50, CAT foreign employees numbered only 124, of which 25 were on leave-without-pay. But CAT’s new primary role as a scheduled airline also necessitated something that hadn’t been necessary while CAT mostly hauled cargo in mainland China: uniforms. And so, on 5 April, CAT flight crews appeared in snappy uniforms for the first time – the picture shows CAT Captains Doug Smith, Stu Dew, and Robert Rousselot standing in front of C-46 N8412C.

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However, probably still more important for CAT’s business than those new uniforms was another event in April 50. For 12 April 1950, Ed Souder’s “Highlights in the history of Civil Air Transport” note: “CAT’s plushed-up C-46 (N8372C) leaves Seoul with Korean Trade Mission on tour of 14 Far Eastern countries.” On 12 April, the aircraft departed Seoul to Taipei and arrived at Hong Kong on 15 April. Anna Chennault reported for CAT Bulletin: “The 15-man Korean Trade Mission which is on an extensive inspection tour of 14 countries in Southeast Asia, arrived at Hongkong from Seoul via Taipoh by a chartered Civil Air Transport, Inc. Plane no. N8372C on April 15th, Headed by Dr. Chungsoo Oh, chairman of the mission, and Mr. Seung On Hahn, vice-chairman, other members of the mission include Messrs. On Kyu Choi, [...] and Taik Bo Chun. The plushed aircraft, with a Korean flag painted on the nose and side, was piloted by Capt. Felix Smith and accompanied by six other members of the crew including Capt. Harry Cockrell as co-pilot; Jack Topping, flight engineer; Pinkava, navigator; S. T. Cheung, Radio Operator, Etta Bowen, Stewardess/Secretary and Marsh Stayner, Consultant. Dr. Oh said that the main purpose of the tour is to promote and develop trades between Korea and other nations in Southeast Asia and that

The planned itinerary of the Korean Trade Mission  

Korea was prepared to export such things as ginseng, electric motors, transformers, piece goods, rubber shoes, bicycles, minerals, and marine products. [...] The Korean mission spent

several days visiting the various local factories such as textiles, thermos, silk mills and dockyards. The prominent businessman named cotton yarn as the first on the list of Hongkong products which could find a big market in Korea while marine products and bicycles from Korea topped the goods for which Hongkong has a market. General Chennault gave a cocktail party at the Miramar Hotel, Kowloon, on April 20th for the members of the mission. After an extended stay of 10 days at Hongkong, the mission left for Saigon on April 25th from where they will proceed to Bangkok, Rangoon, India, Sumatra, Malaya, Indonesia, Australia, Philippines, Japan and then back to Korea. N8372C was one of the 5 former CNAC C-46s.

Finally, CAT’s technical base at Tainan was making progress. On 10 February 50, CAT’s Joe Rosbert had reported that takeover of CNAC and CATC assets had not been completed, that the disposition of all building properties had not yet been made, and that the Quonset hut erection program was almost at a standstill: “The purchase of 40 Quonset huts (supposedly) in the United States has turned out to be a sad story. […] First of all, the huts were not in the original crates, but were repacked. Many, many items were missing. What is worse we only have enough of all items to guarantee the erection of 20 huts.” On 17 February, Rosbert added: “The Engineering Department will take about 45 former CNAC employees to be stationed at Tainan. This Department is still hampered by not having the use of the Quonset huts. So far only one double hut could be erected due to the lack of funds.” One month later, the situation had made some progress: “All Quonset huts at Tainan have been completed as planned as necessary to house the Departments and Shops; but the niceties, such as partitions, counters, painting, insulation, etc. will have to be delayed until money is available. There are a total of eighteen (18) single huts in use. A request has been submitted to erect three more single huts for Supply. This project will be started when money is provided. […] All shops on the tank deck of the LST and those at the Tainan airfield are functioning smoothly with what equipment, parts, and materials are available.” Finally, on 10 April 50, CAT’s Tom Som-

Operations Building housing Communications, Weather and Operations has been finished and these activities are now in full swing. Electricity is yet to be installed. The Terminal Building, complete with easy chairs and Customs Service, is also open. Traffic operates from the Terminal.”

For 15 May 1950, Ed Souder’s “Highlights” note: “All CAT planes de-registered with U.S. C.A.A. and re-registered under the Chinese flag”. It is not known, if really all of CAT’s aircraft bore their US registration, because there wasn’t much business in those months. Depicted below are C-46s N8372C and N8380C. In early April 50, General Chennault reduced CAT’s active fleet to 6 C-46s and 1 C-47 and the number of active pilots to 13 American pilots. The CAT Maintenance Manual of 24 April 50 lists 9 C-46s that still retain their US registrations – the 5 former CNAC C-46s N8369C, N8370C, N8372C, N8379C, and N8380C plus former CAT C-46s N8408C, N8410C, N8412C, and N8415C – while 4 C-46s have already received new XT-registrations and C-47 N8421C has reverted to XT-801 at that time. For the remaining 6 C-46s, the Cessna 195s and the C-46s owned by the CAA-MOC, the document notes: “American registration on these aircraft has been cancelled. Chinese registration has been applied for but not yet received.” One month later, on 18 May 50, CAT’s Maintenance Manual gives new Chinese registrations for all aircraft owned by CAT, but the C-46s owned by the CAA-MOC are listed without any present registration number. Note d on the document says about these 9 C-46s: “These aircraft are still owned by CAA-MOC. The U.S. registration on these aircraft was cancelled in April, 1950. No new Chinese registration has been arranged.” They were still in CAT’s custody, but had been “pickled”.


56 Souder, “Highlights in the history of Civil Air Transport”, p.55, in: UTD/Lewis/B2F3. This date probably means the time by which all aircraft had been repainted.
57 Leary, Perilous missions, p. 107.
58 CAT Maintenance Manual of 24 April 50, both at: Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library.
59 CAT Maintenance Manual of 18 May 50, both at: Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library.
60 See Leary, Perilous missions, p. 117.
One can only speculate about the reasons, why CAT returned their aircraft to Chinese registry in April and May 50, and about the way these aircraft were reregistered. Apparently, there was no longer any fear that the People’s Republic of China might conquer the Island of Formosa using the aircraft retained at Hong Kong: On 10 May 50, the British Government instructed Hong Kong authorities to retain possession of the 71 CATI aircraft until the question of their ownership had been decided “by full processes of the law” – and that could take years.\(^6\) Apparently, CAT was no longer concerned that a CAT aircraft having an XT-registration number might get problems at Hong Kong’s Kai Tak airport. And finally, with CAT’s fleet again under XT-registry, it would no longer be necessary to send entire crews to the United States to get their “Airline Transport Ratings”. On the other side, CAT had to protect their fleet from claims that might be raised by the People’s Republic of China who still had the original Certificates of Registration, as the Civil Aircraft Register of China had remained on the Mainland. Indeed, after London formally recognized the People’s Republic of China on 5/6 January 1950 at midnight,\(^6\) CAT had stopped all flights to Hong Kong on 7 January, “pending clarification of the situation.” Asked by the *South China Sunday Post* the same day, “if the Airport authorities” [i.e. at Hong Kong] “would take action against any C.A.T. planes landing at Kai Tak, the official” [i.e. of the Civil Aviation Department of Hong Kong] “said he had not received any instructions to that effect. He added that unless the Chinese Communist regime requested cancellation of the registration of the C.A.T. planes, no action of any sort would be taken by the Hongkong authorities.”\(^6\)

So apparently, this concern was the main reason, why – based on the aircraft papers that were probably located in the aircraft – the Nationalist Civil Aeronautics Administration at Taipei allocated new registration numbers to the entire fleet of Civil Air Transport in April and May 1950 – only C-47 N8421C reverted to its former registration XT-801, but it is unknown why. The system behind all those re-registrations seems to be very simple: In the case of the C-46s, the series of new registrations started at XT-840, even numbers only. As the old registrations had run from XT-802 to XT-836, even numbers only, one number (XT-838) was left blank – apparently some sort of safety margin. In the case of the Cessnas, whose registrations had run from XT-884 to XT-889 (even and odd numbers), the remaining 4 aircraft received new registrations from XT-981 onwards, odd numbers only. As to the C-47s, it is interesting to note that – when new aircraft were added in and after November 1950 –, their registrations just continued the old sequence without any safety margin: The old C-47 registrations used by CAT had run from XT-801 to XT-805, odd numbers only – XT-811 had been an out-of-sequence registration allotted to the Lutheran World C-47 by the head of the CAA, when he was at Hong Kong in November 49,\(^6\) but it did no longer exist in April 50. So when additional aircraft had to be acquired after the beginning of the Korean War, the next

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\(^6\) Leary, *Perilous missions*, p. 98.


\(^6\) (Anonymous), “Taiwan Flights”, clipping from the *South China Sunday Post* of 8 January 50, in: Whiting Willauer Papers, Box 5: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library.

\(^6\) Springweiler, *Pioneer aviation in China*, pp.185/6, notes: “at this time we were obliged to dissolve our connection with CATC […] and seek out a contractual relationship with CAT that would allow us to continue our missionary flights. CAT agreed and we were able to continue our work. […] Beginning on November 10, 1949 we flew under CAT registration. The quick change from CATC to CAT was possible because an old friend from my Eurasia days, Dai Ango, the Director of Civil Aviation was coincidentally in Hong Kong and could immediately authorize a new registration”; the new registration XT-811 – apparently improvised by the DCA out of office – left a safety margin of 2 blanks (XT-807 and XT-809) towards XT-805, the last number really used by a CAT C-47.
registration number used on a new CAT C-47 was XT-807, acquired in September 1950.

A complete fleet list of Civil Air Transport as of 18 May 1950 is given in the Maintenance Manual of that date preserved at Princeton University Library.\(^65\)

C-47B XT-801 msn 20681 ex N8421C
C-46D XT-840 msn 22359 ex N8414C
C-46D XT-842 msn 22363 ex N8416C
C-46D XT-844 msn 22353 ex N8413C
C-46D XT-846 msn 22215 ex N8406C
C-46A XT-848 msn 427\(^66\) ex N8372C
C-46F XT-850 msn 22451 ex N8369C
C-46F XT-852 msn 22449\(^67\) ex N8370C
C-46D XT-854 msn 33372 ex N8379C
C-46D XT-856 msn 32950 ex N8380C
C-46D XT-858 msn 22228 ex N8408C
C-46D XT-860 msn 22236 ex N8410C
C-46D XT-862 msn 22351 ex N8412C
C-46D XT-864 msn 22362 ex N8415C
C-46D XT-866 msn 22366 ex N8417C
C-46D XT-868 msn 22218 ex N8407C
C-46D XT-870 msn 22232 ex N8409C
C-46D XT-872 msn 33152\(^68\) ex N8418C
C-46D XT-874 msn 33132 ex N8419C
C-46D XT-876 msn 33153 ex N8420C
Ce. 195 XT-981 msn 7297 ex N8424C
Ce. 195 XT-983 msn 7296 ex N8422C
Ce. 195 XT-985 msn 7314 ex N8425C
Ce. 195 XT-987 msn 7313 ex N8423C

The document gives all 9 C-46s belonging to CAA-MOC\(^69\) as without any registration on 18 May 50, stating that “no new Chinese registration has been arranged”.

The last months prior to the beginning of the Korean War brought some good news and some disappointments for CAT. Among the good news was the release of Captain James B. McGovern on 31 May 50, described in CAT Bulletin: “Despite bad weather prevailing on December, 4, 1949, Capt. McGovern took off a C-46 XT-812, from Hongkong to Kunming, at 5.05 P.M. After flying for nine hours, the plane was lost and unable to locate Kunming. Early next morning at 2.40 A.M. the distressed aircraft radioed back that it had run out of fuel

\(^{65}\) Quoted from: CAT Maintenance Manual of 18 May 50, preserved at Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library.

\(^{66}\) Msn officially given as “347356”.

\(^{67}\) Msn officially given as “2558-CU”.

\(^{68}\) Official papers give this aircraft as msn 32878 ex USAF 44-77756, which refers to 2 different aircraft, but the correct identity of former XT-832 is probably msn 33152 ex 44-77756 – for details see my file The early days – CAT operations in China II.

\(^{69}\) C-46Fs msn 22379 (ex N8388C), 22465 (ex N8390C), 22500 (ex N8391C), 22502 (ex N8400C), 22461 (ex N8401C), 22510 (ex N8402C), 22526 (ex N8403C), 22466 (ex N8404C), and msn 22370 (given officially as msn “78547”, ex N8405C), whose US registrations are given as “cancelled in April 1950” (CAT Maintenance Manual of 18 May 50, at: Whiting Willauer Papers, Box 7: Public Policy Papers, Dept. of Rare Books and Special Collections, Princeton University Library).
and was about to land on a dry river bed. The message also stated that the crew, including copilot, M. L. Lay, and radio-operator, S. F. Chang, could not bail out because there was one passenger, Mrs. James Liu, the Russian wife of a CATC employee, on board the ship. Search planes were sent out but could not locate the missing plane. About ten days later, Frank Guberlet, in charge of CAT operations in Haiphong, sent a telegram informing that American Consul, William Gibson, had heard that the crew members were being held and were cared for by the Vietnam guerrillas in Indo-China. In handbills which were widely distributed by search planes, CAT announced that a reward of 25,000 piastres would be given to the Vietnam guerrillas for return of the crew. In the meantime, CAT President C. L. Chennault asked U. S. authorities in Indo-China to negotiate for the release of the three-member crew and one passenger. On December 29, a CAT search plane piloted by Brongersma and Snoddy sighted the lost plane on a river sandbar about 23 miles south-east of the town. The CAT insignia and the plane number were visible and also they observed that the plane suffered very little damage in landing. On the same day, reliable information advised that the crew and passenger were safe and were being well-treated, but were held incommunicado at Yulin. They were later taken to Jung-hsien and then transferred to Nanning to await instructions from Peking. General Chennault made an appeal on January 6, 1950 to the U. S. State Department through Mr. Karl Rankin, U.S. Consul General in Hongkong [...]. A Reuter dispatch from Washington mentioned that the State Department said on January 11 that it would make a new approach to the Chinese Communist authorities. He was released on May 23 by the Communists at Nanning, the place of his captivity. According to a Communist

![Image](image-url)

(CAT Bulletin, vol. III. no.9, 1 July 1950, p.2)

officer, Peking had ordered his release two and a half months ago but he was kept until that day in order to wait for an English-speaking officer to show up at Nanning. A group of soldiers took him to Tsingi by truck in two days and then by riverboat to Wuchow. From there he travelled to Canton where he put up for the night in the White House Hotel. From Canton,
a train brought him to the border, still with his military escort, and he walked across the border into Hongkong territory at about 2.00 P.M. on May 31.”70 Soon afterwards, a ballad became known among CAT people, *The Ballad of Earthquake McGoong*, reproduced here thanks to Jesse Walton:71

**THE BALLAD OF EARTHQUAKE McGOONG**

From Hong Kong and Shanghai, to far-off Tibet
This legend is growing with time
Of the behemoth creature who flies in the sky
His three hundred pounds shake the earth when he walks
Yet he soars with the grace of a loon
The legend makes claim that this beast from the earth
Is known as Earthquake McGoong.

While still a mere lad in his tenderest years
He seemed a precocious young boy
Who knew naught of views like women and beer
To his parson a true pride and joy
But tales of “The East” and streetcars that ran
In an easterly-westerly way
Sowed dreams of wild oats in your young hero's head
He vowed he'd go there to stay.

So J.B. McGovern cast off all his chains
Took the name of Earthquake McGoong.
He yearned to carouse on a far eastern clime
Where he would have plenty of room.
He then learned to fly like a bird in the sky
With Wee Willie, the Don and the rest.
He staked out a claim in that far-flung domain
And lived with a Mandarin's best.

The timbered teak floors in the bars that he entered
Would ground with deep pain at his weight.
He'd heist at his paunch and in thunderous tones
Say, “Fill her up, Matey. It's late,
This hollowed-out leg that's supporting me now
Will hold half a leg of your best,
This stomach of mine which protrudes to your bar
I am certain will hold all the rest.”

But it looked like the doom of Earthquake McGoong
And we swore he would never come back
When he deadsticked his plane into Liushow one day
His future looked truly quite blank
They threw him in Jail and granted no bail
They took both his shoes off his feet
Yet he stomped on the floor and beat on the door
For whiskey and something to eat.

In fear of their lives or because of the din
From this behemoth creature within
His captures relented and gave him a bottle
Of rice wine diluted with gin
But they still wouldn't feed this ponderous hulk
Whose temper grew worse by the day
And quaking with fear they finally released him
After six months and a day.

He ponderous stomach a hundred pounds shy
And sporting a wonderful beard
He came back to fly once again like a bird
And bellowed, “I never was skeered
I've eaten them out of their prisoners fare
Drank all of their rice wine and gin
My eating and drinking have turned back the tide
Those (censored) just had to give in.”

So believe what I say, friend, and lend me an ear
To prove to yourself if you must
That the legend of Earthquake, the mouth and beard
Is a true as a Venus bust
Go down into Kowloon, in Gingles back room
And there staring you in the face
Is this behemoth creature, his hand on his prop
With a smile on his lecherous face.

From Hong Kong and Shanghai to far-off Tibet
This legend is growing with time
Of the behemoth creature who flies in the sky
Who knows neither reason or rhyme
His three hundred pounds shake the earth when he walks
Yet he soars with the grace of a loon
The legend makes claim that this beast from the east
Is known as Earthquake McGoong.

Al Kindt

There was more good news: In May 50, Civil Air Transport had the following scheduled flights:72

No. 200-201: Taipei-Hong Kong-Taipei (daily)
No. 300-400: Taipei-Hwaileen-Taitung-Tainan-Makung-Taipei (6 times per week)

71 Jesse Walton kindly sent the text to the author on 3 February 2012.
On 6 June 50, CAT inaugurated a new weekly airfreight service linking Taipei and Tokyo.\textsuperscript{73} CAT Bulletin gives more details: “Tuesday, June 6\textsuperscript{th}, was another memorable date in the history of CAT’s distinguished record of service to China. On that date, XT-852 – with Captains Rousselot and Bigony at the controls and Rog Shreffler as flight operator – took off from Taipeh for Tokyo, the first of new regular weekly flights linking the Taiwan capital and Japan. Flights are scheduled for each Tuesday, with return trip to Taipeh on Wednesday. Once again, CAT is putting to good use that workhorse of the Hump: the Curtiss C-46 Commando. Capt. Bigony informed the Bulletin on arrival back in Taipeh of a smooth 7-hour flight up and an equally pleasant 8-hour trip back. Stops are made at Okinawa for fuel on both legs of the roundtrip journey. Ex-officio passenger on the inaugural flight was CAT Medical Director, Dr. Tom Gentry. An inaugural payload of some two tons of air merchandise augurs well for the future success of the new operation. Traffic Manager Arthur Fung points out that the aircraft carries full insurance. Cargo rates are obtainable at any CAT office.”\textsuperscript{74}

\textsuperscript{73} Souder, “Highlights in the history of Civil Air Transport”, p. 55, in: UTD/Lewis/B2F3.

