1) Civil Air Transport, Taipei: scheduled flights

Scheduled flights during the Korean War:

(CAT Bulletin, vol. IV, no.8, September 1951, p.25)
As the advertising above suggests, during the build-up of the fleet for Booklift, CAT did not open new scheduled flights. And for the scheduled flights it already operated – the Round-the-island service and the routes to Hong Kong and Tokyo –, the Company needed 1 C-47 and 2 C-46s. That is how CAT’s Director of Operations Joe Rosbert calculated on 3 October 1950.\footnote{Periodic Report no. DO-1-1143 dated 3 October 50, in: UTD/Rosbert/B1F3.} The Tokyo-Singapore flight was made by a POAS DC-4 all the time, so it does not appear in these calculations. Two weeks later, on 16 October 50, CAT C-47 XT-801 was non-operable, i.e. out for maintenance, so that 2 C-46s had to do all commercial flying; but it was hoped that for the first part of November 50, 1 C-47 could be sent to Indochina.\footnote{Periodic Report no. DO-1-1192 dated 16 October 50, in: UTD/Rosbert/B1F3.} After Whiting Willauer had to cancel all C-47 operations on 17 October 50, because pilot Dudding had violated several safety regulations all of which had been reported to FEAF,\footnote{Periodic Report no. DO-1-1208 dated 31 October 50, in: UTD/Rosbert/B1F3.} this plan had to be postponed, and on 31 October 50, we have again only 2 C-46s assigned to CAT’s commercial operations with the same situation projected for mid-November.\footnote{Periodic Report no. DO-1-1208 dated 31 October 50, in: UTD/Rosbert/B1F3.} On 20 November 50, we have 1 C-46 and 1 CAT-owned C-47 assigned to commercial flights, and the same aircraft are projected for the first part of December 50.\footnote{Periodic Report no. DO-1-1310 dated 2 December 50, in: UTD/Rosbert/B1F3.} On 2 December 50, we have again 1 C-46 and 1 C-47 assigned to CAT’s commercial flights, and the same is also projected for the middle of December.\footnote{Periodic Report no. DO-1-1343 dated 18 December 50, in: UTD/Rosbert/B1F3.} On 18 December 50, we have again 2 aircraft assigned to commercial operation, probably again 1 C-46 and 1 C-47, and the same was projected for the end of December.\footnote{CAT’s Flight Control Board at Tachikawa, as of 7 February 1951, in: UTD/Matsis, photo no. 1-TM1-1-PB11.}

On 7 February 51, C-46s XT-38 and XT-904 as well as C-47 XT-809 were based at Taipei, apparently for commercial service,\footnote{Memorandum dated 11 September 51, sent by CAT’s President to the Board of Directors, pp.2–5 (in: UTD/Leary/B20F9).} so we are now back to the situation that Joe Rosbert had calculated on 3 October 50. During the spring and summer months of 1951, a lot of C-46s and some C-47s were used for service in New Zealand as well as for long range charters, but the overall situation of CAT’s commercial flying did not change that much, so that in September 1951, only 3 out of 30 aircraft belonging to the fleet of CAT Inc. were in “commercial” use, that is probably flew scheduled services out of Taipei: C-46 B-860 as well as C-47s B-809 and B-815.\footnote{Memorandum dated 11 September 51, sent by CAT’s President to the Board of Directors, pp.2–5 (in: UTD/Leary/B20F9).} In December 1951, CAT depicted its network like this:

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CAT C-46s in 1951 (UTD/Hickler, photo no. 1-DH53-6-PB250)

On 7 February 51, C-46s XT-38 and XT-904 as well as C-47 XT-809 were based at Taipei, apparently for commercial service,\footnote{CAT’s Flight Control Board at Tachikawa, as of 7 February 1951, in: UTD/Matsis, photo no. 1-TM1-1-PB11.} so we are now back to the situation that Joe Rosbert had calculated on 3 October 50. During the spring and summer months of 1951, a lot of C-46s and some C-47s were used for service in New Zealand as well as for long range charters, but the overall situation of CAT’s commercial flying did not change that much, so that in September 1951, only 3 out of 30 aircraft belonging to the fleet of CAT Inc. were in “commercial” use, that is probably flew scheduled services out of Taipei: C-46 B-860 as well as C-47s B-809 and B-815.\footnote{Memorandum dated 11 September 51, sent by CAT’s President to the Board of Directors, pp.2–5 (in: UTD/Leary/B20F9).} In December 1951, CAT depicted its network like this:
The pointed line from Taipei to Manila indicates a service that CAT had been flying by arrangement with Philippine Air Lines in accordance with the Agreement on Air Transportation reached between the Philippines and Chinese Government on 23 October 50. But in 1951, the Chinese Government designated Foshing Air Transport Corp,\textsuperscript{10} to operate the air route between Taipei and Manila. On 24 May 51, Foshing had already been granted a route license to fly between Taipei, Kaohsiung and Makung, for which 2 PBY’s were used. Foshing then acquired a C-46 and, in October 51, applied for permission to fly scheduled air services between Taipei and Manila, which hitherto had been carried by CAT. The Chinese CAA granted this route to Foshing and no longer to China’s flag carrier CAT – an act of Chinese nationalism or some sort of revenge, as CAT had never submitted complete financial statements that had been requested by the Chinese Government?\textsuperscript{11}

After leaving the consortium that was to form Japan Airlines in 1951, CAT put its C-47 B-801, which had been completely plushed for service in Japan, onto the Round-the-island service in October 1951\textsuperscript{12} – with a new color scheme that seems to have been derived from C-47 B-801 as it appeared in September 51

\textit{(CAT Bulletin, vol. IV, no. 10, November 1951, p.1)}

B-801 in CAT’s new standard colors

\textit{(UTD/Kirkpatrick/B29)}

the colors of the future Japan Airlines. Two months later, on 2 December 1951, CAT’s C-46 B-848 landed at Bangkok; it was probably the first CAT aircraft that appeared in another new

\textsuperscript{10} Sometimes also quoted as Fushing or Fooshing Airlines, but the photo in Legg, \textit{Consolidated PBY Catalina}, p.148, shows the title painted on the aircraft as “Foshing Air Transport Corp.”

\textsuperscript{11} Leary, Manuscript, chap. III, pp.85-87, in: UTD/Leary/B19F1.

color scheme – the colors that were to become CAT’s standard colors for many years. The January 1952 issue of *CAT Bulletin* explains: “CAT, which is the authorized agent of the Chinese Nationalist Government under the Sino-Thailand Civil Air Agreement, had been in negotiation with officials of the Thai Government for the past year, made an inaugural flight to Bangkok on November 4th of last year. At that time, members of the Free Chinese Press and Arthur Goul of the United Press were guests of the company on the round trip flight from Taipei. […] CAT’s weekly scheduled flight to and from Bangkok already has proven an important link between Taiwan and the hundreds of thousands of overseas Chinese residing in Thailand. It was a busy week of celebration for the people of Thailand. The King’s birthday fell on December 5th. On that same night CAT gave a dinner and reception for members of both the Thai and foreign press at Bangkok’s Pacific Hotel. Many toasts were drunk to the health of the Thai King and Generalissimo Chiang Kai-shek and to the continued friendship of both countries and their peoples. […] Arriving in Bangkok to participate in the festivities were General and Mrs. Chennault […].”

CAT C-46 B-848 displaying its new colors at Bangkok in December 1951

(*CAT Bulletin*, vol. V, no.1, January 1952, pp.11 and 7)

Two CAT C-46s at Hong Kong on 23 Dec. 53 (B-842) and on 30 Nov. 53 (B-856)

B-842 in the colors used 1950-57, B-856 in the new colors introduced in December 1951

(*CAT Bulletin*, vol. VI, no. 7, July 53, p.16)

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13 As can be seen above, even C-47 B-801 was soon repainted in CAT’s standard colors of the fifties.

14 This flight apparently replaced the old weekly service flown by the POAS DC-4.


16 Only in 1953, CAT decided to standardize this paint job. At that time, only DC-4 B-1002 as well as C-46s B-860, B-848, and B-856 had been painted that way. (*CAT Bulletin*, vol. VI, no. 7, July 53, p.16).
Apart from this contract work and in addition to the domestic and international airline services already mentioned, CAT started scheduled airline services to Pusan in South Korea on 30 March 1952 and to Manila on 26 June 1952. Also in March 1952, CAT was granted landing rights for scheduled commercial flights to Naha Airbase, Okinawa. On 19 September 1952, CAT established regular DC-4 schedules for the Hong Kong-Taipei-Tokyo route. This flight started with the Taipei-Hong Kong leg and also included the continuation from Tokyo to Pusan. As CAT Bulletin stated in October 52: “The plane will fly from Taipei to Hongkong and return every Friday. That night it will fly direct to Tokyo. The following morning it will make a flight to Pusan and return to Tokyo before leaving for Taipei, again non-stop, at midnight Saturday. It will arrive in Taipei at approximately seven AM, and after a short stopover, will again fly to Hongkong and return to Taipei on Sunday.”

First scheduled flight of DC-4 B-1002 on 19 Sept.52 (CAT Bulletin, vol. V, no.10, p.1)

CAT C-47 B-815 at Hong Kong, Kai Tak airport on 13 September 56 (UTD/Kirkpatrick/ slide no. 1KP-A3-SC4076)

CAT international schedule effective 19 September 1952  
CAT domestic flights on a Friday, effective 1 April 53

Already in the fall of 1952, CAT used C-47 B-809 on the “Round-the-Island-Flight” and on other domestic services. Apparently, these flights were considered to be easy flying, as from time to time, they were also given to CAT’s special mission pilots – like a compensation after these pilots had flown some hard special missions. So, on 9 September 52, “Doc” Johnson, who often flew the dangerous overflights over mainland China in a B-17, made the domestic run in B-809: Taipei-Tainan-Makung-Tainan-Taitung-Hualien-Taipei.

“Doc” Johnson’s log book showing him as pilot in command of C-47 B-809 doing the “Round-the-Island-Flight” on 9 September 1952
(with kind permission from James Johnson)

In the spring of 1953, CAT still used C-47 B-809 on the “Round-the-Island-Flight” and on other domestic flights, and among the pilots who flew those routes was also CAT’s PBY pilot Connie Seigrist, who often supplied the CIA installations on the islands lying off the China coast, seen here with his wife, flight attendant Nora Sun, a granddaughter of Sun Yat-Sen.20

A page from Connie Seigrist’s log book kindly supplied by his son Steve: On 3 June 53, he was the pilot in command of CAT C-47 B-809 making the “Round-the-Island-Flight” plus an extra flight to Hualien and back to Taipei.