This was not the only good news in the spring of 1950: The load factor on CAT Flights 100 and 101 (Singapore-Bangkok-Hong Kong-Taipei-Tokyo) was increasing rapidly, every flight showed an increase in payload over preceding trips, thought to be the result of economical rates, reliability of the service and comfort of the plush DC-4 chartered from POAS. Originating every Thursday at Singapore and passing thru Bangkok, Hong Kong and Taipei en route, the flights would reach Tokyo early Saturday morning. A few hours later, the POAS DC-4 would start the return trip. This cooperation with POAS prospered so much that in November 1950, CAT Bulletin gave a portrait of POAS: “For some months now, CAT – on one of its regular runs – has been working in close association with Pacific Overseas Airlines Siam. It is a run duplicated by no other airline in speed, economy and service, linking Singapore and Tokyo, via stop-off points at Bangkok, Hongkong and Taipei. The run is carried out with POAS’ deluxe Skymaster (DC-4), with POAS itself handling that part of the operation south of Hongkong and CAT taking over from the British colony north. [...] POAS is a small outfit, operating with one DC-4, two C-47s and one Catalina amphibian.”

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The article continued with a portrait of POAS’s personnel, operations, and aircraft:
The POAS fleet (DC-4, C-47, and Catalina) as depicted in *CAT Bulletin*, vol. III, no.10, 1 November 1950, pp.8, 61, 30, and 59.

There was also an increase of business on Taiwan: Traffic between Tainan and Makung, main city in the Pescadores island group, was so heavy that CAT had to inaugurate Flight no. 600. Flights were carried out with a Cessna 195 every Wednesday, Saturday and Sunday. CAT even maintained a special door-to-door service at Taipei and Tainan. A passenger booked his ticket. At the appointed hour a CAT sedan would come to his home to take him to the airfield. Upon arrival at destination, another sedan would convey him to the hotel or home where he wanted to stay. But the main bulk of passengers continued to be carried on the regular around-the-island C-47 flights. In June 50, there were even preparations for regular CAT flights to the United States, as the Chinese Ministry of Communications and the Chinese Ministry of Foreign Affairs had given their approval for such flights.\(^76\)

But there were also a lot of bad news: On 24 April 50, CAT had to evacuate Hainan Island, leaving behind valuable radio equipment.\(^77\) The CIA memorandum of 2 January 1952 notes: “Under the 1949 agreement, we [that is the CIA] requested the sellers [that is CAT] to establish a new base at our expense at Sanya on Hainan. Much money was spent on it but before it was completed Hainan was taken over by the Communists. The sellers claim that the amount they spent should be reimbursed to them, as we increased the initial commitment. Decision: There was a limit in our 1949 agreement of the total amount we would pay for both the Sanya Base and to reccompense operating deficits; namely, [blank]. Therefore, if the deficit was increased by the cost of the Sanya Base, it must be at the seller’s expense and we cannot recognize any liability of the Agency. […] In December of 1949, the shop equipment of the airline was at Kunming, inland. It was then flown to Sanya. It became necessary to move it to Formosa. The sellers chartered the barge SACRAMENTO in Tokyo to assist in this moving.

\(^77\) In his Memorandum no. DO 1-837 dated 1 May 50 (in: UTD/Rosbert/B1F3), CAT’s Joe Rosbert gives an explanation: “We did not abandon the radio equipment at SYA. It was left in the custody of the CAF to be evacuated by them, if possible. SYA [= Sanya] and HAK [= Haikow] had been on the alert for several weeks but SYA was presumed to be the safer of the two, therefore it was arranged that HAK could be evacuated with one plane and SYA with two. At the direction of this office the HAK Station was evacuated to SYA with no loss except the vehicles which I instructed the Station Manager to leave. […] Knowing that two more planes would be required to evacuate the Station, XT-840 was kept on standby for this purpose and I figured on using the plane from the scheduled flight for the other load, if necessary, to evacuate that night.” Then the decision was made to cancel flight 200 that day, and so Rosbert did not have the plane he had counted on but just XT-840.
The use of the barge was delayed while the previous owners got a Lloyd’s Certificate of Approval. The barge was sent to Hong Kong, encountered a storm, became unseaworthy and could not be used for the purpose for which it was chartered. Sanya was evacuated by air.\footnote{Memorandum dated 2 January 52, pp. 5-6, i.e. CIA document no. C05261065, online readable on the CIA website at http://www.foia.cia.gov/sites/default/files/document_conversions/15/c05261065.pdf.}

The last planes from Sanya to Taipei were flown out by Captains Hayes and Bigony.\footnote{Souder, “Highlights in the history of Civil Air Transport”, p. 55, in: UTD/Lewis/B2F3; Leary, Perilous missions, pp. 108/9.} The Evacuation Report sent by Sanya’s Station Manager to CAT’s Director of Operations on 26 April 1950 indicates that the order to evacuate had come as a surprise, while the Hainan Government had previously assured that the situation at Sanya would be safe.\footnote{“Evacuation Report – Sanya Station” of 26 April 50, in: UTD/Rosbert/B1F3.}
and the Joint Chiefs of Staff on 13 March.\textsuperscript{81} With Communism growing in Asia, the CIA needed a secure, deniable source of transportation: CAT. And so, on 24 March 50, CAT’s owners signed an agreement with Washington banker Richard P. Dunn who acted as agent for the CIA. This agreement provided for advancing to CAT $ 350,000 to clear up arrears in payroll etc, and another $ 400,000 to fund operating deficits until mid-June; after that immediate support, the bankers (that is the CIA) had the option to purchase CAT’s assets and business for $ 1,000,000.\textsuperscript{82}

In order to convince the CIA to definitely buy the airline, Willauer and Chennault had to make CAT self-sufficient by 15 June 50. So in April 50, Chennault reduced CAT’s active fleet to 6 C-46s and 1 C-47\textsuperscript{83} and flight operations to Bob Rousselot and 12 American pilots. After the loss of Hainan, Chennault made arrangements with the US Air Force to park up to 20 C-46s at Guam Air Base in case Taiwan collapsed,\textsuperscript{84} because many people believed that Taiwan would be the next island to be taken over by the Communists.\textsuperscript{85}

Evacuation of CAT’s fleet to Guam: permission given on 16 May 50 (in: UTD/Rosbert/B1F3)

Willauer travelled all the time looking for new business in the Philippines, Indonesia, Indochina, Japan, and South Korea. What came out of all these activities was only the weekly airfreight service between Taipei and Tokyo beginning on 6 June 50, so that, when Willauer returned to Washington in mid-June, the CIA money had nearly been swallowed up by operating deficits. At Washington, however, the domino theory had been accepted as fact in the meantime, so that in early June 50, the CIA had decided to purchase CAT – a decision that was formally approved by CIA Director Hillenkoetter on 28 June 50.\textsuperscript{86}

\textsuperscript{81} Leary, Perilous missions, pp. 102-4; quotation p. 104.
\textsuperscript{82} Leary, Perilous missions, pp. 105/6.
\textsuperscript{83} On 17 February 50, Director of Operations Joe Rosbert noted: “Three US CAA planes are now available for the daily schedule from Taiwan to Hainan via Hongkong.” On 26 February 50, he noted: “We have de-registered the C-47, it is now XT-801 again. There are now four C-46’s with proper air worthiness certificates” (all documents in: UTD/Rosbert/B1F3).
\textsuperscript{84} Letter dated 16 May 50, sent by Major General Weikert, Vice Commander USAF to General Chennault, in: UTD/Rosbert/B1F3.
\textsuperscript{85} Leary, Manuscript, p.111, in: UTD/Leary/B18F17.
\textsuperscript{86} Leary, Perilous missions, pp. 107-12.
II) New company structures

So it was the political situation that saved CAT: Mainland China had become a communist country by the end of 1949, and on 25 June 1950 the Korean War began. This situation enabled Willauer to successfully negotiate the sale of CAT to the CIA, and in the summer of 1950, all details had been cleared: On 8 July 50, C.A.T. Inc changed its name to Willauer Trading Corporation in order to free up the name of C.A.T. Inc. On 10 July 1950, the Airdale Corporation was incorporated in Delaware as a holding company for the operating entities in South East Asia. Airdale had 3 directors, all employees of the CIA’s Office of Finance. On 10 July 1950, CIA General Counsel Lawrence R. Houston also incorporated CAT Incorporated under liberal Delaware laws, which was to become the operating entity, controlled by a seven-man Board of Directors, which was composed of 3 CIA men, and 4 directors coming from the airline itself. On 21 August 1950, J. J. Brennan of Willauer Trading Corporation and Th. G. Corcoran of Rio Cathay SA signed a Bill of Sale, by which “all of its aircraft, parts, equipment, plan, and other physical assets, or equities therein, corporate franchises and interests therein, business, and goodwill” of Willauer Trading Corp. were transferred to CAT Incorporated.88 “Capitalized on August 23, Airdale acquired the airline’s assets through Dunn, then transferred them to CAT Incorporated in return for all the operating

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87 Declassified summary of material from the History of Air America, from the official “secret” history prepared by the CIA, p. 5, in: UTD/Fink/B22F12.
88 Bill of Sale dated 21 August 1950, in: UTD/Bisson/B5, microfilm reel no.2.
company’s stock.” On 25 August 25, Willauer Trading Corp. received a check for $750,000, with an additional $100,000 paid on 14 December and another $100,000 paid in the fall of 1951. The inventory that CAT Inc. received from Willauer Trading Corporation is given in “Schedule A” of 31 December 1950. In this inventory, two C-46s that had been destroyed in September 1950 (XT-862, msn 22351) and in December 1950 (XT-852, msn 22449), as will be seen below, are still listed, but out of sequence. The four Cessna 195s were sold in Japan in April 1952.

CAT INVENTORY

(All page numbers refer to page numbers in the December 31, 1950 INVENTORY OF CAT, INCORPORATED)

1. AIRCRAFT

A. Previously owned by the firm of Civil Air Transport and transferred by it to Willauer Trading Corporation.

(1) 14 C-46D’s as follows:

<table>
<thead>
<tr>
<th>Registration No.</th>
<th>N9C’s Serial No.</th>
<th>Page No.</th>
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<tbody>
<tr>
<td>XT-864</td>
<td>22263</td>
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<td>XT-854</td>
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<tr>
<td>XT-868</td>
<td>22226</td>
<td></td>
</tr>
<tr>
<td>XT-870</td>
<td>22226</td>
<td></td>
</tr>
<tr>
<td>XT-872</td>
<td>22226</td>
<td></td>
</tr>
<tr>
<td>XT-874</td>
<td>22226</td>
<td></td>
</tr>
<tr>
<td>XT-876</td>
<td>22226</td>
<td></td>
</tr>
<tr>
<td>XT-862</td>
<td>(UNK)</td>
<td></td>
</tr>
</tbody>
</table>

(2) 1 C-77

| XT-801           | 20631            |          |

(3) 5 CESSNA 195

| XT-987           | 195-7297         |          |
| XT-983           | 195-7296         |          |
| XT-985           | 195-7314         |          |
| XT-987           | 195-7313         |          |

B. Such equity, if any, in 5 C-46’s (previously owned by CNAC) as was transferred by Civil Air Transport, Inc., to Willauer Trading Corporation.

| XT-948           | 347346           |          |
| XT-850           | 22471            |          |
| XT-856           | 27651            |          |
| XT-852           | (UNK)            |          |

CAT Incorporated, Aircraft inventory as of 31 December 1950, Schedule “A”
(in: UTD/Bisson/B5, microfilm reel 2)

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90 Leary, Perilous missions, p. 110.

91 However, it does not contain the former CNAC and CATC assets claimed by CATI. For “the CIA kept its distance from the disputed assets of CNAC and CATC, CATI, the company formed by [Thomas] Corcoran to pursue the case in the courts, would remain separate from CAT Incorporated” (Leary, Perilous missions, pp.94-96 and 111).

92 Cessna XT-981 was sold as JA 3001, XT-983 as JA 3002, XT-985 as JA 3005, and XT-987 as JA 3003 (Burnett/Slack/Davis, South East Asia Civil Aircraft Registers, p.36); for details see: Anonymous, “Tokyo Tidings”, in: CAT Bulletin, vol. V, no. 5, May 1952, p.29.
From 21 August 1950 to 28 February 1955, CAT operated on 4 levels: both charter and scheduled airline services; contract work; covert missions; and maintenance. On the one hand, the company continued to operate as the Chinese flag airline from its base at Taipei, doing business as “Civil Air Transport”, on provisional authorizations issued by the Chinese National government. Then, a lot of contract work was done, mainly for the US Government, and mainly out of Tachikawa, Japan. Civilian contract work is described in my file CAT, Air Asia, Air America – the Company on Taiwan II: Scheduled and Civilian Charter Flights, while contract work for the US Government is described in my file CAT and Air America in Japan. Then, secret missions were flown for the CIA, mostly out of Atsugi Naval Air Station south of Tokyo. Those missions are also described in my file CAT and Air America in Japan, while covert missions flown out of Taiwan are described in my file CAT, Air Asia, Air America – the Company on Taiwan III: Work for the US Government. Finally, a lot of maintenance work for the USAF was carried out at Tainan, which is described in my file CAT, Air Asia, Air America – the Company on Taiwan IV: Technical Services Division. Although, in the early fifties, to most people who had ever heard about CAT, the company was probably only known as a scheduled airline, the bulk of the company’s activities were not focused here, but on contract work related to the Korean War. But these aspects are described in my file Air CAT and Air America in Japan.

A) CAT’s fleet of aircraft between September 1950 and January 1955:

The aspect by which not only these charters, but especially the Korean War influenced the structure of the company was the growing number of aircraft needed. On 8 September 50, CAT signed a letter of intent with the FEAF “for the use of all planes made available by CAT for an indefinite period.” The details of the contract – which was to be no. AF 92 (504)-5 – were still to be negotiated with the Air Force’ Far East Air Materiel Command (FEAMCOM) prior to the official signing. According to this contract, CAT would have to carry cargo and personnel between Tachikawa and Korea using 28 planes effective 1 October 50, but then FEAMCOM asked for 6 planes already on 15 September. Already in September 1950, the demand for additional aircraft was so high that Hugh Grundy rapidly expanded repair facilities at Tainan in order to prepare for service 8 C-46s belonging to the Chinese Civil Aeronautics Administration that CAT had leased in May 1948 and that were stored and pickled, but still in the custody of CAT. To further increase the problem, CAT lost one C-46 on 27 September 1950, when XT-862 crash-landed at Iwakuni Air Base, leaving only some parts for spares that could subsequently be salvaged and brought to Tainan. More losses

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96 On 2 September 50, CAT’s Director of Operations Joe Rosbert noted: “If any oper. is planned to use more than 15 add. planes, we will have to unpickle the CAA planes [8 C-46’s], provided the latter will renew our contract & allow us to take the planes out of China (Leary, “CAT and the Korean War, 1950-1951: A Chronology”, p.3, in: UTD/Leary/B18F8).”

97 Accident report of 27 Sept.,50, in: UTD/Lewis/B1F15. In his letter dated 9 November 50 to Tainan’s Service Manager, CAT’s Chief Engineer Hugh L. Grundy states that “the original plan to ship part of the salvage to JTAC and part to TNN should be altered to ship all to TNN. Large items such as the undamaged right wing should be stored there, if possible, in such manner as to prevent corrosion and damage, just in case we should need one in that area” (in: UTD/Lewis/B1F15).
were to follow soon: On 8 December 50, C-46F XT-44, one of the aircraft leased from the CAA of Taiwan, crashed on approach to landing at Yonpo, Korea (K-27); one passenger was killed, the crew – Captain Paul J. DuPree, copilot Stan Pan, and F/O Ho Sai – and 5 military passengers were injured; because of enemy pressure the aircraft had to be destroyed. On 9 December 50, C-46 XT-852 crashed into the side of Mount Fuji in Japan, while en route Tachikawa to Korea: Captain Robert Heising, copilot Jimmy W.H. Chang, and radio operator T. W. Wen died in the crash. And on 10 December 50, C-46D XT-846 crashed on take-off from Taegu (K-2), Korea, when the landing gear had been retracted prematurely; but this time, there were no injuries, and the aircraft could be repaired. In his Booklift Report dated 7 October 50, CAT’s Director of Operations, Joe Rosbert, speculated that “NWA and PAA, reportedly, would be very happy if we fall down on the job, and are influencing certain people in SCAP [= Supreme Commander of the Allied Powers, that is General McArther’s headquarters] and FEAF [= the USAF’s Far East Air Force].” But CAT did not at all fall down on the job, but succeeded in putting together the fleet of aircraft that had been requested by the military.

98 Accident report of this accident, in: UTD/Lewis/B1F16; Leary, Perilous missions, p. 122.
99 HQ 1954th AACS Sq., letter dated 25 January 51, in: UTD/Lewis/B1F17; Leary, Perilous missions, p.122. C-46 XT-852 was msn 22449, former N8370C. It was one of five former CNAC C-46s (XT-848, XT-850, XT-852, XT-854, and XT-856, also identified as N8372C, N8369C, N8370C, N8379C, and N8380C in a certificate issued by J. J. Brennan on 8 July 1950, in: UTD/Bisson/B5, microfilm reel 2) that had been in the hands of Free China and so were turned over by CNAC to CAT on 23 November 1949 (Letter dated 18 February 54 sent by CAT’s C.J. Rosbert to Ward French of CAT Incorporated, in: UTD/Bisson/B5, microfilm reel 2).
100 Accident report of this accident, in: UTD/Lewis/B1F18; Leary, Perilous missions, p.122.
CAT’s *Booklift Report* dated 7 October 50\(^{102}\) describes the situation and also mentions some of the measures that were taken by CAT. At the peak of the big fleet build up that began September 1950, CAT had some 45 aircraft, most of them leased or chartered from various organisations and companies, and CAT kept many of those planes to about April or May 51, when the CIA ordered that the fleet should be cut down to 25 aircraft.\(^ {103}\) A good picture is

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\(^{102}\) Leary, Manuscript, p.60, in: UTD/Leary/B19F1.