20 E-mail dated 3 December 2012, kindly sent to the author by Steve Seigrist.
Nora Sun and Capt. Connie Seigrist, probably taken in 1956
(with kind permission from Steve Seigrist)

CAT DC-4 B-1002 at Seoul on 9 September 54
(CAT Bulletin, vol. VII, no.10, October 54, p.34)
Sometimes, additional flights were added on the domestic network. As the Monthly Reports published by CAT’s Operations Division are available for January and February 1954, we have a more complete picture for these two months: The January report lists 3 extra C-47 Tainan/Makung/Tainan shuttles and one extra C-47 Taipei/Hualien/Taipei shuttle, and the February report lists five extra Taipei/Hualien/Taipei shuttles flown by both C-47 and C-46 and one Tainan/Makung/Tainan extra shuttle flown on 23 February 54. Sometimes, bad weather caused severe problems: “A heavy snow-fall in the Tokyo area was the cause of an interruption in this month’s [i.e. in the January 1954] schedules. This interruption occurred on January 25 and has contributed to not only poor airport conditions, but also to poor traffic conditions in metropolitan Tokyo and suburbs. The snow lasted for more than six days. […] On the night of January 23/4, only two aircraft departed Tokyo International Airport. Civil Air Transport was the only airline to maintain schedule inspite of the snow-fall; the deciding factor for this was that CAT’s Maintenance Division did have a set of wing covers available.”

On 8 August 54, CAT was awarded China’s first Air Safety Citation for its perfect safety record. On 17 August 54, a new leg was added to CAT’s Round-the-Island-flights – the Taipei-Taichung leg. The following month, on 9 September 1954, the Pusan service was extended to Seoul. By this time, the Korean War had ended with the partition of the country on 27 July 1953, and the CAT service was perceived as an important link between the emerging new nation of South Korea and other anti-communist countries in eastern Asia, acting as a communications channel for businessmen, politicians, and military advisors – and certainly also for clandestine agents. “CAT’s luxurious four-engine Douglas aircraft, B-1002, took off from Taipei on the night of September 8, 1954 on an inaugural flight to Seoul to mark an auspicious event in the history of CAT. […] With Capt. Roy Watts at the controls and ‘Pinky’ Pinkava as First officer co-pilot, the plane arrived in Tokyo before dawn the next morning. Among those on board were President A. T. Cox, Vice-President C. J. Rosbert, Chief Pilot Paul Holden, Special Assistant to President John H. Mason, and Taipei PRO photographer Dennis Chin. […] In Tokyo eleven representatives of the press and wire services joined in the flight […]. The crew, which took over before resuming the flight to Korea at 8.30 a.m., comprised Capt. Eric Schilling, co-pilot S. Pan, F/O P.C. Mok, Flt. Engineer Rudolph Basco, Chief F/A Harry Kwan, Chief F/S Doris Chao and F/S Eva Kiang. […] The Korean coastline appeared on the horizon shortly after noon and by 1.15 p.m. the CAT plane had landed on the Seoul City Airport. […] Special sedans took the guests to the Bando Hotel where a cocktail party was held to celebrate the inaugural flight. […] After a busy day of activities and excitement, the inaugural party returned to Taipei via Tokyo. […] Seoul joins the twelve cities along the CAT ‘Route of the Island Chain’. Flights to Seoul depart Hongkong every Sunday, Wednesday and Friday at 6.00 p.m.”

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26 Leary, Perilous missions, pp.113-26; Robbins, Air America, pp.54-56.
Scheduled flights 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, but in 1956, the aircraft returned to Asiatic Aeronautical and then, in early 1956 and early 1957, they were sold to Delta Air Lines via a broker called R. Hewitt Associates. This type of interchanges continued as long as the group of companies existed, i.e. until the mid-seventies, but it is not always quite clear, why the ownership of each aircraft was transferred to one of the other companies. In some cases, it may have been a pure formality. For example, on 24 October 1960, Air Asia C-46s B-848 and B-860 were sold to CATCL, while, on the very same day, CATCL C-46s B-866 and B-870 were sold to Air Asia – each aircraft for one Dollar ($1.00), as is testified by the respective bills of sale in the possession of the Air America Archives. The reason for this transfer is unknown, but may be guessed, as it is known that at least B-866 had long-range tanks installed since 1953 and was used for supply drops to Cuban guerrillas since late 1960, while, still in October 60, B-870 went to Los Hermanos Sebastian y Gómez SA, Panamá, the CIA cover company for the same operation to Cuba. In some cases, however, there is a more obvious explanation for this type of transaction: Often, it was less expensive to operate an aircraft under Taiwanese flag than to operate a FAA-certificated and US-registered aircraft, but when the customer requested the latter, ownership had to be transferred from Air Asia to CAT Inc or to Air America: This was the case for C-46F B-920, which for service in the Ryukyus had to be reregistered N67985 on 21 June 64. In the case of Air Asia’s C-54G B-1004, which was to be used on the USAF Booklift contract from Japan to Korea, the aircraft was bought by Air America, reregistered as N12191 on 27 September 65 and adapted to FAA standards for passenger service.\(^{28}\)

\(^{28}\) Minutes of Meeting of the Executive Committee of Air Asia Co Ltd and Air America Inc of 6 April 65, in: UTD/CIA/B7F4.
Civil Air Transport  C-54A B-1002
at Hong Kong 21 Oct. 57  in Mandarin colors at Taipei 30 Sept. 59
(UTD/Kirkpatrick/slide B 1032)  (UTD/Kirkpatrick/slide A 5113)

Although, in this way, the three companies got very close to each other, only CATCL was looking for publicity, whereas aircraft operated by CAT Inc on contract (and, of course, on clandestine) services did not carry any airline markings, but only a very large registration number on the dorsal fin. On 16 June 56, CATCL became an active IATA member,29 the 17th airline in the world. On 25 October 56, CAT celebrated its Tenth Anniversary. Ten-year pins were presented to employees at the Taipei International House following a cocktail reception for the general public at the Taipei Grand Hotel. On 3 April 57, the first wedding in the air on a CAT international flight was performed at an altitude of 9,000 feet. Bride and groom were in Chinese traditional wedding garments.30 In their Second Annual Report of 31 March 57, CAT was proud to announce that “the Air Transport Licensing Authority in Hong Kong has issued licenses to the Company for extension from Hong Kong to Bangkok twice weekly of the thrice weekly services over the route Seoul-Tokyo-Okinawa-Taipei-Hong Kong.”31 A formal agreement between CAT and Hongkong Airways on the exchange of traffic rights beyond Hong Kong and Taipei was entered on 11 June 1957.32 On 28 May 57, the Taipei-Manila service increased to two scheduled flights a week.33 As CAT’s Taipei Daily Flight Schedule of 7 June 57 reveals, only 3 of their aircraft were used for scheduled flights at that time: C-47 B-801 on flights 301/300 (probably the Round-the-Island service), DC-4 B-1004 on flights 151/150, and DC-4 B-1002 first flew to Hong Kong and back (flights 201/200) and then in the evening to Tokyo via Naha, Okinawa (flight 100). CAT C-46 B-146 was on a US Government charter flight from Taipei to Kadena, Okinawa, then to Guam, then to “N” and back to Kadena. Apparently, the organization operating these US Government charters out of Taiwan was Asiatic Aeronautical Co Ltd on contract to CAT Inc.34 C-46 B-130 apparently

34 The “Second Annual Report of the Board of Directors of Civil Air transport Company Limited for the fifteen months ending 31 March 1957” (in: UTD/CIA/B11F2) states that “Company-owned C-46 aircraft continued to be leased to CAT Incorporated and were productive of favorable rental revenues. These aircraft were in turn leased by CAT Incorporated to Asiatic Aeronautical Company Limited and utilized by the latter in the
came back from Manila in the early morning and then was used on a fish charter to Tainan, and C-46 B-860 was ferried to the Main Maintenance Base at Tainan, as soon as it had arrived from Okinawa.\textsuperscript{35}

CAT’s Taipei Daily Flight Schedule of 7 June 57 (in: UTD/Walker/B7F4, Nov. 55-June 57)

Due to the lack of sufficient load, flights between Okinawa and Iwakuni were discontinued on 15 August 1958 and the Iwakuni Station was closed.\textsuperscript{36}

\textsuperscript{35} CAT’s Taipei Daily Flight Schedule of 7 June 57, in: UTD/Walker/B7F4, Nov. 55-June 57.

On 16 October 58, CAT commenced daily service between Taipei and Hualien at the request of the Republic of China Government, as Foshing Airlines had suspended their service to Hualien the day before. But CATCL was always stressing the luxury of its service: In September 58, they had bought DC-6A/B B-1006, and on 14 October 1958, the new luxurious “Mandarin Flight” DC-6Bs “Skychief” service was introduced, which linked Taipei with the capital cities of the region with superb on-board service which were to become a favorite with passengers throughout the Orient. This led another US airline, Northwest Orient Airlines, who was then flying to Tokyo, Seoul and Manila and who had noticed the CIA’s interest in the area, to complain to the Civil Aeronautics Board in 1959, that private aviation industry should not be interfered with by government competition. But the CAB came down on the side of the CIA.38
Scheduled flights, 1959-1962:

One of the changes introduced in 1959 was the full use of C-46 type aircraft on CAT domestic flights, which was implemented on 23 May 59 with the completion of the new Makung runway. On 31 August 59, “Doc” Johnson flew the Round-the-Island service with C-46 B-856. But on 1 August 59, the Taipei-Hong Kong flights were reduced from 4 to 3 per week, and on 16 October 59, the thrice weekly additional Tainan-Makung-Tainan flights were suspended, leaving only the daily flights between those points. On 1 June 1960, CATCL opened a Western Sales Office at Burbank, California, with C. K. Tseng appointed as Station Manager, Western United States, to head this office. The purpose was to enable direct contact with US travel agencies and to promote travel to the Orient on CAT’s “Mandarin Flights”. On 3 August 60, CAT again increased its Hong Kong scheduled flights to four per week, and effective 19 November 60, even a fifth weekly Taipei-Hong Kong-Taipei flight was started. In September 1960, plush C-46 B-856 was used on the “Around-the-Island” service.