\(^{103}\) Leary, Manuscript, p.60, in: UTD/Leary/B19F1.
given by some photos of CAT’s Flight Control Board and Airborne Radio Line Service Board at Tachikawa, taken at various times between October 50 and February 51:

![Image](image.png)

CAT’s Mission Board at Tachikawa, probably taken in late October 1950

(UTD/Hickler, photo no. 1-DH53-6-PB250)

These photos illustrate the measures taken by CAT to build up their fleet of aircraft in order to be able to fulfill the contract with FEAMCOM. The first measure taken was to bring CAT’s entire fleet back to operational status. This was accomplished by mid-October 1950. For the first half of October, Joe Rosbert, CAT’s Director of Operations reports to the Executive Management Committee: “All but one of the CAT eighteen (18) C-46’s are in operation. [...] XT-874 (the last plane) requires a large amount of work and is waiting on the powerplant parts from the salvage of XT-862 at Iwakuni.” That situation did not change for a couple of weeks, and even on 18 December 50, Joe Rosbert had to report that “XT-874 will be out for the month of December”.

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104 The photo was taken at a time, when CAT still thought it would also get C-46F XT-52, the one that the CAA had awarded to TAA, i.e. before the end of November 50; it also lists C-47s HS-TAC and HS-TAD, which returned to TAA on 8 November 50, and it seems to still list PI-C183, one of the TAA C-47s flown by CAT prior to 17 October 50. So it was probably taken in late October 1950.


The next step was to reactivate the fleet of C-46Fs belonging to the Civil Aeronautics Administration, and on 19 September 50, Joe Rosbert signed “a contract with the CAA for the use of the Chinese CAA planes at $6.25 per hour (same as the old figure), and 7% of the gross revenue.” It was probably at this time, that they appeared on CAT’s Mission Board as XT-30, XT-36, XT-38, XT-44, XT-46, XT-48, XT50, XT-52, and XT-54, as can be seen in the picture taken in October 50.

<table>
<thead>
<tr>
<th>C-46F</th>
<th>XT-30</th>
<th>msn 22379</th>
<th>ex N8388C, XT-30, and 44-78556</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-46F</td>
<td>XT-36</td>
<td>msn 22465</td>
<td>ex N8390C, XT-56, XT-36, and 44-78642</td>
</tr>
<tr>
<td>C-46F</td>
<td>XT-38</td>
<td>msn 22500</td>
<td>ex N8391C, XT-38, and 44-78677</td>
</tr>
<tr>
<td>C-46F</td>
<td>XT-44</td>
<td>msn 22502</td>
<td>ex N8400C, XT-44, and 44-78679</td>
</tr>
<tr>
<td>C-46F</td>
<td>XT-46</td>
<td>msn 22461</td>
<td>ex N8401C, XT-46, and 44-78638</td>
</tr>
<tr>
<td>C-46F</td>
<td>XT-48</td>
<td>msn 22510</td>
<td>ex N8402C, XT-48, and 44-78687</td>
</tr>
<tr>
<td>C-46F</td>
<td>XT-50</td>
<td>msn 22526</td>
<td>ex N8403C, XT-50, and 44-78703</td>
</tr>
<tr>
<td>C-46F</td>
<td>XT-52</td>
<td>msn 22466</td>
<td>ex N8404C, XT-52, and 44-78643, and 44-78547</td>
</tr>
<tr>
<td>C-46F</td>
<td>XT-54</td>
<td>msn 22370</td>
<td>ex N8405C, XT-54, and 44-78547</td>
</tr>
</tbody>
</table>

Then it came out that the CAA had awarded one C-46F (XT-52 msn 22466) to Trans-Asiatic Airlines. On 3 October 50, Joe Rosbert had to report that “the unpickling of the CAA planes is almost at a standstill due to the lack of manpower. We have barely enough people (with overtime) working 12 to 14 hours per day to handle the 100 hour checks, now up to a rate of about one everyday.” Due to the lack of manpower, progress in unpickling the CAA planes was slow: On 16 October, Rosbert reported: “Two of the eight (8) CAA C-46s are flying”, on 31 October it was “four of the eight CAA C-46s are now flying”, on 31 October 50 it was “six of the eight CAA planes are now flying”, and the last report available, that of 18 December 50, said that “of the eight (8) CAA C-46’s XT-44 has been destroyed, one is still in storage and six (6) are on Booklift.”

![C-46 XT-30 restored to service in late 1950](UTD/Matsis, photo 1-TM1-1-NB107)  
![C-46 XT-44 after its crash on 8 Dec. 50](UTD/Lewis/B1F16)

108 The CAT Maintenance Manual gives msn 78547, but the correct msn has been established from Davis/Martin/Whittle, The Curtiss C-46 Commando.  
Additional C-46s also came from other sources. CAT turned to Trans-Asiatic Airlines and leased their C-46, that is former CAA XT-52 (msn 22466)\textsuperscript{114}. It was or was to be flying as XT-902 on 4 December 50\textsuperscript{115} and was flying on the Booklift contract on 18 December 50\textsuperscript{116}.

CAT also turned to a company called “EAA” – believed to stand for El Al Israel Airlines – to lease one of their C-46s, but this deal apparently did not materialize.\textsuperscript{117} The 3\textsuperscript{rd} source was the Chinese Air Force. As early as 20 September 50, CAT’s Director of Operations, Joe Rosbert noted: “General C. J. Chow of the CAF has stated that he has several C-46’s available which we may use on charter. I am working on this with David now.”\textsuperscript{118} On 3 October, he added that he was “negotiating with the CAF to obtain twelve (12) of their flyable C-46’s. This will also have to be done by Oct.10.”\textsuperscript{119} But the aircraft arrived in no good shape. On 12 October 50, Joe Rosbert noted: “The twelve planes from the CAF were in a very run-down condition. As of the date, we were only able to fly three to Japan on October 10\textsuperscript{th} and since that date only one has flown once. This contract is under review and six planes will probably be cancelled immediately and the contract reviewed after one month.” And so the projected plane status for the second half of October 1950 included only 6 CAF C-46s, but non-operable.\textsuperscript{120} It seems that the Chinese Air Force insisted on 12 C-46s to be chartered according to the original contract, for on 31 October and on 20 November 50, the Periodic Reports of CAT’s Director of Operations again mention 12 C-46’s to be chartered from the Chinese Air Force – without

\textsuperscript{114} C-46 B-902 was ex 44-78643 (e-mail dated 17 December 2008, kindly sent to the author by Lee Long-Wen, Director General, CAA, Republic of China), which makes it msn 22466, ex N8404C and XT-52.
\textsuperscript{115} Periodic Report no. DO-1-1310 dated 2 December 50, in: UTD/Rosbert/B1F3.
\textsuperscript{117} The Periodic Reports nos. DO-1-1208 dated 31 October 50 and DO-1-1279 dated 20 November 50 (both in: UTD/Rosbert/B1F3) mention an EAA C-46 to be chartered in the future, but such an aircraft is never mentioned again.
\textsuperscript{118} Periodic Report no. DO-1-1124 dated 20 September 50, in: UTD/Rosbert/B1F3.
\textsuperscript{120} Periodic Report no. DO-1-1192 dated 16 October 50, in: UTD/Rosbert/B1F3.
any further comment. The Report of 2 December 50 then goes back to 6 C-46’s, adding “charter arrangements being made”. Only the last available Periodic Report, that of 18 December 50, lists 2 CAF C-46s to be put on the Booklift run before the end of December, plus 4 CAF C-46’s, still non-operable. The photo of CAT’s Mission Board taken in October 1950 does not yet list any of the CAF C-46s, but the photo of CAT’s Airborne Radio Line Service Board taken in January 51 and CAT’s Flight Control Board of 7 February 1951 do show them. They were:

C-46 XT-904 msn33212, ex Chinese AF and USAF 44-77816
C-46 XT-906 msn33213, ex Chinese AF and USAF 44-77817
C-46 XT-908 msn
C-46 XT-910 msn
C-46 XT-912 msn
C-46 XT-914 msn

CAT C-46’s XT-904 and XT-910 probably at Tainan in 1951

With not enough additional C-46’s available, CAT soon turned to the C-47. For 30 September 50, Prof. Leary’s chronology “CAT and the Korean War” notes: “Efforts are being made to lease/purchase aircraft. One C-47 purchased from Hong Kong Airways; one C-47 leased from International Air Transport; six DC-3’s chartered (with crews) from Trans-Asiatic Airlines.” On 3 October 50, CAT’s Director of Operations Joe Rosbert noted:

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121 Periodic Reports nos. DO-1-1208 (of 31 October 50) and DO-1-1279 (of 20 November 50), both in: UTD/Rosbert/B1F3.
124 Photo no. 1-DH53-6-PB250 in: UTD/Hickler.
125 Photo no. 1-DH64-8-PB12, in: UTD/Hickler.
126 Photo no. 1-TM1-1-PB11, in: UTD/Matsis.
127 Information kindly sent to the author by Mr. Lee Long-Wen, Director General, CAA, Republic of China, who, in his e-mail dated 18 March 2010, lists them as B-904 and B-906. The date of 16 April 1951 given here was probably the date of cancellation, as the aircraft was very short-lived.
128 Information kindly sent to the author by Mr. Lee Long-Wen, Director General, CAA, Republic of China, who, in his e-mail dated 18 March 2010, lists them as B-904 and B-906. The date of 16 April 1951 given here was probably the date of cancellation, as the aircraft was very short-lived.
“Steps are being taken to remedy the situation: 1. Obtain additional flyable planes. This office has arranged the charter of six (6) C-47’s from TAA to be available before October 10, the deadline set by FEAF for maximum buildup.”

On 16 October, Joe Rosbert noted: “Six chartered C-47’s are in operation in Japan, but one of these is out for an engine change. The contract with TAAS for two C-47’s will be terminated effective November 8, 1950. Also one C-47 will be sent to Indo-China.”

Efforts are being made to lease/purchase aircraft. One C-47 purchased from Hong Kong Airways; one C-47 leased from International Air Transport; six DC-3’s chartered (with crews) from Trans-Asiatic Airlines [note: TAAS formed after war by former U.S. Army pilots - issued non-scheduled international air commerce permit by Philippine government in September 1946 - subsidiary, Trans-Asiatic Airlines (Siam) in Thailand - William D. Davis chairman and president, Monson W. Shaver operations manager]

Extract from: Leary, “CAT and the Korean War”, p.7, for 30 September 50 (in: UTD/Leary/B18F8)

Trans-Asiatic Airlines C-47s at Hong Kong in 1947, with Capt. Monson Shaver standing in front (left photo and second person from the right on the right photo – photos used here with kind permission from Pat Shaver Schier)

The 6 TAA/TAAS C-47s that were chartered with crews are believed to have been:

- C-47 PI-C181 msn133 18947 10 to 17 October 50 (?)
- C-47 PI-C182 msn134 15371/26816 10 to 17 October 50 (?)
- C-47 PI-C183 msn135 19258 10 to ? October 50 (?)

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130 The Booklift Report of 7 October 50 (readable at http://libtreasures.utdallas.edu/xmlui/bitstream/handle/10735.1/915/opbooklift.pdf?sequence=1 , see above) had said: “chartered seven C-47’s from TAA and TAAS”, five of which were to be operational by 10 October 50. TAA’s 7th C-47 is believed to have been the one that was abandoned at Kunming on 10 December 49 (Var M. Green, “The evacuation story: Kunming”, in: CAT Bulletin, vol. III, no.4, 15 January 50, pp.5-7); apparently, TAA had hoped that it would be given back, but it seems that it wasn’t; its identity is unknown.


The C-47 leased from International Air Transport was VR-HEX and the C-47 purchased from Hong Kong Airways will later appear as XT-807; but it had still to be prepared for service with CAT and entered service only in early November 50. These aircraft were:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Serial</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-47B</td>
<td>VR-HEX</td>
<td>msn 19932, leased from CAT</td>
</tr>
<tr>
<td>C-47A</td>
<td>XT-807</td>
<td>msn 12019, ex HK Airways</td>
</tr>
</tbody>
</table>

However, most of these C-47s were no longer operated after 17 October 50. For on 17 October 50, all C-47 operations were cancelled. Joe Rosbert reports: “The biggest catastrophe of this period was the cancellation on October 17 of the carriage of passengers on the Booklift Operation, because pilot Dudding violated several safety regulations all of which were reported to FEAF. Mr. Willauer ordered the cessation of C-47 operation until we could use our own crews and improve the condition of the planes. This immediately decreased our fleet by six badly needed planes, but it had to be done to save the contract.” Bill Dudding and Max Springweiler were the co-owners of C-47 VR-HEX. What had happened, can be found

Two images of C-47 VR-HEX leased from International Air Transport, taken in late 1950 (UTD/Matsis, photo nos. 1-TM1-1-PB20 and 1-TM1-1-PB13)

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136 A serial that looks like PI-C183 can be seen on CAT’s Mission Board at Tachikawa, which was probably taken in late October 1950 (UTD/Hickler, photo no. 1-DH53-6-PB250).
137 Gradidge, *The Douglas DC-1/DC-2/DC-3*, vol. II, p.465, gives it as possibly msn 19252, but msn 19256 is more likely as this is known to have become XT-817 / B-817 according to official documents.
138 The msns of HS-TAC and HS-TAD are unknown. But as CAT later leased TAA’s remaining 2 C-47s as B-823 and B-827, whose msns are known to have been 13399 (B-823) and 13784 (B-827), it is believed that these were also the identities of HS-TAC and HS-TAD or vice-versa.
139 “One C-47 purchased from HKA will be in operation momentarily” (Periodic Report no. DO-1-1208 dated 31 October 50, in: UTD/Rosbert/B1F3). Apparently, XT-807 had Registry number 40-38, between 40-37 (B-801) and 40-39 (XT-/B-809) – see Aircraft Permit dated 7 May 1954, in: UTD/Bisson/B5, microfilm reel no.6.
140 On the photo of CAT’s Airborne Radio Line Service Board probably taken in late December 50 (Photo no. 1-DH64-8-PB12, in: UTD/Hickler), this C-47 appears as XT-807, not identical with former Hong Kong Airways C-47 VR-HDP, which is also listed on the same Board. XT-807 was msn 12019, i.e. former Hong Kong Airways VR-HDN, officially regd. only on 16 April 1951 as B-807 (e-mail dated 17 January 2011, kindly sent to the author by Yin Chen-Pong, Director General, CAA, Republic of China); former VR-HDN (msn 12019) was reported to have been sold to Japan in October 1950 (Gradidge, *The Douglas DC-1/DC-2/DC-3*, vol. II, p.403). In this case, “Japan” probably meant CAT service out of Tachikawa.
in Springweiler, *Pioneer Aviator in China*: “After taking off from Tachikawa we flew a direct course to Fujiyama that had not erupted since 1707, so it hardly represented a danger. We had flown over the mountain at low elevation, violating military regulations in the process. It was a closed military zone. The Air Force protested and demanded a strong reprimand for the offending pilots. But that was not all. As they had done so often, the Americans had put down steel matting at the Seoul Airfield to secure the surface of the taxiway and runway. Nevertheless the runway still had significant depressions causing planes to bounce along on taxi and takeoff. The automatic pilot built into the cockpit had to be caged, in other words its gyroscope had to be held down by a button so it would not be damaged during taxiing and takeoff. Bill Dudding almost always operated the plane during takeoff and until it reached the intended altitude. Then he would put the plane on automatic pilot, but he forgot that the gyroscope was arrested. He was talking with the passengers through the connecting door to the cabin as the plane stalled and began to dive. He corrected the situation by quickly moving the elevator, throwing the passengers, some Air Force officers, against the cabin ceiling that was neither insulated nor padded. One of the officers received a bloody cut on the head. It was not serious, and it should not have happened, but that was not all. In Pusan on another flight Bill offered an Air Force officer my co-pilot seat. Bill obviously wanted to do the man a favor. I agreed and took a seat in the cabin. It was only a short flight across the strait to the Japanese town of Shimonoseki. The weather was good. It was a night flight, and we saw the lights of the Japanese cities and towns soon after takeoff. Bill wandered off course but corrected himself after a few moments. The flight lasted a little longer. He was slightly late landing at the Japanese Military Airfield. The Air Force officer complained that ‘he got lost’. This little incident was blown up, and a report was filed.”

It was Whiting Willauer who saved the situation even twice, first by convincing FEAMCOM to ignore the nose-count and to rely on CAT’s capacity to carry all scheduled cargo even when less than 28 aircraft were involved and then by convincing them that CAT pilots were no bush pilots and that the type of flying that had caused the report was only due to the fact that CAT did not yet have enough experienced pilots of their own. It worked, and so contract no. AF 92 (504)-5 was formally signed by CAT and FEAF in November 50.