CAT C-46 B-856, probably on Taiwan in September 60

(UTD/Leary/B30F5)

44 Anonymous, “20 years of CAT”, in: UTD/Leary/B21F3.
46 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.
In late March 61, CAT began a once weekly service to Osaka,\textsuperscript{47} using the “Mandarin Flight” DC-6B.\textsuperscript{48} In the meantime, CAT had already become well known for its luxury. On 12 July 1961, CAT took its luxurious “Mandarin Flight” service a step further, when the Company introduced the Convair 880-22M jetliner (B-1008) into service. Its inaugural flight was from Taipei to Hong Kong and Bangkok. The day before, Madame Chiang Kai-shek had cut the ribbon to inaugurate this aircraft, which had already appeared on a postage stamp at the beginning of the month: On 1 July 61, the Republic of China Government issued a civil air service postage stamp to celebrate the 40\textsuperscript{th} anniversary of civil air service in China, using CAT’s “Mandarin Jet” as the central theme, with the ROC flag on one side and the bi-plane which started civil aviation in China on the other side.\textsuperscript{49} This aircraft became soon known to

![The Republic of China air service stamp of 1 July 1961](in the possession of the author)

be the most gracious airliner in the Far East, as its fuselage was lavishly decorated with authentically styled Chinese designs, whose interior was like an oriental palace, and whose flight attendants in traditional \textit{Chi pao or Cheongsam} uniforms added to the aura of Chinese splendor. “On July 12, 1961 the Civil Air Transport (CAT) CV-880M ‘Mandarin Jet’ entered service operating as the Taiwan flag carrier from Taipei to Hong Kong, and then flew on regular service to Bangkok, Manila, Okinawa, Osaka, Seoul and Tokyo. […] CAT CV-880M Mandarin Jet Flight Crew Members List: Captains: Weldon Bigony, Harry Cockrell, Stuart Dew, Hugh Hicks, Paul Holden, Doug Smith, Felix Smith. Co-Pilots & Flight Engineers (Convair term for FEs was Systems Operators); though dual qualified only a few ever flew as


\textsuperscript{49} Anonymous, “20 years of CAT”, in: UTD/Leary/B21F3.
co-pilots as Captains usually flew as co-pilots.: C.P. Chang, Joe Chang, M.L. Lai, Y.F. Lan, Stan Pan, T.S. Wang, K.C. Wong, P.H. Wong, Rex Yung.**50** Additionally, on 12 August 61, a bi-weekly domestic jet schedule was inaugurated between Taipei and Tainan using the Convair 880 – the first domestic jet service to be operated within the Republic of China.**51**

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CAT Convair 880 B-1008
(kindly submitted by Steve N. Stevens)

A couple of days before, on 28 July 61, CATCL operated its last scheduled international flight by the DC-4 Skymaster. All of CAT’s international flights from this date were operated by the Convair 880 and the DC-6B, so that the DC-4s were reserved for Round-the-Island domestic flights, charter flights and extra-section flights.**52** On 2 August 61, CAT augmented flights to Tokyo and inaugurated a DC-6B flight into Osaka.**53** The situation at Taipei during the early sixties is well described by Ward Reimer: “I was sent to TPE with Fred Duvall after Geo Stevens resigned. We had the CV880 B-1008 and the DC-6 B-1006 along with one or two C-46s for the ‘RIF’ round the Island Flights. The PBY B-825 was also to do the Matsu and Quemoy Flights.”**54** In January 62, C-46 B-908 was used on the Round the Island Flights, flown on 23, on 24, and on 27 January by “Doc” Johnson.**55**

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50 Bart J. Crotty, “Civil Air Transport’s Convair CV-880M Mandarin Jet – Truly One of a Kind”, unpublished manuscript kindly forwarded to the author by Ward S. Reimer on 27 February 2008 by e-mail.
Scheduled flights, 1962-1968:

In spite of introducing the Convair 880, CAT’s DC-6B continued to fly from Taipei to Hong Kong, Bangkok, and Japan. On 16 May 62, Hualien’s new runway was opened, and the first aircraft to come in was CAT DC-6B B-1006 from Taipei. In 1962, CAT operated the following international flights with Convair 880 and DC-6B aircraft: Taipei-Hong Kong-Taipei – mostly 5 times per week, but in April, September, and October 7 times per week; Taipei-Hong Kong-Bangkok-Hong Kong-Taipei mostly twice per week, but in April, September, and October 4 times per week; Taipei-Okinawa-Tokyo-Seoul and the same way back twice a week; Taipei-Tokyo-Seoul once per week; Taipei-Okinawa-Osaka and the same way back twice per week; and Taipei-Manila-Taipei twice per week. In 1962, CAT’s domestic flights comprised the route Taipei-Taichung-Tainan-Makung and the same way back as well as Taipei-Hualien-Taipei via C-46 and Taipei-Tainan-Taipei via Convair 880. Beginning 15 December 62, scheduled round trip services were provided from Tainan to Kaohsiung to Taitung. On 31 March 63, the DC-6B was converted to all economy class seating in order to facilitate tour group travel in the Far East. On 1 June 63, CAT added another jet stopover weekly at Okinawa to better meet the needs of the travelling public. At that point, CAT had six jet flights per week to Naha, Okinawa plus tour flights weekly by DC-6B. A couple of days later, on 5 June 63, CAT inaugurated its third jet flight to Okinawa, totaling 10 flights weekly into Okinawa, 5 northbound and 5 southbound. On 7 October 63, CAT inaugurated a weekly Mandarin Jet service from Taipei to Manila, in addition to the 2 DC-6B flights it already operated. On 15 December 1963, CAT inaugurated a new service to Taitung and

CAT DC-6B B-1006 at Hong Kong on 18 October 64
(UTD/Kirkpatrick, slide A 5620)

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56 Air America pilot Ben Coleman flew that service since he had been reassigned to Taipei in 1964 (Interview with his daughter Leigh Coleman Hotujec by Steve Maxner; TTU Oral History, document no. OH0178, p. 23 of the written version).
60 Anonymous, “20 years of CAT”, in: UTD/Leary/B21F3.
On the domestic air routes, CAT also used DC-4s in 1963, and during the latter part of 1963, DC-4s even replaced C-46s on most domestic routes. Since January 64, all domestic flights were operated daily, and flights to Taitung were suspended. In 1964, the weekly frequencies of some of the air routes were altered from time to time to meet business and operational requirements, as tabulated below:

<table>
<thead>
<tr>
<th>Air Route</th>
<th>Type of Aircraft</th>
<th>Frequency of Flights</th>
</tr>
</thead>
<tbody>
<tr>
<td>TPE-KAO/KAH/TPE</td>
<td>CV882M</td>
<td>7 5 6 7</td>
</tr>
<tr>
<td>TPE-KAO/KKH/KKL/KKH/TPE</td>
<td>CV882N</td>
<td>3 3 4 5</td>
</tr>
<tr>
<td>TPE-HKL/KHL/TPE</td>
<td>CV882N</td>
<td>2 2 2 1</td>
</tr>
<tr>
<td>TPE-OXL/OBA/OBA-OXL/TPE</td>
<td>CV882N</td>
<td>1 1 1 1</td>
</tr>
<tr>
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<tr>
<td>TPE-OKL/TO/OKL/TO/OKL/TPE</td>
<td>CV882N</td>
<td>0 0 0 1</td>
</tr>
<tr>
<td>TPE-OXL/OBA/TO/OKL/TO/OKL/TPE</td>
<td>CV882N</td>
<td>0 0 0 1</td>
</tr>
</tbody>
</table>

On the CV-882N flight, both first-class and economy-class services were offered. On the DC-69 flight, as in the previous year, only economy-class service was offered.

On the domestic air routes, scheduled flights were operated with CV-882N, DC-4, and C-46 types of aircraft. During the year, there were considerable variations in the air routes covered and the frequencies of flights, as indicated below:

<table>
<thead>
<tr>
<th>Air Route</th>
<th>Type of Aircraft</th>
<th>Frequency of Flights</th>
</tr>
</thead>
<tbody>
<tr>
<td>TPE-TAO/KKL/TAO/KKL/TAO/KKL/TPE</td>
<td>C-46</td>
<td>1 daily</td>
</tr>
<tr>
<td>TPE-TAO/TAO/KKL/TAO/TAO/TAO/TPE</td>
<td>GV882N</td>
<td>1 every 2 weeks</td>
</tr>
<tr>
<td>TPE-KHL/KKL/TPE</td>
<td>DC-4</td>
<td>2 daily (discontinued 11 January 1965)</td>
</tr>
<tr>
<td>TPE-TAO/KKL/KKL/TAO/TAO/TAO/TPE</td>
<td>DC-4</td>
<td>2 daily (discontinued 11 January 1965)</td>
</tr>
<tr>
<td>TPE-TAO/KKL/TAO/TAO/TAO/TAO/TPE</td>
<td>DC-4</td>
<td>1 daily (TWN-TNL section suspended during 1 March - 21 April 1964 due to NGG runway closed to DC-4 operation. Resumed 22 April 1964, when new runway was opened. Flight discontinued 11 January 1965.)</td>
</tr>
</tbody>
</table>

In general, flight operations were conducted normally. However, the B-908 crash ended the accident-free record of the airline dating back to its organization.

From: “Annual Report of the Board of Directors of Civil Air Transport Company Limited for the Fiscal Year ended 31 March 1965”
(in: UTD/CIA/B11F4)

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On 8 December 64, CAT increased its flights from Taipei to Hong Kong and return to 12 flights weekly.\(^{64}\) On 20 January 65, CAT started operating all jet service five times weekly from Taipei to Tokyo.\(^{65}\) Domestic flights were heavily reduced in 1965: As in 1964, the Convair 880 flight to Tainan was operated only once every 2 weeks, and there was only one other domestic route left – the daily C-46 flight Taipei-Taichung-Tainan-Makung-Kaohsiung and the same way back to Taipei.\(^{66}\) On 5 December 65, a direct service between Taipei and Seoul was started, which was augmented to 2 weekly flights by DC-6B on 3 August 66.\(^{67}\) With the introduction of this direct service to Seoul, the old Tokyo-Seoul leg was discontinued in December 65.\(^{68}\) The other change to CAT’s air routes that was introduced in 1966 was that the Taipei-Manila-Taipei flights were changed from 1 Convair 880M and 3 DC-6B to 2 Convair 880M and 2 DC-6B flights.\(^{69}\)

![CAT Boeing 727 B-1018, taken at Taipei in January or February 68](UTD/Foster/B1)

But during the mid-sixties, the star of CATCL began to decline. First, on 20 June 64, Civil Air Transport C-46 B-908 crashed near Taichung after engine fire on takeoff from Taichung en route to Taipei, causing 57 fatalities, including 18 Company employees – apparently an attempted hi-jacking.\(^{70}\) In July 64, DC-4 B-1004 and C-46 B-912 made the domestic flights,\(^{71}\) and from 1965 to CAT’s end in 1968, C-46 B-912 remained the main

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\(^{64}\) Anonymous, “20 years of CAT”, in: UTD/Leary/B21F3.

\(^{65}\) Anonymous, “20 years of CAT”, in: UTD/Leary/B21F3.


\(^{67}\) Anonymous, “20 years of CAT”, in: UTD/Leary/B21F3.