One day before the catastrophe, on 16 October 50, CAT’s Joe Rosbert could still optimistically say that “since the tenth of October, we have been able to maintain an average of twenty-six (26) planes in Japan, with 16 or 17 of these flying per day. By the end of October this number will be increased by five operating planes”, that is by 5 of the 6 C-46Fs belonging to the CAA that were not yet operational on 16 October. And so, for the first part of November, CAT’s C-47 fleet was to comprise only 3 chartered C-47’s on Booklift and one chartered C-47 for other operations, while CAT’s own C-47 was in commercial use. But then everything changed on 17 October 50, when Willauer ordered the cessation of C-47 operation until CAT could use their own crews and improve the condition of the planes. Indeed, during the second half of October, “we had an average of fourteen (14) planes flying per day for Booklift. [...] On Sunday, October 22 we were ordered to send a detached operation of six (6) planes with personnel to Ashiya in western Japan to shuttle supplies to Korea for about two weeks. We not only had the planes there before the deadline but flew fifteen (15) round trips the first day at 11,000 lbs. per trip. Incidentally, the Air Force couldn’t

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142 Springweiler, *Pioneer Aviator in China*, translated by Larry D. Sall, Dallas 1998, pp.231/2; Springweiler also notes the consequences for Dudding and for himself: “Bill was discharged, and in a round about way, I was offered the position of Charter Manager for Indochina” (p.314).
143 Leary, Manuscript, p.15, in: UTD/Leary/B19F1.
believe it. As of this date the plane situation is as follows:

1. [C-46] XT-874 still out indefinitely for lack of powerplants, leaving eighteen CAT planes, minus two for commercial operation, leaves sixteen CAT C-46’s for Booklift.
2. Four of the eight CAA C-46’s are now flying. It will be the middle of November before the other four are ready.
3. One chartered C-47 (IAT) is in operation in Japan and one C-47 purchased from HKA will be in operation momentarily. The question of the chartered planes from TAA (5 C-47’s) and the CAF (12 C-46’s) will remain unanswered until Mr. Willauer is able to clarify the situation.\(^{145}\)

On 31 October 50, CAT listed only 1 chartered C-47 for mid-November 50, – evidently VR-HEX – to be used for Booklift. But for then, CAT also listed 2 C-47’s owned – apparently XT-801 and XT-807 –, 1 for Booklift and apparently 1 for other operations. “In addition, for potential fleet we should consider: […] TAA C-47’s 5, […] HKA C-47 1” – apparently meaning C-47 VR-HDP to be leased or bought from Hong Kong Airways.\(^{146}\)

On 20 November 50, CAT had not yet received all the C-47’s they were looking for: One of their own 2 C-47’s was used for Booklift, the other one for commercial operation, and they had only one chartered C-47 – VR-HEX –, which was also used for Booklift. In November 50, there had been an average of just 15 planes flying per day, with the exception of 12 November, when 21 planes were flown for a total of 206 hours. But then, red tape invented new obstacles: “To further complicate our troubles, toward the end of the period, FEAMCOM said we could only use six (6) specific planes on the Ashiya operation, whereas previously we sent as many planes as necessary to keep six flying. Under the latter circumstances, Ashiya produced about 75% of the Booklift flying because of the efficient operation. Now when planes are out for maintenance Ashiya will suffer by a great percentage.”\(^{147}\) With 16 CAT C-46’s, 1 CAT C-47, 1 chartered C-47 (VR-HEX), and 6 CAA C-46’s flying for Booklift in late November, plus 1 CAT C-46 non-operative, plus 2 more CAT aircraft (1 C-46 and 1 C-47) flown in commercial operation during the same period, the Company was still looking for more C-47’s to be chartered – this time again from Trans-Asiatic Airlines (Siam) and Trans-Asiatic Airlines. On 20 November 50, CAT’s Director of Operations Joe Rosbert announced the following arrivals in his Periodic Report sent to the Executive Management Committee:\(^{148}\)

<table>
<thead>
<tr>
<th>Plane Type</th>
<th>Msn</th>
<th>Order Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-47 HS-TAC</td>
<td>msn(^{149}) 13784 or 13399?</td>
<td>due about 1 December 50</td>
</tr>
<tr>
<td>C-47 HS-TAD</td>
<td>msn(^{143}) 13399 or 13784?</td>
<td>due about 1 December 50</td>
</tr>
<tr>
<td>C-47 PI-C183</td>
<td>msn(^{150}) 19258</td>
<td>due on 15 December 50</td>
</tr>
</tbody>
</table>


\(^{146}\) For mid-November 50, 16 of CAT’s 18 C-46s were to be put on Booklift, 1 (B-874) would still be non-operative, and 1 C-46 was apparently intended to be one of the 2 CAT aircraft to be used for “other operations”. As 1 of CAT’s own C-47’s was to be put on Booklift, the second aircraft to be used for “other operations” was evidently CAT’s second C-47, that is XT-801 and former Hong Kong Airways C-47 XT-807. So the HKA C-47 mentioned on 31 October 50 as part of the potential fleet for mid-November was apparently VR-HDP (msn 11921) to be chartered from Hong Kong Airways (Periodic Report no. DO-1-1208 dated 31 October 50, in: UTD/Rosbert/B1F3).

\(^{147}\) Periodic Report no. DO-1-1279 dated 20 November 50, in: UTD/Rosbert/B1F3. On 23 November 50, CAT made an aircraft lease agreement with TAA/TAAS that covered 6 C-47’s at the rate of $ 15 per flying hour with a certain minimum – $1,500 per month per aircraft – guaranteed (Leary, Manuscript, p.12 and note 34, in: UTD/Leary/B19F1).


\(^{149}\) The msns of HS-TAC and HS-TAD are unknown. But as CAT later leased TAA’s remaining 2 C-47’s as B-823 and B-827, whose msns are known to have been 13399 (B-823) and 13784 (B-827), it is believed that these were also the identities of HS-TAC and HS-TAD or vice-versa.
C-47 PI-C184  msn151 19256  due on 15 December 50
C-47 PI-C181  msn152 18947  due on 20 December 50
C-47 PI-C182  msn153 15371/26816  due on 20 December 50

On 2 December 50, CAT’s Director of Operations Joe Rosbert could report that the 2 C-47s owned by CAT – evidently XT-801 and XT-807 – were flying, one on the Booklift run and one on commercial services. He also noted: “One chartered C-47 (IAT), HEX, is in operation on Booklift. This plane will shortly be registered under the Chinese flag. [...] One TAA C-46, XT-902 will be flying December 4.”154 And for the middle of December 50, he projected: 1 CAT C-47 and 3 chartered C-47s (evidently VR-HEX/XT-809, HS-TAC, and HS-TAD) to be used for Booklift and 1 CAT C-47 to be used for commercial operation.155 Officially, Civil Air Transport leased C-47 VR-HEX (msn 19932) from IAT (Springweiler/Dudding) on 1 November 50 and nominally bought it for $1 on 18 November 50.156 The reason for this nominal acquisition by CAT is explained by Max Springweiler himself: “Everything changed on November 1, 1950. [...] We rented our plane to CAT, and a little later we sold it to CAT, Chennault’s airline, since registration in the Republic of China (Formosa/Taiwan) made everything simpler.157 [...] The sale price of a single U.S. dollar will cause some question, but naturally at the same time a further contract was signed giving us the right to buy the airplane back at anytime for one U.S. dollar.”158 So VR-HEX was reregistered as XT-809 in late December 50 – in fact leased from Springweiler/Dudding, but nominally owned by CAT in order to get a Chinese registration number. As it seems, CAT made a similar agreement with Trans-Asiatic Airlines on 23 November 50.159

On 18 December 50, CAT’s Director of Operations Joe Rosbert noted: “One chartered C-46 (TAA) XT-902, and two C-47s (TAAS and IAT), HS-TAD and VR-HEX are now on Booklift. HS-TAC (TAAS C-47) will be assigned to FIC [= French Indo-China] on December 22, 1950. Two of the chartered CAF [= Chinese Air Force] C-46’s will be added during the next period, along with PI-C181 (TAA C-47).”160 For the end of December 1950, the Report projected the following use of C-47s: 3 chartered C-47s on Booklift (apparently VR-HEX/XT-809, HS-TAD, and another one, possibly PI-C181/XT-811); 1 C-47 in French Indochina (HS-TAC); 1 CAT-owned C-47 for commercial operation; 1 CAT-owned C-47 to be used by Korean National Airlines; and 5 additional C-47s for use in French Indochina, but they were

151 Gradidge, The Douglas DC-1/DC-2/DC-3, vol. II, p.465, gives it as possibly msn 19252, but msn 19256 is more likely as this is known to have become XT-817 / B-817 according to official documents.
157 The exact meaning of this remark is unknown, but it could mean that after the 17 October 50 incident, the USAF made less problems on Booklift flights with aircraft bearing a Chinese National registration, as they seemed to belong to CAT and so seemed to be flown by CAT pilots.
158 Springweiler, Pioneer Aviator in China, pp.230/1; the emphasis is mine.
159 Leary, Manuscript, note 34, in: UTD/Leary/B19F1.

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still non-operable.\(^{161}\) The identities of 3 of these C-47s are evident: the remaining 3 TAA Philippines C-47s that had already been expected since late November 1950:

- C-47 XT-813 msn\(^{162}\) 15371/26816 former PI-C182, due on 20 December 50
- C-47 XT-815 msn\(^{163}\) 19258 former PI-C183, due on 15 December 50
- C-47 XT-817 msn\(^{164}\) 19256 former PI-C184, due on 15 December 50

The remaining C-47s can be found in a photo of CAT’s Airborne Radio Line Service Board at Tachikawa that was probably taken in late December 50 or early January 1951.\(^{165}\)

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\(^{162}\) Gradidge, *The Douglas DC-1/DC-2/DC-3*, vol. II, p.574, gives this identity for PI-C182 only; but from the identities of the other TAA C-47s and their subsequent XT-/B- registrations, it is evident that this aircraft became XT-813/B-813.


\(^{164}\) Gradidge, *The Douglas DC-1/DC-2/DC-3*, vol. II, p.465, gives it as possibly msn 19252, but msn 19256 is more likely is this is known to have become XT-817/B-817 according to official documents.

\(^{165}\) Hickler photo no. 1-DH64-8-PB12, in: UTD/Hickler/B64. The date of the photo can only be established from the fact that VR-HEX has not yet been reregistered as XT-809 (which happened in January 51), but the 4 former TAA C-47s are already show by their future XT-registrations (XT-811/813/815 and 817), which had probably already been applied for, but were assigned only in January 1951.
CAT’s Airborne Radio Line Service Board at Tachikawa, probably in late December 50 (UTD/Hickler, photo no. 1-DH64-8-PB12, and in CAT Bulletin, vol. IV no.3, April 51, p.22)

On this Board, we have even 3 more C-47s, that is

C-47A VR-HDP  msn 11921  leased from Hong Kong Airways
C-53  RI-009  msn 4823  leased from L.M. Moore / J.M. Maupin
C-47A PI-C145  msn 10269 (?) leased from Philippine Airlines

None of these C-47s is listed any longer on CAT’s Flight Control Board of 7 February 1951, so RI-009 and PI-C145 were returned before that date, while VR-HDP is known to have been bought by CAT and reregistered XT-821 in early 1951.

169 Photo no. 1-TM1-1-PB11, in: UTD/Matsis.
170 The identity of C-47 XT-821 was kindly sent to the author by Mr. Lee Long-Wen, Director General, CAA, Republic of China (e-mail dated 18 March 2010). “Doc” Johnson flew CAT C-47 XT-821 on 4 and 6 March 51 (Pages from “Doc” Johnson’s log book kindly supplied by his son James on 14 February 2013).
CAT’s Flight Control Board at Tachikawa, as of 7 February 1951
(UTD/Matsis, photo no. 1-TM1-1-PB11)

On the next available source documenting CAT’s fleet – CAT’s Flight Control Board at Tachikawa photographed on 7 February 1951,\(^1\) – we can see all of CAT’s C-46’s (XT-840 to XT-876), 7 C-46’s leased from the Chinese CAA (XT-30, XT-36, XT-38, XT-46, XT-48, XT-50, and XT-54), the C-46 leased from Trans- Asiatic (XT-902),\(^2\) 5 of the 6 C-46’s leased from the Chinese Air Force (XT-904, XT-908, XT-910, XT-912, and XT-914), CAT’s own C-47 XT-807, the C-47 leased from IAT now bearing a Chinese registration number (XT-809), and 2 of the C-47’s leased from Trans-Asiatic, which have equally received Chinese registration numbers (XT-811 and XT-813). There are at least 2 more C-47’s on the Board whose tail numbers are not visible. They are believed to be XT-815 and XT-817. There is no doubt that XT-811, XT-813, XT-815, and XT-817 are the 4 Trans-Asiatic (Philippines) C-47s

\(^{1}\) Photo no. 1-TM1-1-PB11, in: UTD/Matsis.

\(^{2}\) C-46 B-902 was ex 44-78643 (e-mail dated 17 December 2008, kindly sent to the author by Lee Long-Wen, Director General, CAA, Republic of China), which makes it msn 22466, ex N8404C and XT-52. “Doc” Johnson still flew C-46 XT-902 (in the meantime probably B-902) on 17 May 51, 27 July 51, 9 August 51, and 13 September 51 (Pages from “Doc” Johnson’s log book kindly supplied by his son James on 14 February 2013).

\(^{3}\) Doc Johnson flew C-46 XT-904 on 7 March 51 and C-46 XT-906, missing in the list above, on 23 and 25 May 51 (Pages from “Doc” Johnson’s log book kindly supplied by his son James on 14 February 2013).
reregistered in Taiwan in January 1951. One may ask, however, what happened to CAT’s first C-47, that is to XT-801, which is not on the list. Well, CAT’s Periodic Report of 18 December 1950 notes that one of CAT’s own C-47’s was leased to Korean National Airlines – so evidently this was XT-801. It is not known, if there were more C-47s on the portion of the Flight Control Board that is hidden on the photo.

But in February 51, CAT’s role in Korea already began to diminish. On 19 January 51, M/General William H. Tunner, Commanding General, Combat Cargo Command, wrote to Whiting Willauer: “The time has now come when I must release the aircraft and personnel of Civil Air Transport from their temporary duty with this command. As I do so, however, I feel that I must express to you my very great appreciation for the outstanding job your people have done through the past four months in support of the Korean campaign. At a time when air transportation was critically short, you made available to us your aircraft and your trained personnel in the quantities required. The unit which you stationed here [= Ashiya] cooperated with us to the greatest possible degree. They have always gone out of their way to do their job well and have repeatedly done more than we expected of them.” Indeed, although on 4 January 51, the Chinese offensive captured Seoul, the city was recaptured by UN troops on 15 March 51, and the front stabilized in Korea around the 38th Parallel. The Air Force could release many of the CAT aircraft, as there were now enough USAF transport units available to handle all demands. Probably the USAF had always felt a bit apprehensive about “civilians” mixed with Air Force operations and tended to accept such assistance only when it was absolutely indispensable. However CAT continued to fly to Korea, Japan and the Pacific Islands for the Air Force, freeing USAF aircraft for direct support missions in Korea.

So, since early 1951, CAT concentrated on other missions. In early February, 5 aircraft were drawn from the Booklift operation and put onto Operation Paper. Nevertheless, now that CAT had built up such a large fleet of aircraft for Booklift, there were discussions at Washington that argued that this big fleet was no longer needed and that CAT should reduce the number of aircraft and personnel as soon as possible. Others argued that a certain number of “stand-by” aircraft would be very useful as a task force for immediate intervention, should another crisis show up somewhere in South East Asia that would require the CIA to send in cargo or case officers without delay. For CAT, the results of these discussions at Washington was a confidential letter dated 5 July 1951, by which CAT’s Executive Vice-President J. J. Brennan informed CAT’s field management at Taipei about a decision made by CAT’s Board of Directors at Washington, DC that the fleet should be reduced to a total of 26 aircraft, that is of 23 C-46s (16 owned by CAT and 7 leased from the CAA) plus 3 C-47s (1 owned by CAT and 2 leased). This standardization of the fleet would also mean that the Cessnas were to be sold and that contract operations that required the Company to operate and maintain other types of aircraft – apparently the PBY acquired by Western Enterprises, Inc. in 1951 – had to cover all costs involved.

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174 XT-815 and XT-817 are known to have been registered on 16 January 51 (information obtained from the Director General, CAA, Taiwan, by Martin Best who kindly forwarded it to the author on 27 August 2012).
177 For details, see my file CAT and Air America in Japan.
CAT did not comply with this instruction immediately. On 2 April 51, CAT’s Captain “Doc” Johnson flew Trans-Asiatic (Siam) C-47 HS-TAC from Hong Kong to Bangkok, then on to Saigon on 4 April, and between 5 April 51 and probably 11 May 51, HS-TAC was flown for CAT out of Saigon, until “Doc” Johnson ferried HS-TAC back from Saigon via Tourane to Hong Kong on 12 May 51.\(^\text{181}\) It is also known that on 16 May 1951, CAT – probably again – operated Trans-Asiatic (Siam) C-47 HS-TAD, this time from Hong Kong on a long-range charter to Calcutta, followed by a long range charter to Hamburg, Germany, so that HS-TAD probably returned to Trans-Asiatic only in the second half of June 1951.\(^\text{182}\) And contrary to this order to save money, on 15 May 51, CAT bought a converted PT boat in the Philippines, the *Narcissus*. Its official purpose was to serve as a means of evacuation from Hong Kong, if or when the city was taken by the Communists. As this did not happen, the *Narcissus* mainly served for public relations purposes, and among the celebrities known to have had a tour on the boat were Cary Grant and Senator Richard Nixon.\(^\text{183}\) At request of the CIA, the *Narcissus* had to be sold in May 1957.\(^\text{184}\)

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\(^\text{181}\) Pages from “Doc” Johnson’s log book kindly supplied by his son James on 14 February 2013.


\(^\text{183}\) Leary, Manuscript, p.70, in: UTD/Leary/B19F1; Rosbert, *The pictorial History of Civil Air Transport*, pp.151 and 159-61 (photos).

\(^\text{184}\) Leary, Manuscript, p.278, in: UTD/Leary/B19F2.
The Narcissus at Hong Kong on 27 October 1956
(UTD/Kirkpatrick/B16)

In or around June 1951, the Republic of China received a new nationality marking (country prefix) for their aircraft: B-. So in the next source documenting CAT’s fleet – a Memorandum dated 11 September 1951 sent by CAT’s President to the Board of Directors and reflecting the aircraft disposition as of 31 August 51 – the entire fleet has received B-country prefixes. Chapter VII 6 of that Memorandum, called “Constitution of the CAT Fleet and Present Disposition as of August 31”, repeats the decision of the Board of Directors stating that “the management will take immediate steps to reduce the fleet of CAT, Incorporated, to a total of 26 aircraft” (p.3), but also interpreting this decision as “to be for CAT’s own operation. Requirements for outside operation such as JDA are additionally authorized” (p.4).

Then the Memorandum notes that at that time, CAT Inc. owned 16 C-46s and 1 C-47, but leased another 7 C-46s from the CAA of Taiwan, 1 more C-46 from Trans-Asiatic, 4 C-47s from Trans-Asiatic, and 1 more C-47 from International Air Transport, making a total of 24 C-46s and 6 C-47s. The C-46s owned are still the same, just with a new country prefix, as are the C-46 leased from Trans-Asiatic and the C-47 leased from IAT. The 6 C-46’s

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185 On 16 May 1951, 2 CAT C-47s flew from Hong Kong to Calcutta – one of them was XT-811 (W. C. Donaldson, “CAT’s long range international charters”, in: CAT Bulletin, vol. IV, no.8, Sept. 51, p.8). In June 1951, XT-811 was repainted as B-811, and a photo of B-811, apparently taken in June 51, appeared in July 51 (CAT Bulletin, vol. IV, no.6, July 51, p.8). Until May 51, all CAT aircraft depicted in CAT Bulletin whose tail number is visible, have XT-registration numbers; from July 51 onwards, all CAT aircraft depicted in CAT Bulletin have B-registrations.

186 Memorandum dated 11 September 51, preserved at: UTD/Leary/B20F9.

187 C-46s owned by CAT Inc.: B-840 (msn 22359), B-842 (msn 22363), B-844 (msn 22353), B-846 (msn 22215), B-848 (msn 427), B-850 (msn 22451), B-854 (msn 33372), B-856 (msn 32950), B-858 (msn 22228), B-860 (msn 22236), B-864 (msn 22362), and B-866 (msn 22366), B-870 (msn 22232), B-872 (msn 32878), B-874 (msn 33132), and B-876 (msn 33153).

188 C-46 XT-902 became B-902 (ex 44-78643 [e-mail dated 17 December 2008, kindly sent to the author by Lee Long-Wen, Director General, CAA, Republic of China], which makes it msn 22466).

189 C-47 XT-809 became B-809 (msn 19932; for details see the C-47 file of The Aircraft of Air America).
leased from the Chinese Air Force earlier that year had been returned in the meantime — the lease was for 3 months only.\(^{190}\) The 7 CAA C-46’s, which still flew as XT-30 and so on in February 51, had been reregistered in the meantime, not only by replacing the XT- by B-, but also by adding 100 to the number.\(^{191}\) The identities of three of the four leased C-47s — B-811 (msn 18947), B-815 (msn 19258), and B-817 (msn 19256) — are known from official sources.\(^{192}\) The Memorandum also confirms that those 4 C-47s are still the old TAA aircraft (not including the 2 TAAS C-47s HS-TAC and HS-TAD), as it recommends to “continue TAA of Philippines charter of 4 airplanes, which will cure our immediate deficit and continue these airplanes in our possession until December 10 at the profitable rate of $15 per hour. Energetically negotiate the purchase of either the corporations or the assets of TAA of Philippines, which would carry with it the ownership of 4 C-47’s and 70% control of 2 Siamese C-47’s owned by TAAS (Siam).”\(^{193}\) All this makes clear that B-813 — like XT-813 — was msn 26816.

190 Leary, Manuscript, p.11, in: UTD/Leary/B19F1. This means that the date of 16 April 1951 given for C-46’s XT-904 and XT-906 (e-mail dated 18 March 2010 kindly sent to the author by Mr. Lee Long-Wen, Director General, CAA, Republic of China) was probably the date of cancellation.

191 C-46s leased from the CAA: B-130 (msn 22379, ex XT-30), B-136 (msn 22465, ex XT-36), B-138 (msn 22500, ex XT-38), B-146 (msn 22461, ex XT-46), B-148 (msn 22510, ex XT-48), B-150 (msn 22526, ex XT-50), and B-154 (msn 22370, ex XT-54); for details see the C-46 file of *The Aircraft of Air America*.

192 B-811 (ex 42-100484 [e-mail dated 17 December 2008, kindly sent to the author by Lee Long-Wen, Director General, CAA, Republic of China], which makes it msn 18947, ex Trans-Asiatic PI-C181), B-813 (msn unknown, possibly 26816, ex Trans-Asiatic PI-C182), B-815 (msn 19258, ex Trans-Asiatic PI-C183), and B-817 (msn 19256, believed to be ex Trans-Asiatic PI-C184). For B-815 and B-817 see the C-47 file of *The Aircraft of Air America*.

193 Memorandum dated 11 September 51, pp.4/5, preserved at: UTD/Leary/B20F9.
Memorandum dated 11 September 51, sent by CAT’s President to the Board of Directors, pp.2-5 (in: UTD/Leary/B20F9)

The most interesting point regards the C-47s owned by CAT. Only XT-801 is mentioned, so it apparently returned from service with Korean National Airlines. C-47 XT-807 (msn 12019) ex Hong Kong Airways VR-HDN, which had been bought in September 1950 and was reportedly registered only on 16 April 1951\(^{194}\), is no longer in the fleet, and another C-47 that is known to have been bought from Hong Kong Airways in early 1951 is also missing: C-47 XT-821 (msn 11921) ex Hong Kong Airways VR-HDP had been bought in January 51 and was reportedly registered only on 16 April 1951.\(^{195}\) So between September 50 and 31 August 51 CAT bought 2 C-47s that were sold only a couple of months later – XT-807 (msn 12019) and XT-821 (msn 11921) –, while the C-47s leased from TAA and IAT remained in the fleet for several years. There is only one explanation: These were the 2 C-47s that Korean National Airlines bought from CAT (via Burridge Associates) on 10 February 1951 under a lease-purchase agreement\(^{196}\) and that later became HL-05 and HL-06.

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\(^{194}\) The identity of the C-47 XT-807 and the date of 16 April 51 were kindly sent to the author by Mr. Yin Cheng-Pong, Director General, CAA, Republic of China (e-mail dated 17 January 2011). C-47 XT-807 was bought, not leased, because it was to be and then was resold to Korean National Airlines in February 51 (see below).

\(^{195}\) The identity of the C-47 and the date of 16 April 51 were kindly sent to the author by Mr. Lee Long-Wen, Director General, CAA, Republic of China (e-mail dated 18 March 2010). C-47 XT-821 was bought, not leased, because it was to be and then was resold to Korean National Airlines in February 51 (see below).

\(^{196}\) Leary, Manuscript, p.102, in: UTD/Leary/B19F1.
All this poses another problem: As C-47s XT-817 and XT-821 were registered in January or February 1951, PBY-5A XT-819 (better known as B-819) was probably registered at about the same time. But as there is no trace of this aircraft in CAT’s fleet list of September 51, the registration number was probably only a reservation. For it was not until July 51 that a CAT delegation flew to Noumea to inspect the PBY that CAT wanted to buy, and it seems that CAT used it not before August 1951. The reason why B-819 is not in CAT’s fleet list of September 51 seems to be that at that time, the PBY-5A was only a “project aircraft” chartered from Western Enterprises Inc – like the Grumman Goose and the B-17 later, and CAT probably had the same strategy as Air America in later years: “Project aircraft” were never included in fleet lists that were open to the eyes of all Company employees, like Air America’s “Flight Operations Circulars”. But there is no doubt that the aircraft existed as early as 1951, because Western Enterprises Inc was established in January or February 51, when CAT was asked for air support. As the official owner of the PBY at that time was Western Enterprises Inc and not CAT, WEI probably reserved the registration number XT-819 as early as February 51, but as CAT did not find a suitable aircraft, it was probably not taken up before August 51, i.e. as B-819, when C-47 XT-821 had already gone, although – for political reasons – this C-47 was probably still registered on Taiwan.

Of the 30 aircraft belonging to the fleet of CAT Inc. in September 51, only 3 aircraft were in “commercial” use that is probably flew scheduled services: C-47s B-809 and B-815 as well as C-46 B-860. These 3 aircraft were probably based at Taipei. C-47 B-813 and no less than 6
C-46s – B-146, B-842, B-850, B-858, B-874, and B-876 – were assigned to “special” flights, which probably meant to CIA operations out of Atsugi in Japan. C-47 B-811 was assigned to operations in “FIC” or French Indo-China and was probably based at Saigon. C-47 B-817 and 5 C-46s (B-138, B-844, B-846, B-870, and B-902, the C-46 leased from Trans-Asiatic) were assigned to “North”, which means operations for Western Enterprises Inc supporting CIA activities on the Offshore Islands along the China coast (Kinmen, Matsu, and others) as well as CIA operations to Kadena, Okinawa and to Pacific Islands like Saipan. Three aircraft – C-47 B-801, the only C-47 owned by CAT at that time, plus C-46s B-848 and B-872 – were at Tainan for major maintenance in August 51. And no less than 10 C-46s were assigned to the Booklift contract and to general use: 5 C-46s leased from the CAA of the Republic of China (B-130, B-136, B-148, B-150, and B-154), and 5 C-46s owned by CAT Inc. (B-840, B-854, B-856, B-864, and B-866). All of them were probably based at Tachikawa in Japan. C-46 B-902 was probably returned shortly afterwards, as it was considered to be “over authorized strength”. The Memorandum also complains about the lack of spare aircraft, “because we are servicing four separate customers, i.e. Saigon, Bangkok, Taiwan, and Japan.” A side-note: In December 51, CAT donated their Piper Cub to the Taiwan Glider Association and the Taipei Flying Club. It then became B-106.

The next change in CAT’s fleet occurred in January 1952, when the Company purchased C-47s B-813, B-815, and B-817 from Trans-Asiatic, because it became necessary to install some modifications for covert operations out of Atsugi Naval Air Station, that is for Project Tropic. So the aircraft were painted olive drab and equipped with things that were to make them less visible from the ground at night, that is with static lines, drop signal systems, and

CAT C-47 B-815 at Tachikawa on 5 April 1952, painted olive drab
(UTD/Kirkpatrick/B29, photo no. 97-17)

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203 This identification is evident from CAT’s Operations Division Monthly Report for January 54 (in: UTD/Leary/B21F1), which lists 29 C-46 hours and 21 PBY hours flown that month for “North” (p.8), and then lists among the Flights Flown Other Than Regular Passenger Schedules “three C-46 Taipei/Kinmen/Taipei charter flights” and “three PBY Matsu Island flights completed during the month” (p.2). For Western Enterprises Inc. see Frank Holober, Raiders of the China Coast. CIA Covert Operations during the Korean War, Annapolis, MD (Naval Institute Press) 1999. A CAT Memo of 20 December 53 about WEI C-46 210 and WEI B-24 engines (in: UTD/Rosbert/B2F1) confirms that “North” was CAT’s code for Western Enterprises Inc.

204 Memorandum dated 11 September 51, preserved at: UTD/Leary/B20F9. This document gives B-813 instead of C-46 B-138 (otherwise missing in the list) also for operations for “North” – clearly a printing error, because C-47 B-813 had already been mentioned as assigned to “special” operations. Another printing error is C-46 B-153 (which did not exist) for B-154 (otherwise missing in the list).

205 Memorandum dated 11 September 51, p.4, at: UTD/Leary/B20F9.

206 Memorandum dated 11 September 51, p.6, at: UTD/Leary/B20F9.

207 CAT Bulletin, vol. V, no.1, January 1952, p.1. There is no longer any record of this aircraft at the CAA (e-mail dated 20 Nov. 2012 kindly sent to the author by Shen Chi, Director General of Civil Aeronautical Administration, Republic of China).
Training began during the winter months of 1951/52, and operations got off the ground in spring 1952. It was in May or June 1952 that CAT leased again one of the 2 Trans-Asiatic (Siam) C-47s, which then became B-823 (msn 13399). But on 29 November 1952, CAT suffered a terrible loss, when C-47 B-813 was shot down over Manchuria, killing pilots Norman A. Schwartz and Robert C. Snoddy and abandoning CIA agents John T. Downey and Richard G. Fecteau to many years of Chinese prison.

Another change that occurred in the early months of 1952 was that some – if not all – of the CAA-owned C-46s that had still flown in “dark” colors up to then were repainted in CAT’s regular color scheme.

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208 Leary, *Perilous missions*, p.138. Although the Equipment List of February 54 published by Leary (pp.217-224) still gives B-815 and B-817 C-47s as “leased” at that time, they were actually owned. This is confirmed by a fleet list of July 1953 (in: Leary, Manuscript, p.343, in: UTD/B19F2), which notes 3 C-47s owned by CAT Inc (apparently B-801, B-815, and B-817, as B-813 had already been destroyed) and 3 C-47s leased from commercial organizations (apparently B-809, B-811, and B-823). Officially, B-817 was bought by CAT in “41/1”, that is in January 52 (Air Asia’s Statement of Property of 31 March 73, in: UTD/CIA/B26F5), and this was probably also the official date of acquisition for C-47s B-813 and B-815.

209 There is no official document giving the identity of C-47 B-823. Its msn (13399 ex 42-93482) is given here according to Gradidge (*The Douglas DC-1/DC-2/DC-3*, vol. II, p.441), which is believed to be correct. This aircraft was sold to CATI, Sun Valley, CA as N6634C in July 55, before being sold to Canada as CF-MCC in October 55, and it had had an unknown B- registration before (information contained in the FAA file for this aircraft, kindly sent to the author by Martin Best on 19 March 2010). The Monthly Reports of CAT’s Operations Division for January and February 54 (in: UTD/Leary/B21F1) list 3 C-47s owned by CAT (apparently B-801, B-815, and B-817), 1 C-47 leased from IAT (B-809), and 2 C-47s leased from Trans-Asiatic (apparently B-811 and B-823). So it may have been former HS-TAC or HS-TAD. The registration date of B-823 must have been between April 52 (when CAT bought DC-4 B-1002) and July 52, when CAT bought PBY-5A B-825 (Minutes of Meeting of Board of Directors of CAT Incorporated of 21 July 52, in: UTD/CIA/B5F1), as B-823 had registry number 58, between no. 41-57 (B-1002) and no. 41-59 (B-825) – see Aircraft Permit dated 7 May 54, in: UTD/Bisson/B5, microfilm reel no.6. “Doc” Johnson first flew B-823 on 29 August 52 (Page from “Doc” Johnson’s log book kindly supplied by his son James on 14 February 2013).

211 Trans-Asiatic Siam C-47 HS-TA190 was probably one of the C-47s that became HS-TAC and HS-TAD later in 1950, so possibly msn 13784 or 13399.

212 Leary, *Perilous missions*, p.140. For more details see my file about CAT and Air America in Japan.
as is known for B-130 and B-150.213

The next available source documenting CAT’s fleet refers to the situation of July 1953.214 But already in 1952, CAT had added several new aircraft to its fleet. Their ultimate purpose was to help create local disturbances in mainland China and so to help withdraw Chinese troops from the Korean front.215 As to Western Enterprises’ activities on the Offshore Islands along the China coast, CAT operated the Grumman Goose (OA9-0002)216 that Western Enterprises had acquired in July 52,217 as well as a second PBY-5A (B-825) that CAT Inc had bought for $39,000.00 in July 52.218 As to supporting anti-communist resistance fighters in Northwestern China (Tibet, Szechwan, or Kokonor),219 CAT needed an aircraft that had a better range than the C-46, that is a C-54. So in April 52, CAT bought C-54 N86552 (msn 3078) from the Flying Tiger Line for $595,000.220 It arrived at Taipei in June 52 and was registered as B-1002.221 This was not CAT’s first C-54: Already since the spring of 1950, CAT had chartered a POAS DC-4 for its Tokyo-Bangkok service (see above), and in March 52, CAT chartered an unknown C-54 from Seaboard and Western Airlines, which arrived in poor condition and had to be refurbished.222 In the spring of 1952, CAT’s Bob Rousselot and Cyril Pinkava went to Kadena Air Base and picked up there an unmarked B-17223 – a former USAF aircraft that had become part of the CIA’s Air Branch.

As to the document that refers to CAT’s fleet in July 1953, it only lists the number of aircraft operated at that time, but no tail numbers. So in July 1953, CAT had 35 aircraft in its fleet or on order: 21 aircraft were owned by CAT Incorporated, i.e. the usual 16 C-46s, 3 C-47s (apparently B-801, B-815, and B-817), 1 PBY (B-825), and 1 C-54 (B-1002). One C-54 was on order. CAT still leased the usual 7 C-46s from the Chinese CAA, leased 3 C-47s from commercial organizations (apparently B-809, B-811, and B-823), and CAT also leased 3 aircraft from Western Enterprises Inc., that is 1 B-17 (apparently “1004”), 1 Grumman Goose (apparently OA9-0002), and 1 PBY (apparently B-819).

215 Holober, Raiders of the China coast, p.100.
216 A Memo sent by CAT’s Joe Rosbert on 5 September 56 (mentioned in: Leary, Manuscript, note 469a, in: UTD/Leary/B18F16) refers to the sale of Grumman Goose “serial no. 1153”. Probably this was the msn of Goose OA9-0002.
218 Minutes of Meeting of Board of Directors of CAT Incorporated dated 21 July 1952, in: UTD/CIA/B4F6A. PBY B-825 was registered on 1 September 52 (information obtained from the Director General, CAA, Taiwan, by Martin Best who kindly forwarded it to the author on 27 August 2012).
219 Holober, Raiders of the China coast, pp.169/70.
220 Minutes of Meeting of Board of Directors of CAT Incorporated dated 26 and 27 May 1952, in: UTD/CIA/B4F6A.
221 The official registration date was 17 June 52 (e-mail sent by the Director General, CAA, Republic of China, to Martin Best on 18 October 2012, kindly forwarded to the author by Martin Best).
222 Leary, Manuscript, p.127, in: UTD/Leary/B19F1. In 1952, Seaboard had 2 C-54s: N1543V (msn 3101) and N1544V (msn 7460), both owned between October 51 and July 54.
223 Leary, Perilous missions, p.136. For 13 August 52, “Doc” Johnson notes a 3.7 hour flight in B-17 “1004” (Pages of “Doc” Johnson’s log book kindly sent to the author on 14 September 2012 by James Johnson). From the USAF Aircraft Assignment Records it is known that this was RB-17G 44-85531 (msn 8440), which was also used on the CIA flights to Tibet in 1957. This RB-17G had been was dropped from the USAF inventory in May 1950 “by reclamation” (e-mail dated 30 October 2013, kindly sent to the author by Archie DiFante of AFHRA/RSA), and then apparently went to the CIA’s Air Branch. In 1953, CAT also used a second B-17 – apparently 44-83774 (msn 32415), a TB-17G that had been based at Hickam on Hawaii, Haneda in Japan, and Kadena, Okinawa, during the early 50ties, before it was dropped from the USAF inventory at Tachikawa AB, Japan, on 11 March 1953, also “by reclamation”.

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An unmarked B-17 at Pusan (K-1), Korea on 13 October 52 – possibly flown by CAT crews (UTD/Kirkpatrick/B19, color slide no. 1KP-19-SC2056)

CAT aircraft at Taipei in October 1953 (UTD/Kirkpatrick/ color slides nos. 1KP-A2-SC3223, -3231, and -3235)

CAT C-46s B-842 and B-854 at Hong Kong’s Kai Tak airport on 23 December 53 (UTD/Kirkpatrick/ color slides nos. 1KP-A2-SC2189 and -2190)
CAT C-46s B-856 and B-870 at Hong Kong on 30 November 53 and 11 July 56 (UTD/Kirkpatrick/ color slides nos. 1KP-A2-SC2164 and 1KP-A3-SC4015)

Between July 1953 and January 54, CAT bought PBY-5A B-819 from Western Enterprises, as the next available source documenting CAT’s fleet – the Monthly Report of CAT’s Operations Division for January 54 lists it as owned by CAT Inc. In January 54, that is half a year after the end of the Korean War, CAT still operated 33 aircraft:

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Plane situation as of this date:

1. Fourteen (14) CAT C-46’s are available. Two (2) C-46’s are out of service for va Service. Three (3) CAT C-47’s are available. One (1) CAT DC-4 is available. Two (2) CAT DC-4 is out of service for maintenance and overhaul. Two (2) CAT B-47’s are available.

2. Seven (7) CAT C-46’s are available.

3. Two (2) TAA C-47’s are available.

4. One (1) INT C-47 is out for maintenance.

Fleet disposition:

1. Commercial

   B-802, B-815, B-852, B-860, B-844, B-876, B-1062

2. Special

   B-196, B-119, B-269, B-190, B-819, B-871, B-875, B-891, B-895, B-895, B-972, B-994

3. F.I.C. 

   B-811

4. North

   B-876

5. Charter

   As requested ~ B-166, B-130

6. Maintenance

   B-809, B-810, B-864, B-1004

7. Booklift (C-46's)

   B-159, B-398, B-966, B-810, B-496, B-756, B-790, B-817

The above sit (6) C-46’s and one (1) C-47 are on lease to CAT Incorporated. Fleet disposition is calculated on a basis of assignment; however, operational requirements may, from time to time, dictate temporary realignment of various aircraft to different areas and types of operations.