\(^{71}\) “Aircraft Status” as of 7 July 64, in: UTD/Kirkpatrick/B1F1.
aircraft used for domestic scheduled flights with C-46 B-154 as a backup aircraft for the “Round-the-Island” service. In 1965, the Taiwan Government designated China Airlines, which had been formed on 10 December 1959 by a small number of retired Chinese Air Force personnel, the national flag carrier, and CATCL’s routes and licenses were transferred to China Airlines. On 20 April 67, CATCL opened a scheduled cargo route Taipei-Hong Kong- Vientiane-Bangkok, but on 6 October 67, the Chinese Government ordered CATCL to suspend services to and from Manila and to transfer booked passengers to China Air Lines. On 11 October a similar government decision was made for the CATCL service to Seoul, and the cargo run to Bangkok was not allowed to fly via Vientiane. Another effort to ameliorate the situation was made in January 1968, when the former Air America Boeing 727 N5093, which had been used by Southern Air Transport for several years, was transferred to Air Asia for use by CATCL as B-1018 in order to replace the old Convair 880 B-1008, which was sold to Cathay Pacific Airways as VR-HGA at the same time. But the positive effect which had been hoped to follow this measure came to nothing, when shortly afterwards, on 16 February 1968, B-1018 crashed at Linklow, some 11 kilometers north west of Taipei, while on approach to the airport. 21 people were killed in the crash, including 3 Company employees (Vivian Chen, Paul Y.H. King, Betty Tang); 42 people survived.

CAT immediately announced that they were temporarily suspending all international passenger service, i.e. the daily Mandarin flights to Hong Kong and Tokyo and the weekly flights to Bangkok. A week after the accident, the Republic of China Ministry of Communications instructed the Chinese CAA to call a meeting of CAT and China Airlines to determine how CAT would phase out and that China Airlines would take over CAT’s routes. CAT was only permitted to provide cargo service and chartered passenger service. In a press conference held on 4 March 68, Col. Lai, Director, CAA, read a report on the investigation, in which he concluded that the 2 pilots – Hugh Hicks and Stuart E. Dew – were responsible for the accident, and that CATCL was lax in management. Although CAT defended themselves in a press conference on 8 March 68, the Ministry of Communications ruled that CAT was to suspend international contract passenger flights as of 11 April 68, and rumors said that they

73 Leary, Manuscript, pp.647+656, in: Leary/B19F5.
would also suspend CAT’s domestic flights in the near future. As it was considered to be wise to anticipate such a decision, on 13 May 68, CATCL advised the Chinese CAA that it was suspending domestic services as of 28 May 68. CAA approved and turned the routes over to China Airlines. CATCL was no longer a scheduled passenger carrier. By fall 1968, the Republic of China government had accomplished its purpose of establishing China Airlines as its flag carrier. On 31 December 68, CATCL’s air route licenses for scheduled cargo operations originating in Taiwan expired and were not renewed so that CATCL continued to exist only as a ticketing agency. In January 69, the Taipei Court handed down its verdict against the 2 pilots: Dew was not guilty as he had warned Hicks to hold altitude, and Hicks was not guilty as he had developed visual allusions that could occur to any pilot.

The remaining aircraft were transferred to Air Asia and leased to Air America or to Royal Air Lao. What remained of CAT, were some international cargo charters using Air Asia C-54s. Between 18 October 68 and 14 December 69, former CAT pilot “Doc” Johnson flew such irregular cargo services using Air Asia C-54s B-1012 and B-1016 – mostly on the route Bangkok-Hong Kong, with an occasional continuation to Taipei. Until April 69, he used former CAT flight numbers like CT-201 – maybe a nostalgia of better times –, and from May 69 onwards, he used Thai Airways flight numbers like TG-061, although other flights – especially those to Saigon and Vientiane – seem to have been charters to Continental Air Services, who had local bases of operations in both cities. But most of the cargo flights probably had something to do with the Vietnam War. The following picture from “Doc” Johnson’ log book shows the April/May 69 period with the change from “CT-” to “TG-” flight numbers. In 1972-73 however, the frequency of cargo flights had gone down to only 2 Tainan-Kaohsiung-Hong Kong flights in the period between 1 April 72 and 31 March 73.

<table>
<thead>
<tr>
<th>DATE</th>
<th>FLIGHT NUMBER</th>
<th>FROM</th>
<th>TO</th>
<th>AIRCRAFT</th>
<th>CERTIFICATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 APR 69</td>
<td>CT-201</td>
<td>HKG</td>
<td>BKK</td>
<td>Doc class</td>
<td>B1012</td>
</tr>
<tr>
<td>16</td>
<td>CT-201</td>
<td>BKK</td>
<td>HKG</td>
<td></td>
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</tr>
<tr>
<td>18</td>
<td>CT-201</td>
<td>BKK</td>
<td>HKG</td>
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<tr>
<td>22</td>
<td>CT-201</td>
<td>BKK</td>
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<tr>
<td>29</td>
<td>CT-201</td>
<td>BKK</td>
<td>HKG</td>
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<tr>
<td>30</td>
<td>CT-201</td>
<td>BKK</td>
<td>HKG</td>
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<tr>
<td>13</td>
<td>TG-061</td>
<td>BKK</td>
<td>HKG</td>
<td></td>
<td></td>
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<tr>
<td>14</td>
<td>TG-061</td>
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<td></td>
</tr>
<tr>
<td>15</td>
<td>TG-061</td>
<td>BKK</td>
<td>HKG</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Page from “Doc” Johnson’s log book kindly supplied by his son James.