The total fleet for overall operation is 23 C-46’s, 6 C-47’s, 2 TAA’s and 2 DC-4’s, or a total of 33 aircraft.

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Monthly Report of CAT’s Operations Division for January 54, p.10 (in: UTD/Leary/B21F1)

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Most of the aircraft – i.e. 23: 2 DC-4s, 16 C-46s, 3 C-47s, 2 PBY-5As – were now owned by CAT Inc., and 10 more were leased: 7 C-46s from the Chinese CAA, 1 C-47 (B-809) from IAT, and 2 C-47s (B-811 and B-823) from Trans-Asiatic. CAT’s second DC-4 (B-1004, msn 36072) had been acquired already in the late summer of 1953\(^{225}\) and arrived at Tainan in early September 53 – in a very bad shape. So it was immediately put into maintenance, before it could be used for civilian passenger service. When it finally came out of the shops on 24 March 1954, it had spent nearly 6 months in maintenance, \(^{226}\) and it was a marvel of luxury, as can be seen from its interior. But it took only 40-50 minutes to convert it to cargo configuration.\(^{227}\)

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\(^{225}\) B-1004 was officially registered on 24 August 53 (e-mail sent by the Director General, CAA, Republic of China, to Martin Best on 18 October 2012, kindly forwarded to the author by Martin Best).


The Monthly Report of CAT’s Operations Division for February 54 gives no different picture from that of January 54, except for the assignment of some of the aircraft:  

(in: UTD/Leary/B21F1)

On 20 October 1954, an accident reduced CAT’s fleet: C-47 B-811 crashed into the Gulf of Siam, in the Hua Hin area, when a wingtip dipped into the water during a low-level turn, killing co-pilot Y. C. Kan, Flight Operator Y. Z. Chen, and five passengers.  

So on 27

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228 Monthly Report of CAT’s Operations Division for February 54, p.12 (in: UTD/Leary/B21F1). This contradicts the list printed in Leary, Perilous Missions, p.219, where C-47s B-815 and B-817 are still given as “leased”. However, prof. Leary’s source – the Aircraft Data Report for February 54, in: UTD/Leary/B22F10 – indeed still gives both aircraft as “leased” and their paint design as “natural” instead of olive drab, so probably this Aircraft Data Report had not yet been updated for those things.

229 At the time, CAT C-47 B-811 had been under charter to Sea Supply who itself was under contract to the Royal Thai Police Department. “At the time of the accident the plane was returning to Bangkok after completing three practice paratroop drops at night between 7.30 and 8.30 p.m. The pilot had just finished his last run over the drop area and was at a low altitude when a warning light was accidentally turned on by the dispatcher in the rear of the plane, momentarily blinding the pilot. Before the pilot could recover his vision the plane hit the sea.” Capt. Harry Kaffenberger was the only person to survive the crash, in which co-pilot Y.C. Kan, Flight Operator
October 54, the Management Committee of CAT Inc. “unanimously agreed that it would be desirable to replace the aircraft unless a cash settlement for the cost of a replacement aircraft can be negotiated.” At that time, CAT already operated C-47 B-827 (msn 13784) on lease, since it was apparently registered already on 14 August 54. Evidently, this was another C-47 leased from Trans-Asiatic, for on 19 July 54, CAT’s Board of Directors noted: “The Company has revised its C-47 lease with Trans-Asiatic [...] to include three C-47’s instead of two.”

For 17 January 55, the Minutes of Meeting of Board of Directors of CAT Incorporated noted that “the purchase of a C-47 aircraft, B-809, from Mr. Max Springweiler for 22,000 Pounds Sterling or $61,600 was, on motion duly made and seconded, unanimously approved.” This was still not the end of the story, as for 2 February 55, the Memorandum of Meeting of Management Committee of CAT Incorporated noted that “the requirements of the Company for C-47 aircraft was discussed. Mr. Grundy had recommended that the Company purchase one to replace that which was lost, purchase an additional aircraft to raise the Company’s fleet from four to five and return another now under charter to the owners. The purchase price was stated to be $57,500 for each C-47 (RCE-DO-45 and AFEE DO-46) to be bought. The recommendation was approved.”

Apparently, this decision refers to the purchase of C-47 B-827 and the return of C-47 B-823. Both were Trans-Asiatic aircraft, and the same price for both C-47s seems to confirm that both aircraft had the same owner. This probably means that the 2 C-47s were former HS-TAC and HS-TAD or vice-versa. Now we have the situation described below in the CAT Memorandum of 17 February 1955, for CAT never bought the Goose and the B-17 they had flown for Western Enterprises Inc.

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230 Memorandum of Meeting of Management Committee of CAT Incorporated dated 27 October 54, revised on 12 November 54, in: UTD/CIA/B5F4.

231 For the identity see below. B-827 was registered on 14 August 54 (information obtained from the Director General, CAA, Taiwan, by Martin Best who kindly forwarded it to the author on 27 August 2012).


235 Memorandum of Meeting of Management Committee of CAT Incorporated of 2 February 55, continued on 4 February 55, and revised on 16 February 55, in: UTD/CIA/B5F5.

236 After the end of Western Enterprises Inc. in 1955, CAT tried to sell WEI’s Goose as a broker, but they did not find a buyer until May 1957 (for details see the Goose file of my The Aircraft of Air America). The 2 B-17s went to the Republic of China Air Force’s Special Mission Group in June 53 and moved from Taoyuan Air Base to Hsinchu Air Base (Fu/Pocock, The Black Bats, p.19).
B) The CATC/CNAC aircraft²³⁷

Handing over the CATC aircraft on 31 July 1952 (all photos in: UTD/Rosbert/B2F1):

CAT Vice-President J. J. Brennan in front of ex-CATC C-46 XT-502 on 31 July 52

Several months before the end of the Korean War, CAT finally received the disputed CATC and CNAC aircraft still detained at Hong Kong: On 28 July 1952, the 40 ex-CATC aircraft – 5 Convair 240s, 18 C-46s, and 17 C-47s, – were awarded to CATI by decision of the London Privy Court, followed on 8 October 1952 by the decision of the Hong Kong Supreme Court that awarded to CATI all former CNAC aircraft; after the elapse of 6 weeks given by the court for any appeal against the judgment, the 31 ex-CNAC aircraft – 5 DC-4s, 18 C-46s, 7 C-47s, and 1 AT-6238 – were handed over to CATI at Hong Kong on 19 November 52.239 “The appeal, brought by Civil Air Transport Incorporated (CATI) of Delaware, USA, regarding the ownership of 40 planes of the Central Air Transport Corporation (CATC), came before the Privy Council in London on July 21. On June 10 the Privy Council had ordered that the appeal to be set down ex parte. The appeals heard by the Judicial Committee of the Privy Council consisted of Viscount Simon and Lords Normand, Oaksey, Reid and Leech. This action was regarded to have important international implications. The respondents did not appear. Mr. James Brennan attended the hearing. Privy

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238 This AT-6 is given as a PBY in Leary, Manuscript, chap. III, p. 142, in: UTD/Leary/B19F1.
Counsellors hearing the appeal included Viscount Simon, Lord Normand, Lord Oaksey and Lord Reid.

“Sir Hartley Shawcross, ex-Labour Government Attorney-General, instructed by Messrs. Markby, Stewart & Wadesons, appearing for CATI, said that the appeal came before Their Lordships under a special procedure established by Order in Council in view of the great importance of the issues. Because of the war in Korea the international implications were much graver now than they were then. Sir Hartley also said: ‘The question in this case is whether the fact that some three or four weeks later the British Government, without as far as anyone knows, any prior warning, recognized the previously existing de facto Communist Government as then becoming the de jure Government of China, can affect the proprietary rights which had already been obtained by third parties outside China and which resulted in these aircraft being registered in the United States.’ During the first four days of the hearing, Sir Hartley Shawcross, Queen’s Counsel, said that the case raised the question whether the British Government’s recognition at midnight of January 5-6, 1950, of the Central People’s Government as the de jure government of China could affect the contract of December 12, 1949, for the sale of the same aircraft by the China’s Nationalist Government to an American partnership. Sir Hartley said that the Hongkong Supreme Court held that the planes belonged to the Central People’s Government as from October 1, 1949. He contended that it did not matter who possessed the aircraft on December 12. Nor did it matter whether the Communist Government was, in fact, recognised at the time as the Communist Government of China. Many would contend that on a change of government, by whatever method, there was a succession of the rights and obligations of the predecessor government, Sir Hartley continued. He said that that is the basic doctrine of retroactivity and one can do that only by restricting the doctrine within narrow limits.

“Mr. J. J. Brennan returned to Hongkong from London on July 27. On July 28, the Privy Council ruled in favour of CATI, when Lord Oaksey announced that judgment should be entered for a declaration that the 40 aircraft were the property of the American company. News of the decision reached Hongkong after midnight. A short while after midnight, 71 planes (including 31 of the CNAC), engines and spare parts were taken over in a combined Police of about 400 strong and military operation. The Communist personnel guarding the planes and spare parts at the Kai Tak airport and other warehouses outside, numbering about 160, were rounded up and taken to the Kowloon City police station for questioning and were later released. Messrs. A. T. Cox and J. J. Brennan and a few officials hurried to the airport about three in the morning to inspect the planes. The 40 CATC planes, engines and spare parts were handed over to Brennan of CATI in the afternoon of July 31 when Mr. A.J.R. Moss, Director of Civil Aviation, and his Deputy, Mr. Ralph Winship, accompanied Messrs. A.T. Cox and J.J. Brennan of CATI and other officials in making a preliminary inspection of the 40 planes including 5 Convairs, 18 C-46s and 17 C-47s, and all the warehouses where the engines and parts were stored. CATI acquired a warehouse on the Kowloon side to store all the spare parts and engines which will be inventoried.”

As the photos of July 52 published in “CATI wins legal battle in CATC case” show, all former CATC aircraft were in a non-flyable status at that time, with rudders, engines and other parts missing. By late October 52, all CATC aircraft had left Hong Kong. The following pictures showing the former CATC being crated and loaded onto the Cape Esperance and other ships at the airport and harbor of Hong Kong are taken from the October 1952 issue (vol. V, no. 10) of CAT Bulletin:

Plane parts were being crated in the godown under the supervision of Jim Burkett, Service Manager, CAT Engineering.

Planes at Kai Tak Airfield as they were at the time when the Privy Council made the decision.

Loading of Convairs onto lighters at the Kai Tak waterfront. Crated wings are seen in right background.

Picture shows a plane engine being crated.

Another Convair about to be lifted on to a lighter under strict police guard.
Communist flag on ex-CATC planes being sprayed with black paint.

The planes being loaded on the flight deck of the American escort carrier, USS Cape Esperance, with 100-ton crane at the Kowloon Dockyard.

A C-46 being lifted by the crane and about to be loaded on to the lighter. Note the C-46 on the lighter has the Communist flag on the tail.

A crated wing is seen being carried by 30 coolies from a godown to the waterfront.
This page: Former CATC aircraft being unloaded at Los Angeles Harbour, in late October or early November 1952

Following page: Former CNAC aircraft at Hong Kong on board the USS Windham Bay, probably in January 1953
CONGRATULATIONS TO CATI as the last batch of ex-CNAC planes, engines and parts leaves Hongkong for Los Angeles at 4:00 p.m. January 10, 1953 on board the USS Windham Bay. They included five DC-4s, nine C-46s, two C-47s and one AT-6 Trainer; 150 tons of wings, engines and parts. Wingless planes can be seen firmly lashed on to the flight deck of escort carrier.

最後一批中航機及器材計包括「空中霸王」五架，C-46 型九架，C-47 型二架，AT-6 型教練機一架，及引擎、機翼、零件等共重一百五十噸已於本年一月十一日下午四時由美東航空母艦「溫德漢」號駛離港駛往美國德克薩斯州示閔機及緊緊於該艦上之無翼機翼。
Former CNAC aircraft at Hong Kong on board the *USS Windham Bay*, in January 1953  
(*CAT Bulletin*, vol. VI, no. 2, February 1953, inside cover)

CATI aircraft aboard (UTD/Matsis/1-TM1-3-PB1)
Upon request of the CIA, the State Department, and the Department of Defense, US President Truman dispatched a US aircraft carrier (the USS Cape Esperance, CVE-88) to pick up the CATC aircraft, followed by a second carrier (the USS Windham Bay, CVE-92) to pick up the CNAC aircraft. The remaining planes and other movable assets were loaded onto seagoing barges that were towed to the US Naval Base at Sangley Point in the Philippines. Later, they were shipped to the US by commercial sea transport. The evacuation was financed by the CIA thru CAT Incorporated, as the CIA was originally interested in acquiring the 71 aircraft.241 During a special meeting of the Board of Directors of CAT SA held at Hollywood CA on 28 October 52, Claire Chennault characterized the situation of the ex-CATC fleet as follows: “The C-47 and DC-3 aircraft were now in Manila at the Sangley Point Naval Base. Within the past few days the aircraft carrier, Cape Esperance and two commercial vessels had reached the Los Angeles area discharging the C-46 aircraft and all spare parts and materials. The Convairs had been taken to San Diego, and were now undergoing inspection at the Consolidated Vultee plant. The 13 C-46F’s were being moved to the Lockheed terminal in Burbank and most of them were there now. The three C-46D’s and the one C-46A had been stored at Grand Central Airport. All of the C-46’s were being inspected [...] and would be represerved as required. [...] As to the C-47’s and DC-3’s in Manila, the Chairman said that he understood that the meeting was agreed that these should be left as they were at Sangley Point Naval Base and that no work should be performed on them other than current preservation for the time being.” As surveys that had been undertaken to analyze the chances of CAT operating those aircraft in Latin America, Europe, or the USA had had very negative results, “it was decided to sell a part of that fleet.”242 The status of the former CNAC aircraft wasn’t better, and so, they too, were transported to the United States.

However, this was not the end of the story: As will be recalled, in December 1949, Willauer signed – on behalf of Chennault and himself – personal promissory notes for $ 4.75 million to buy the aircraft of CATC and CNAC impounded at Hong Kong from the Nationalist Government on Taiwan. Although the notes were later made the obligation of a corporation, “‘that was a pretty scary time for me,’ Willauer recalled, ‘because I didn’t have $ 4,750,000.’”243 As soon as the aircraft had been awarded to CATI by court decision, the Chinese Government on Taiwan, for whom CATI and CAT were the same company, wanted its money, and this issue often came up during the franchise negotiations. A final agreement was only reached in September 1954.244

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243 Leary, Perilous missions, p.95, who quotes Willauer from a taped memoir of 1 December 1960; for more details see my file The early days II – CAT operations in China 1949-50.
244 For details of the financial agreement, see Leary, Perilous missions, pp.205/6.
C) Reorganizing CAT in 1955

At that time, the management of CAT had already been attacked from two sides since at least mid-1953: The CIA had asked whether, after the end of the Korean War, the company was really still necessary, as keeping such a large fleet operational at times when it was not used was quite expensive, and as there were other aircraft in the Far East that could be used by the CIA. As to the Chinese National government, they had pressed CAT to pay several million $ for the former CNAC/CATC aircraft awarded to CAT by court decision in 1952 and asked CAT to reorganize itself as a Chinese company. As CAT Inc was an American company, it could operate out of Taiwan only on the basis of a franchise once granted to General Chennault for his merits and that he had to be renewed annually. For the CIA, however, Chennault was too close to the Kuomintang Government, and so they had given him the more or less meaningless title of a “Chairman of the Board” for service in the US, while, in reality, CAT Inc was managed by Whiting Willauer and his successors. And then in October 1950, the CIA discovered that it was precisely General Chennault who was needed for getting the franchise, for of course, the CIA could not admit that they were the real owners. Negotiations began, dragged on, and it was not until 23 April 51 that formal signing took place: The franchise was in the name of Chennault and Willauer, was retroactive to 1 January 51 and was to run for a year, but would be renewed automatically until 31 December 52.

The Draft of the Franchise Agreement signed on 23 April 51 has survived. It clearly shows that for the Chinese side, General Chennault and Whiting Willauer were the American partners, that the reason for this franchise was the “meritorious military service” rendered to China by General Chennault (Preamble, §1), that this agreement was considered to be an amendment and extension of the old agreement dated 28 May 1948 (Preamble, §2) and that “the Operators and/or their principals and associates are the sole owners of all the property, moveable and immovable including airplanes” (Preamble, §3) – although the real owner was, of course, the CIA thru the Airdale Corporation. CAT’s comments noted on the draft of the Franchise that was signed on 23 April 51 show where the problems were: On top, we can read the main problem: “Is CAT going to continue operations if no agreement exists of Dec. 31, 1951, in event MOC [Taiwan’s Ministry of Communications] should place squeeze on Civil Air Transport about money due?” Agreement § 2 states that “each of the Operators”, i.e. Chennault and Willauer “shall have managerial control of CAT” and that “the operators shall

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245 “At about this time, the C.I.A. General Counsel, Lawrence Houston, asked whether C.I.A. needed to continue to own CAT in order to fulfill C.I.A.’s role in the Far East. This was the subject of an important meeting held in Washington on 15 September 1953; present were General Cabell, Frank Wisner, Colonel White, Lawrence Houston, Richard Helms (Chief of Operations, DD/P), John Warner (Assistant General Counsel), George Doole, and others (p.164). The question was answered finally by Allen Dulles, Director of C.I.A., on 8 January 1954 when he decided to retain CAT as a permanent arm of the Agency” (Declassified Summary of Material from the History of Air America, from the Official “Secret” History prepared by the C.I.A., p.11, in: UTD/Fink/B22F12).

246 Kadena AFB, Okinawa, was the place, where CAT picked up the CIA-owned B-17 in 1952 (Interview with Robert E. Rousselot, conducted by Prof. William Leary on 10 August 1987, written resume, in: UTD/Leary/B43F4). In 1953, the CIA had about 15 sterile aircraft in the Far East – many of which were probably the aircraft operated by Western Enterprises Inc and the RoCAF’s special units – and could also use the Clark-based aircraft of the USAF’s 581st ARC Wing, whose mission was to support the CIA’s transport requirements (Leary, Manuscript, p. 166, in: UTD/Leary/B19F1). In 1955, one CIA-owned C-118A was based in Okinawa and one in Subic Bay, Philippines (Leary, Manuscript, pp. 353/4, in: UTD/Leary/B19F2) – apparently 51-3820 and 51-3822, the 2 aircraft used in 1958/9 for the flights to Tibet (see my file Missions to Tibet).


249 Draft of the Franchise Agreement of 23 April 51 between CAT and the Chinese CAA, in: UTD/Leary/B20F8.
Draft of the Franchise Agreement of 23 April 51 between the CAA and CAT (in: UTD/Leary/B20F8)

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notify the CAA of the names of such partners and the amount invested” – but of course, they could not mention the CIA. A big problem was the control that Taiwan’s Civil Aeronautics Administration (CAA) wanted to exercise over CAT’s fleet (§§17, 18) and business (§20), including the possibility to terminate the agreement (§ 23).

“One of the most important coups pulled off by General Chennault in the 1950s was the renewal of CAT’s franchise after the passage of a law by the Chinese Government which restricted ownership of airlines to Chinese nationals. Only through his negotiation with the topmost level could this have been accomplished. January 5, 1953, sees the signing by Colonel S.Y. Lai, Chief of the CAA of the Ministry of Communications and General Chennault, as Henry Yuan, Vice President for Chinese Affairs, looked on.”250

Yet, this was not the end of the story: On 30 May 53, a new Chinese Civil Aviation Code was enacted that did not allow foreigners or foreign companies to own aircraft or to operate air transport enterprises in China.251 So in 1953, the Taiwanese CAA refused to extend CAT’s operation rights. It was to overcome this double crisis and to comply with Chinese legislation that, after several months of intense discussions, on 14 September 54, CAT Inc, considered by the Chinese to be a US company, proposed the foundation of two separate companies, Civil Air Transport Company Limited (CATCL) and Asiatic Aeronautical Company Limited (AAACL). Asiatic Aeronautical was 99 percent owned by CAT Inc, i.e. a wholly American-owned and Tachikawa-based company, which would hold most of the company’s assets, and CATCL was owned 60 percent by private Chinese investors, whereas 40 percent of the shares were held by the Airdale Corporation. Asiatic Aeronautical was to function as a holding company and to take over the maintenance base at Tainan, while CATCL would operate air routes granted by the Chinese government. On 28 February 55, CAT Inc transferred the Chinese airline services to Civil Air Transport Company Limited (CATCL), which had been formed on 20 January 55, and on 1 March 55, CAT Inc officially transferred the ownership all but 3 of the Chinese registered aircraft (acquired on 21 August 50) to Asiatic Aeronautical Company Limited, selling them to Asiatic Aeronautical (AAACL) for one US Dollar per aircraft.252 The 3 aircraft not transferred to AAACL were to be owned by and registered to CATCL – one of the conditions under which the Government of the Republic of China had approved the two-company structure.253 But CAT Inc. paid for the registration fees of all future Asiatic Aeronautical CL and Civil Air Transport CL aircraft.254 And CAT Inc continued to exist as the Tachikawa-based part of the complex responsible for most of the contract work and for covert missions.255

As to the fleet of CAT, already on 17 February 55, the Director of Operations sent a list of all B-registered aircraft operated by the company to CAT’s Secretary – Legal Counsel, and on 23 February 55, CAT wrote the CAA of Taiwan to re-issue Aircraft Registration Certificates to their 32 B-registered aircraft, that is 3 C-46s to be registered to Civil Air Transport Company Limited and the remaining 29 aircraft to Asiatic Aeronautical Company Limited.256 But erroneously, this application had also included the 7 C-46s that CAT had operated since a couple of years on lease from the Civil Aeronautics Administration of the Republic of China:

250 Rosbert, The pictorial History of Civil Air Transport, p.149 (with a photo of the scene).
252 See the Bills of Sale photographed in: UTD/Bisson/B5, microfilm reel no.2
253 Leary, Perilous missions, p.206.
254 See letter dated 5 March 55, in: UTD/Bisson/B5, microfilm reel no.2.
255 For details see my file CAT and Air America in Japan.
B-130, B-136, B-138, B-146, B-148, B-150, and B-154. The reaction of the CAA of Taiwan was quick: Already on 24 February 55, they told Asiatic Aeronautical Company Limited that a total of 22 aircraft – 13 C-46s (B-840, B-842, B-844, B-846, B-848, B-850, B-854, B-856, B-858, B-860, B-864, B-866, and B-870), 5 C-47s (B-801, B-809, B-815, B-817, and B-827), 2 PBY-5As (B-819 and B-825) and 2 DC-4s (B-1002 and B-1004) – were registered to Asiatic Aeronautical Company Limited, and in their Notification No. AN-44-025 dated 28 February 1955, the Civil Aeronautics Administration of the Republic of China informed AACL that these aircraft had received Registration Certificates Nos. 44-70 to 44-91. AACL also received all aircraft still held for resale and leased them to CATCL when required. CAT Inc remained responsible for all contract and clandestine work.

This last point isn’t mentioned in the description of the reorganization that appeared in CAT Bulletin, nor does this text say that the real owner of AACL was CAT Inc., hence the CIA. According to the official text, “on February 28th Company officials completed a reorganization of CAT to meet the requirements of pertinent laws of China, namely the Civil Aviation Code, the Company Law, and the Foreign Investment Statute, and the terms of the International Civil Aviation Organization. The two new Companies resulting from the reorganization commenced business on March 1st. This reorganization was successfully carried out with the full approval of the Government ministries concerned. The air transport business heretofore operated by Civil Air Transport, CAA-MOC, is succeeded by the newly incorporated Civil Air Transport Company Limited, and will as before embody scheduled and non-scheduled domestic services as well as international services by designation of the agencies concerned of the Chinese Government. Civil Air Transport Company Limited is a Chinese Company limited by shares incorporated under the Company Law. The major portion of the stock is held by Chinese private individuals, and a minor portion by American interests. The Chinese Government has made no investment in the Company. The majority of the Board of Directors is Chinese, as is the Chairman. Besides the registration certificate it holds as a company limited by shares, CATCL holds a civil air transport enterprise permit issued by the Ministry of Communications. In addition it holds air route licenses issued by the CAA for all domestic and international routes previously served by Civil Air Transport, CAA-MOC. The Asiatic Aeronautical Company Limited is also a Chinese company limited by shares incorporated under the Company Law and the Foreign Investment Statute with stock held by private American investors. General Chennault was elected Chairman of the Board. The terms of its incorporation certificate permit AACL to conduct commercial aviation business including aircraft maintenance activities. AACL will also assist CATCL in the execution of the airline operation. The capital structure of both new Companies was designed in line with modern principles of corporation financing. Although the registered capital in both cases was NTW$400,000, the actual capital assets invested in each company are considerably greater. The air fleet of the former CAT-CAA-MOC will continue to be used by CATCL in operation of its authorized routes. The Directors of CATCL are Dr. Wang Wen-san, General Chennault, Chu Yi-cheng, Chen Yen-chun, and Hugh L. Grundy. Dr. Wang was elected Chairman of the Board and Mr. Grundy was elected Managing Director. There were no major changes in personnel operating the airline and officials of both Companies stated that the public may rest assured of the continuance of the same efficient service and high safety standard which CAT has hitherto offered and also of the high quality maintenance work which has won

257 Notification No. AN-44-025 dated 28 February 1955, sent by the Civil Aeronautics Administration of the Republic of China to Asiatic Aeronautical Company Limited, in: UTD/Bisson/B5, microfilm reel no.4.
258 Leary, Perilous missions, pp.197-208; Robbins, Air America, p.66.
The B-registered fleet operated by CAT Inc on 17 February 1955: 32 aircraft, including 25 aircraft owned by CAT Inc and 7 C-46s leased from the Civil Aeronautics Administration of the Republic of China (in: UTD/Bisson/B5, microfilm reel no.2)

CAT’s Application of 23 February 55 and the CAA’s answer of 28 February 55
(in: UTD/Bisson/B5, microfilm reel nos. 2 [Application] and 4 [Answer])

AAACL Certificates of Registration dated 24 February 1955 issued for C-47s B-801 and B-817
(in: UTD/Bisson/B5, microfilm reel no. 4)
CAT Inc sells C-54G B-1004 and C-46D B-840 to AACL for one US $ per aircraft
(both in: UTD/Bisson/B5, microfilm reel no.2)

CAT Inc sells PBY-5A B-819 to AACL for one US $, but pays for the registration fees of all AACL and CATCL aircraft in March 1955
(both in: UTD/Bisson/B5, microfilm reel no.2)
CAT from 1955 to 1959:

First of all, the new corporate structure meant that, from now on, interchanges of aircraft between the different parts of the group of companies became quite frequent. CATCL became the owner of three C-46s (B-872, B-874, and B-876) on 1 March 55,260 but in 1956, the aircraft returned to Asiatic Aeronautical261 and then, in early 1956 and early 1957, they were sold to Delta Air Lines via a broker called R. Hewitt Associates. This is why CATCL became

Bills of sale of 24 Oct. 60: C-46s B-866 and B-870 were “sold” by CATCL to Air Asia for $1 (both in: UTD/CIA/B9F1)

the owner of three other C-46s: On 1 August 58, these aircraft were B-864, B-866, and B-

260 Leary, Perilous missions, p.208 and 259 note 50; The Minutes of Meeting of the Board of Directors of CAT Incorporated of 9 February 1955 (in: UTD/CIA/B4F6A) state that the meeting “RESOLVED that this corporation sell to Civil Air Transport Company Limited three Curtiss C-46-type aircraft bearing registration numbers B-872, B-874 and B-876 for sixty thousand dollars ($60,000) each, payable on demand, without interest, and each secured by a mortgage or pledge on one of the said aircraft, and that the Vice-Chairman, Mr. George A. Doole, Jr., be and he hereby is authorized and directed to execute the necessary bills of sale.”

261 A “Resolution approving execution of mortgage agreement” by the Board of Directors of CATCL dated 31 December 1955 (preserved in: UTD/CIA/B11F1) states: “WHEREAS this Company [that is CATCL] being the owner of C-46D type aircraft B-872 (Serial No. 32878), B-874 (Serial No. 33132), and B-876 (Serial No. 33153) has transferred such aircraft to Asiatic Aeronautical Company Limited in exchange for C-46D aircraft B-864 (Serial No. 22362), B-866 (Serial No. 22366), and B-870 (Serial No. 22232), formerly the property of Asiatic Aeronautical Company Limited; WHEREAS three aircraft Notes in payment and Chattel Mortgage of such aircraft so transferred were heretofore transferred by this Company in favor of CAT Incorporated, each in the amount of US $ 60,000.00, and thereafter were duly recorded with the Civil Aeronautics Administration of the Republic of China in accordance with law.” Yet, only in March 56 everything had been cleared: The Minutes of the Meeting of the Board of Directors of Civil Air Transport Company Limited (draft of 3 April 1956, preserved at UTD/CIA/B11F1) report that during the meeting of March 1956 (the day is not readable), the Board of CATCL still discussed the exchange of those 6 aircraft: “After discussion and on motion duly made and seconded, it was unanimously RESOLVED, that the exchange of the Company’s three C-46D type aircraft bearing registered numbers B-872, B-874 and B-876 with Asiatic Aeronautical Company Limited for its three aircraft of the same type bearing registered numbers B-864, B-866 and B-870 be and it hereby is ratified, confirmed and approved.” (I omitted the mns from this quotation).
This type of interchange of ownership was made because one of the conditions under which the Government of the Republic of China had approved the two-company plan said that CATCL would own at least 3 aircraft. It was continued as long as the group of companies existed, that is until the mid-seventies, and in most cases those aircraft were “sold” to one of the other companies of the group for the nominal sum of one US Dollar. But sometimes, aircraft were exchanged for other reasons. Aircraft owned by CATCL would not be operated in covert missions, so ownership had to be changed when the aircraft that had been chosen happened to be owned by CATCL. In the case of B-866 and B-870, for example, ownership was apparently changed from CATCL to Air Asia, because both aircraft were to be used to support anti-Castro guerrillas in Cuba. Although, in this way, the three companies got very close to each other, only CATCL was looking for publicity, whereas several of the aircraft operated by CAT Inc on contract (and, of course, on clandestine) services did not wear any airline markings, but only a large registration number on the dorsal fin. Indeed, the typical CAT Incorporated markings were tail number only.

Although, there were, of course, some accidents, most of the aircraft acquired in the period between 1955 and 1959 were not replacements, but additional aircraft, and this means that there was a lot of new business. The first new aircraft was a third C-46. This had become necessary, because in November 1955, CAT signed a contract with the Military Air Transport Service (MATS) to take over their Inter-Island charter requirements – just for a month, but of course CAT hoped that it would be extended for the remainder of the fiscal year. But as

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262 See AACL’s fleet list of 1 August 58, where C-46s B-864, B-866, and B-870 are listed as “leased by AACL” (in: UTD/Bisson/B5, microfilm reel no. 3).
263 Letter dated 3 June 1981 sent to Prof. Bill Leary by (signature unreadable, but believed to by E.C. Kirkpatrick), formerly at: UTD/Leary/B43F1.
264 Known accidents of the C-46s owned by the Taiwanese CAA include: B-154 had a taxi accident with a Japan Helicopter and Airplane Transport DC-3 at Misawa in December 55; B-150 was damaged in late 1955 and ferried to Tainan for repairs in December (CAT Inc. monthly report for December 1955, in: UTD/Lewis/B1F8).
265 Leary, Manuscript, Chapter 4, pp.328/9, in: UTD/Leary/B19F2.
CAT did not have that aircraft, it eventually lost the contract. While CAT’s management continued to get the inter-island charter from the Military Air Transport Service, the Agency also asked for a four-engine aircraft for flights to Japan, Okinawa, Iwo Jima, and Saipan. Only after CAT had sold 5 of their surplus C-46Ds to Hewitt Associates for Delta Air Lines in 1956,\textsuperscript{266} the acquisition of the third DC-4 became possible.\textsuperscript{267} So, in mid-1956, former USAF C-54G 45-575 (msn 36028) was registered to the Airdale Corporation as N2168 and officially reregistered to Civil Air Transport, its new owner, on 3 August 1956.\textsuperscript{268} It was registered in the US, because it was to be used under Booklift cover on the CIA’s Japan-Okinawa-Iwakuni-Guam route, and was flown to Tainan in August 56 for conversion as a passenger plane. But it was not until 2 January 57 that the aircraft received a Certificate of Airworthiness from the US CAA’s inspector at Tokyo, so that then, at the very last moment, the contract with the Military Air Transport Service could finally be signed, after additional navigators had been hired.\textsuperscript{269}

In the spring of 1958, Jaycee Delegates from Vietnam, New Zealand, Korea, Japan, and Hong Kong flew from Taipei to Hong Kong in CAT’s new DC-4 N2168 after attending the 8th JCI Asian Regional Conference in Taipei

(Photo in: \textit{CAT Bulletin}, vol. XI, no.6, June 1958, p.22)

However, flights for the US military and for the Agency were only one side of CAT, i.e. the side of CAT Inc. The official side, i.e. CATCL, Taiwan’s commercial airline, needed a constant modernization of its fleet in order to remain a successful competitor in international airline business – and in order to maintain its cover as a successful commercial airline. So, already in 1956, CAT’s President Hugh Grundy recommended that the airline purchase a Douglas DC-6, and as the Agency was convinced that a DC-6 was essential, they authorized CAT’s President Hugh Grundy and CAT’s Managing Director George Doole to explore the

\textsuperscript{266} Former CATCL-owned C-46s B-872 (msn 32878, to N9885F), B-874 (msn 33132, to N9884F), and B-876 (msn 33153, to N9883F) were sold in March 56, followed by AACL-owned C-46Ds B-840 (msn 22359, to N9873F) and B-842 (msn 22363, to N9874F) in July 56 (Davis/Martin/Whittle, \textit{The Curtiss C-46 Commando}, under the msn; Leary, Manuscript, Chapter IV, pp.354/5, in: UTD/Leary/B19F2).

\textsuperscript{267} Leary, Manuscript, Chapter 4, pp.352-58, in: UTD/Leary/B19F2.


\textsuperscript{269} Leary, Manuscript, Chapter 4, pp.356-58, in: UTD/Leary/B19F2.
market. As a result, DC-6B msn 45550 was bought from the Douglas Company at a cost of about $1,500,000. The aircraft was delivered on schedule, accepted by AACL, its official owner, on 30 September 58, and registered as B-1006.270 On 14 October 58, CAT organized a big Presentation Ceremony for the new DC-6B at Taipei International Airport – with speeches held by General Yuan Shou-chien, Minister of Communications of the Republic of China, and CAT’s President Hugh L. Grundy.271

CAT’s new DC-6B B-1006 in flight and at the Presentation Ceremony on 14 October 58

270 Leary, Manuscript, Chapter 4, pp.358-60, in: UTD/Leary/B19F2. The official registration date was 25 September 58 (e-mail sent by the Director General, CAA, Republic of China, to Martin Best on 18 October 2012, kindly forwarded to the author by Martin Best).
CAT’s founder General Claire Lee Chennault would probably have liked to see the introduction of modern equipment to “his” airline. But Chennault had already died at New Orleans on 27 July 1958 and is buried at Arlington National Cemetery.

Other acquisitions of this period had to do with CAT’s work for the US Government. Already in 1955, CAT Management thought about buying a helicopter that could be used for search and rescue, survey, and contract work in the Far East, and the aircraft chosen was a Bell 47G-2 that could be disassembled and carried in a C-47. But the project did not materialize until September 1959, when Kawasaki-Bell 47G-2 B-803 was acquired. A famous mission of this helicopter was in August 1960, when CAT received a call from Pastor H. C. Currie, President of the Taiwan Mission of Seventh Day Adventists, and flew the Mission’s doctor, K. H. Kao, to Paoshan, an isolated mountain village near Kaohsiung, on an emergency rescue mission. Four villagers had been killed and many others injured in the mountain sides caused by Typhoon Shirley in early August 1960. The photo shows the helicopter with Captain Dale Williamson at the controls and Dr. Kao on board.

Kawasaki-Bell 47G-2 B-803 at Tainan in August 1960


In 1958, need for smaller aircraft arose in South East Asia. Already in early February 58, the USOM office in Phnom Penh indicated its desire to charter from CAT a small aircraft at

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273 Gen. Chennault’s grave is located at Arlington National Cemetery, Section 2, Lot 872, Grid P/Q-31, photos can be seen at http://www.arlingtoncemetery.net/clchenna.htm.
274 Leary, Manuscript, Chapter 4, pp.360-61, in: UTD/Leary/B19F2.
275 “In view of a number of inquiries which have been received by the Company for the availability of a helicopter for contract work, the Committee authorized the purchase of a Bell 47G-2 helicopter, made under license in Japan, at a cost including spares and floats of approximately $48,000, and training of the necessary crews. The machine will be used for survey work and for potential future contract work” (Minutes of Meeting of Executive Committee of Air Asia Company Limited of 10 September 59, p.2, in: UTD/CIA/B6F4). It was officially registered on 5 October 59 (e-mail sent by the Director General, CAA, Republic of China, to Martin Best on 18 October 2012, kindly forwarded to the author by Martin Best).
approximately $48,000 for 600 hours of operation. On 5 February 58, the Executive Committee of CAT Inc and AACL decided to buy a Piper Apache in order to perform such a contract, i.e. the 1958 model because of its stronger engine and its higher gross weight, although this might mean some delay in delivery.\textsuperscript{277} So, Piper PA-23 Apache N3183P was bought new from Piper Aircraft on 25 June 58 and registered to CAT Inc on 3 July 58.\textsuperscript{278} At about the same time, another type of small aircraft was introduced in the Company’s fleet, when, in April 58, CAT Inc bought Helio H-391B N4136D (msn 086) with spare parts from the Helio Aircraft Corp. for $42,282.\textsuperscript{279} In a memo of 16 July 58 sent to CAT’s President Hugh Grundy, CAT’s Managing Director George Doole indicated the purpose of the new Helio, which had been bought for Operation HAIK in Indonesia, but was never used,\textsuperscript{280} as performing research and development flights\textsuperscript{281} – apparently a preparation of some sort of clandestine operations expected to be necessary in countries like Laos. This aircraft was transferred to Asiatic Aeronautical Co Ltd and became B-833 in February 59,\textsuperscript{282} but was not chartered to USOM Laos until September 59, when CAT Inc had already been renamed Air America Inc.\textsuperscript{283}

CAT Inc bought two more aircraft in 1958: C-47 B-829 in July 58 and PBY-5A B-831 in November 58. The acquisition of the C-47 seems to have been a bargain: In June 1957, the USAF requested bids for the purchase of a damaged C-47 located at Kadena Airport, Okinawa, and CAT’s Executive Committee asked that the Company’s Field Management make a profitable bid so that the aircraft could either be operated or sold.\textsuperscript{284} On 16 April 58, CAT’s Executive Committee was again informed that a military version of the DC-3 without US civil modifications or US airworthiness certificates was available at $40,000. As this C-47 – former USAF 45-1030 – was considered to be a good purchase for rehabilitation and subsequent use on charter contracts or resale, the Company bought this aircraft\textsuperscript{285} in July 58 as B-829.\textsuperscript{286} CAT’s new PBY-5A B-831 was just a replacement aircraft for their PBY-5A B-819 that had been destroyed in Indonesia in May 58.\textsuperscript{287} The new aircraft, former N1278N,\textsuperscript{288} was purchased in California for $40,000 in November 58,\textsuperscript{289} registered to AACL as B-831, and modified to CAT specifications for another $9,500.\textsuperscript{290}

\textsuperscript{277} Minutes of Meeting of Executive Committee of CAT Incorporated and AACL of 5 February 58, in: UTD/CIA/B6F3.
\textsuperscript{278} Piper Apache N3183P, Status as of 5 April 74, in: UTD/CIA/B56F4.
\textsuperscript{279} Leary, Manuscript, Chapter 4, p.361, in: UTD/Leary/B19F2.
\textsuperscript{280} Leary, Manuscript, p.342, in: UTD/Leary/B19F3.
\textsuperscript{281} Leary, Manuscript, Chapter 4, p.361, in: UTD/Leary/B19F2.
\textsuperscript{282} Air Asia Statement of Property as of 31 March 61, in: UTD/CIA/B55F6.
\textsuperscript{283} Minutes of Meeting of Executive Committee of AACL of 10 September 59, in: UTD/CIA/B6F4.
\textsuperscript{284} Minutes of Meeting of Executive Committee of CAT Inc and AACL of 11 June 57, in: UTD/CIA/B6F2.
\textsuperscript{285} Minutes of Meeting of Executive Committee of CAT Inc and AACL of 16 April 58, in: UTD/CIA/B6F2.
\textsuperscript{286} Acquired by CAT in “47/7”, that is in July 58, according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5). C-47 B-829 was registered on 5 May 58 (information obtained from the Director General, CAA, Taiwan, by Martin Best who kindly forwarded it to the author on 27 August 2012).
\textsuperscript{287} See the PBY file within The Aircraft of Air America and the file Working in Remote Countries with The History of Air America.
\textsuperscript{288} Leary, Manuscript, Chapter 4, p.361, note 465, in: UTD/Leary/B19F2.
\textsuperscript{289} Minutes of Meeting of Executive Committee of CAT Inc and AACL of 2 December 58, in: UTD/CIA/B6F3.
\textsuperscript{290} Minutes of Meeting of Executive Committee of AACL of 7 April 59, in: UTD/CIA/B6F4. PBY B-831 was registered on 22 January 59 (information obtained from the Director General, CAA, Taiwan, by Martin Best who kindly forwarded it to the author on 27 August 2012).
D) 31 March 1959: the birth of Air America:

On 26 March 1959, Hugh L. Grundy, President of CAT Inc., and Clyde S. Carter, Secretary of CAT Inc, signed a Certificate of Amendment of the Certificate of Incorporation of CAT Inc, pursuant to Section 242 of Title 8, Chapter 1 of the Delaware Code of 1953, whereby the name of CAT Inc was changed to Air America Inc with effective date of change 31 March 1959. The name change had been resolved by the Board of Directors of CAT Inc. on 17 February 59, and was said to have been made to eliminate confusion in the Far East between CAT Inc. and CATCL and in order to emphasize the American nature of the Company, which was especially necessary in Japan. Ward Reimer, who worked at Tachikawa at that time, explains: “The Japanese Government was digging into the connection between Civil Air Transport ‘CAT’ and ‘CAT Inc.’, which jeopardized our Article 14 Position (Tax and duty free status), so to divorce in the public eye, Air America Inc. came into being.”

Certificate, preserved in: UTD/CIA/B2F1


292 Present were: Admiral Felix B. Stump, George A. Doole, Jr., Arthur B. Richardson, William A. Read, Robert G. Goelet, James B. Ames, and Brackley Shaw; absent were Samuel S. Walker and Hugh L. Grundy (Minutes of Meeting of Board of Directors of CAT Incorporated of 17 February 1959, in: UTD/CIA/B3F1).

This was the official explanation, but there may also have been other reasons: Laos had become a new theater of activities in the late fifties, and the new name better reflected Air America’s enlarged sphere of activities. And then, the new name could inspire more confidence to those states in South East Asia that like the Kingdom of Laos were looking for US support, than the old name of Civil Air Transport could have inspired, because that name was traditionally linked to the Republic of China and its national airline, but not to the United States. The new name had previously been discussed with American Airlines who had indicated they would have no objection to the use of the name, provided that no attempt was made to use the “AA” symbol or colors and markings similar to those of American Airlines on Company aircraft. Already on 7 October 57, the Airdale Corporation, i.e. the holding company of the whole air complex, had changed its name to The Pacific Corporation; and on 1 April 59, Asiatic Aeronautical Co Ltd was renamed Air Asia Company Limited (AACL). Finally, the US FAA had to be informed because two aircraft previously owned by CAT Inc

Letter dated 25 May 59, by which Air America informed the FAA of their new name
(in: UTD/Bisson/B5, microfilm reel no. 2)

had US registries: C-54 N2168 and Apache N3183P. All Air Asia shares were owned by Air America except about 1 % held by individuals as qualifying shares, and Air America itself was 100 % owned by the Pacific Corporation, which was owned by the CIA. Civil Air Transport (CATCL) continued to be owned by the Pacific Corporation at 40 %, while the remaining 60% was in the name of Chinese citizens.294 Other institutions that were informed about the name change included the customers served in Laos, Thailand, and South Vietnam295 as well as Air Asia Co Ltd.296

E) Civil Air Transport Company Limited in the jet age

After CAT Inc had been renamed Air America Inc in 1959, it is no longer necessary to

296 George Doole, letter to Asiatic Aeronautical dated 20 July 59, in: UTD/Bisson/B5, reel no. 2.
cover that history in this file, as the different aspects of Air America’s activities are treated in several other files. This is also true for the aircraft operated mainly or even exclusively by Air America. As the scheduled and charter airline services of Civil Air Transport are also dealt with in other sections, this small section is only dedicated to new jet aircraft of the airline, i.e. of Civil Air Transport Company Limited, as the additional DC-4s, C-46s and C-47s acquired by the CAT-Air America-Complex between 1959 and 1968 were mainly used by Air America – although, from time to time, some of them were also used by CATCL.

Plans to acquire a jet aircraft go back to 1958. In order to maintain commercial cover, better equipment was needed for CATCL at times when competitive airlines had already introduced the Lockheed Electra or ordered jet aircraft. The aircraft favoured was a second generation jet, the Convair 880, and in December 1958, the CIA approved the purchase of such an aircraft at a cost of $4.5 million. On 14 May 1959, a contract was signed between CAT and General Dynamics Corporation, Convair Division, and already that early, CAT advertised their new jet to their future passengers:

(Advertising the new jet, in: CAT Bulletin, vol. XII, no. 5/6, May/June 1959, inside cover)

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297 Air Asia-owned C-54 B-1012 was bought in November 65, C-54 B-1014 in December 65, and C-54 B-1016 in November 66 (see the C-54 file of The Aircraft of Air America).

298 If we do not take into consideration the former CAT C-46s that were only reregistered – following the change of the official owner (B-908, B-910, B-912) or after returning from service at the Bay of Pigs (B-914, B-916) or in India (B-922, B-924, B-926) –, there were only 2 new C-46s that appeared on the Taiwanese register: B-918 (the replacement aircraft received in November 61 for the losses at the Bay of Pigs), and former Chinese Air Force C-46 B-928 acquired in August 65 (for details see the C-46 file of The Aircraft of Air America).

299 C-47 B-841 acquired in October 61 and reregistered as B-933 in June 67, C-47 B-879 bought in August 64, and C-47 B-929 acquired in December 65 (for details see the C-47 file of The Aircraft of Air America).

300 For example, Air Asia-owned C-54 B-1016 was used by Civil Air Transport as a cargo aircraft out of Taipei in May 68 (Aircraft status as of 1 May 68, in: UTD/Her/122); it was also based at Taipei and used for charters 16-30 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B) and 16-31 August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/BF1).

301 Leary, Manuscript, p.360, in: UTD/Leary/B19F2.

“The first model ordered was the 880, Model 31. Before this model could be manufactured other models more suitable to the requirements of the interested carriers were developed. CAT re-ordered one of these models, the 880-M, in March of 1960. CAT had expected to take delivery of the ‘Mandarin Jet’ in December 1960, but the Convair plant ran into production delays. It was difficult waiting. But CAT is convinced that the new model is worth waiting for. The ‘M’ in the 880-M stands for ‘modified’. How does the 880-M differ from the original 880. Well, it is the first model to have additional fuel tanks, increasing the range of ‘The Mandarin Jet’ to 3,400 nautical miles, with reserves. The 880-M has been equipped with highlift services to increase lift for quicker takeoffs and permit lower landing speeds thus permitting utilization of shorter runways.”


right: lovely CAT “stewardesses” in front of a “Moon Gate”
More photos of the interior of the “Mandarin Jet”, taken by Enos C. Kirkpatrick on 3 and 4 August 64

(UTD/Kirkpatrick/ color slides no. 1KP-A2-SC 5549, -5554, and -5548)

More photos of the interior of the “Mandarin Jet”, preserved at the UTD and online visible at http://libtreasures.utdallas.edu/xmlui/bitstream/handle/10735.1/835/1-JB1-1-PC10.jpg?sequence=1
http://libtreasures.utdallas.edu/xmlui/bitstream/handle/10735.1/830/1-JB1-1-PC13.jpg?sequence=1
http://libtreasures.utdallas.edu/xmlui/bitstream/handle/10735.1/825/1-JB1-1-PC16.jpg?sequence=1

“The interior of CAT’s ‘Mandarin Jet’ was designed with the authentic past of ancient China in mind. Above the windows of the ‘Mandarin Jet’, for example there is a series of drawings which tell the story of Confucius’ travels. [...] This colorful procession starts anew at every seventh window. [...] Also part of the traditions of the ‘Mandarin Way’ are the Phoenix and Dragon emblems of CAT which are displayed prominently in the ‘Mandarin Jet’. [...] CAT’s golden Dragon is taken from the national symbol of China, the symbol of the Chinese emperor, and was designed by CAT’s prize-winning artist, Y. S. Ling. The Dragon is the symbol of the royalty in China and the Phoenix is the symbol of female royalty. [...] Inside ‘The Mandarin Jet’ are two authentically-styled ‘Moon Gates’ – also one of the proud trademarks of CAT. The Moon Gate is a heritage of the Tang dynasty (618-907 A.D.). The story is that one of the Tang emperors had a dream that he went to the moon. When he

304 Mandarin Jet passengers were also given golden “Lucky Dragon” pins; see https://www.cia.gov/about-cia/cia-museum/experience-the-collection/index.html#!/artifact/132.
awakened, he was so fond of recalling the dream that he had all of the gates to his palaces made in the shape of a moon to remind him of his soporific experience.”

The seven pilots chosen as first and second pilots of CAT’s “Mandarin Jet” all were among the original pilots, when CAT was founded in mainland China in late 1946. They are Felix Smith, Douglas H. Smith, Harry B. Cockrell, Stuart E. Dew, Weldon D. Bigony, Paul R. Holden, and David G. Davenport. System operators of the new Convair 880 were Y. F. Lam, J. Tang, S. Pan, and T. S. Wang. “All have been through extensive ground school training in Taipei where Convair instructors pronounced them among the top ‘students’ they had ever encountered. Ground school was followed by extensive flight training at the Convair plant in San Diego under the experienced and expert hands of Convair’s test pilots.”


“At exactly 11 minutes after nine on the bright, sunny morning of July 11, Her Excellency Madame Chiang Kai-shek cut with golden scissors a Chinese red ribbon to inaugurate the ‘Mandarin Jet.’ [...] The inaugural ceremony in Taipei was simple but impressive. The First Lady arrived on the field a few minutes before nine o’clock, accompanied by Madame Chen Cheng, wife of China’s Vice President, and Madame Shen Yi, wife of China’s Minister of Communications. They greeted those who already had taken their place on the inaugural

stand: The Honorable Chang Shou-hsien, Vice Minister of Communications; Admiral Felix Stump (Ret.), Chairman of the Board of Air Asia, and Mrs. Stump; Dr. Wang Wen-san, Chairman of the Board of Civil Air Transport Company, Ltd.; and Hugh L. Grundy, President of CAT and Mrs. Grundy.

A minute later, the Ministry of National Defense band played the National Anthem of the Republic of China and the modest ceremony had begun. Approximately 300 guests, including many top military and diplomatic figures, were on hand. Soon, the petite figure of the First Lady was before the microphone. ‘This is the first time’, she said in a brief inaugural address, ‘that the Republic of China has had a modern jetliner bearing her national flag. It is my sincere wish that more commercial jetliners will soon carry our national flag to all countries in the free world.’ [...] As she ended her brief remarks, she left the inaugural stand and ascended the sierra gold ramp to the forward door of ‘The Mandarin Jet’ where stewardess Lily Ssu awaited with the golden scissors, encased in glass and lying on a quilt of red. With a flash of the scissors, the red ribbon parted and fell to the ground. ‘The Mandarin Jet’ had been inaugurated, dedicated.”


“The First Lady stepped through the cabin door and was greeted by CAT’s Senior Jet Pilot, Captain Stuart E. Dew, who showed her the flight deck of the magnificent new aircraft. After she and Madame Chen and Madame Shen had signed a yellow satin special guest register, the group was escorted through ‘The Mandarin Jet’ by President Grundy. A long-time aviation enthusiast, the First Lady asked a number of questions about the new airplane and showed a lively interest in the decor before she departed a few minutes later. The Dr. Wand opened the ceremony with brief welcoming remarks. [...] At the morning reception and the larger reception in the afternoon, nearly 2,000 persons trooped through the plane and marvelled at the unique Chinese decor. The next day it was on to Hong Kong for the maiden flight.”

The introduction of the Mandarin Jet service really meant the beginning of a glorious new era for Civil Air Transport. But, of course, most of the aircraft that CATCL flew during the 1959-68 period were just the usual “workhorses” coming from the CAT-Air America-Complex: In September 1960, plush C-46 B-856 was used on the “Around-the-Island” service.309 Until late January 61, DC-4 B-1002 was also used on the Seoul-Tokyo-Okinawa-Taipei run. But when this aircraft came in to Taipei on 28 January 61, this had been the last scheduled flight to be flown by a CAT DC-4.310

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309 Letter dated 16 September 60, sent by Robert Rousselot, Vice-President Operations, to George Doole, Managing Director, at UTD/Bisson/B5, microfilm reel no. 4.
On 20 June 1964, C-46 B-908, which had flown out of Taipei for some time, crashed near Taichung after take-off from Taichung en route to Taipei, causing 57 fatalities. The cause of the accident seems to have been an attempt to hi-jack the aircraft, because, as the medical examiner noticed, the pilot had “a small hole at the right side of the face”.\(^{311}\) This was a first blow to the image of CAT, who had always been proud of their safety records. But business continued as usual: On 7 July 64, Convair 880 B-1008 and DC-6B B-1006 flew the international scheduled services, and DC-4 B-1004 as well as C-46 B-912 flew the domestic schedules.\(^{312}\) On 1 November 65, we have again the Convair 880 and the DC-6B on international schedules, but only C-46 B-912 on domestic schedules.\(^{313}\) On 8 April 66, we have the same 3 aircraft in CATCL service, plus C-46 B-154 as a backup aircraft for the Round-the-Island flight.\(^{314}\) And on 4 May 66, we have exactly the same situation regarding the aircraft in CATCL service.\(^{315}\)

The glorious days of the “Golden Worm”, as the Mandarin Jet was also called, ended in January 1968, when the Mandarin Jet was sold to Cathay Pacific Airways, Hong Kong, as VR-HGA. At the same time, i.e. on 16 January 68, former Southern Air Transport Boeing 727-92C N5093 was bought by Air America and resold to Air Asia for use by CATCL, becoming B-1018.

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\(^{311}\) For details, see the C-46 file of *The Aircraft of Air America*.

\(^{312}\) Aircraft Status as of 7 July 64, in: UTD/Kirkpatrick/B1F1.

\(^{313}\) Revised Status of Aircraft as of 1 November 65, in: UTD/Kirkpatrick/B1F1.

\(^{314}\) Revised Status of Aircraft as of 8 April 66, in: UTD/Kirkpatrick/B1F1.

\(^{315}\) Status of Aircraft as of 4 May 66, in: UTD/Hickler/B1F2.

\(^{316}\) For details see my file *The Jets within The Aircraft of Air America*. 

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The remains of CAT 727 B-1018 after its crash
(with kind permission from Ward S. Reimer)

So on 1 May 68, there are no longer any international scheduled flights, and DC-6B B-1006 is based at Taipei as a spare aircraft. But C-46s B-912 and B-154 are still assigned to CAT’s domestic services, B-912 as the primary aircraft and B-154 for backup. On 15 August 69, these 2 C-46s are stored, and the DC-6B is on lease to Royal Air Lao as XW-PFZ.

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