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77 DC-6B B-1006, msn 45550, became XW-PFZ in 68.
78 Pages from “Doc” Johnson’s log book, kindly supplied by his son James Johnson in his e-mail to the author dated 10 August 2013.
Before and after the disaster:

CAT flight attendants in 1965
(kindly submitted by Steve N. Stevens)

CATCL Report of 9 August 74
(in: UTD/CIA/B27F5)
II) Civilian charter flights

There was also some contract work that had nothing to do with the Korean War: On 24 August 1950, CAT C-46 XT-840 flew some 600,000 baby fish from Hong Kong to Tainan. Trucks had hauled the fish from their native habitat in the Chiu Chiang river South of Canton. At Hong Kong, huge tubs were loaded onto the plane, then filled with river water and then with the baby fish. During the flight, two workers kept stirring the tanks. After arrival in Tainan, the fish were off-loaded and dumped into ponds in southern Taiwan. “It’s said that armed men guard the ponds 24 hours a day, seeking to keep off the various feathered and other creatures who enjoy a fish dinner as well as any homo sapiens.”

For November 1950 CAT could report: “Fish charters still going on with a few more this month.” In October 1951, that is a year later, CAT Bulletin had a similar story: “CAT, during recent months, has carried over 50 tons of river water holding countless members of baby fish from Hongkong to Tainan, where they are placed in ponds to grow and spawn. [...] Fished out of the breeding ponds by nets in the New Territories, the little ones, who like human babies need constant care, are lowered into large tubs and trucked to Kai Tak Airfield for transshipment to a CAT plane. From here on ‘Operation Fishlift’ becomes a somewhat intricate problem. First four huge wooden tubs are firmly lashed to the deck of the plane and then filled with water of a content and temperature agreeable to the babies. Then, bucket by bucket, the fish are placed in the tubs. This operation alone takes approximately two hours. During this time, the water in the tubs is perpetually stirred. This must be done in order to avoid jamming and to make the fish feel as if they are at all times in their native habitat. If this is not done they will die within a few minutes. During the trip, which usually takes from three and a half to four hours this stirring never ceases. One man is assigned to each tub and never leaves it while aloft. Upon arrival in Tainan the off-loading which is an exact reverse of the loading takes place and the babies find themselves in a new home.”

“Leghorn hens from Japan to Taipeh and also from Hongkong to Taipeh. Some of the citizens have turned modern and developed a modern poultry farm – CAT to help. Two times weekly – Singapore/Tokyo DC-4 Service. – Freight traffic from Hongkong and Tokyo to Taipeh has increased considerably. The present bonded warehouse we have is not spacious

enough to cope with the situation. We have an extension made.”

In November and December 1950, CAT transported several hundred Leghorn chickens, day old Leghorn chicks and other breeds such as the Rhode Island Red or the Black Astrolop from Hong Kong to Taipei, as poultry raising had become very popular on Taiwan.

Since early 1951, a CAT C-47, mostly flown by James B. McGovern, was permanently based at Saigon to transport supplies within Vietnam for the US Special Technical and Economic Mission, and during the early fifties, American military and economic assistance to Indochina even increased – but these aspects are dealt with in my file Working in Remote Countries: CAT in New Zealand, Thailand-Burma, French Indochina, Guatemala, and Indonesia. Then, from March 1951 onwards, CAT gained wide popularity in the field of international charters, as the September 51 issue of CAT Bulletin noted: “During the past five months, CAT planes have flown over a dozen countries and spanned three continents: Europe, Asia, and Australia in fulfilling these long range flights. Completely engaged in carrying out its support to the Far East Air Force during the fall and early months of 1950/1951, CAT had no planes or crews to spare for any flights beyond a restricted territory. With some easing of the situation in the spring of 1951, CAT was able to fulfill the demand for more long range flights. The first trips went to Australia and back, followed by CAT’s accepting the invitation of the New Zealand authorities to fly the freight for the Railways between the north and south islands of that country. We believe this to be one of the finest examples of CAT service.

“On March 5th two CAT planes took off from Hongkong for Brisbane, Australia, by way of Manila, Labuan, Makassar, Port Darwin and Gloncurry. With Captains Dave Davenport and Stu Dew at the controls, these ships carried 38 passengers each and chalked up 19,880 air miles.” This charter flight resulted in protests from the Government of Taiwan, as the passengers were “Communist seamen” who were to take over a big steamer that had been bought by Red China. On 26 March 51, the Minister of Communications of Taiwan himself sent a mailgram to CAT stating: “1) It is reported that ‘On March 5 CAT at Hongkong supplied two aircraft, XT-50 and XT-870, to Wallem Company […] to carry Communist seamen to New Zealand in order to take over big ocean-going steamer, bought by the Communist bandits. Australian authorities prohibited the steamer to leave port, therefore

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84 Leary, Perilous missions, pp.159 and 162.
85 For details see my file Working in exotic countries: CAT in New Zealand, French Indo-China, Guatemala, and Indonesia.
those Communist seamen chartered again CAT aircraft to return to Hongkong.’ 2) Your business manager Arthur Fung reported that it is a fact that CAT supplied to Wallem Company with aircraft at Hongkong to carry Chinese seamen to New Zealand in order to take over steamer. 3) Why Cat did not give the matter of chartering aircraft to Communist bandits careful consideration in advance. Kindly reply by stating actual and detailed facts for our reference and action.”

Other long range charters were less problematic: “During April Captain D. E. Bussart piloted CAT’s XT-50 from Hongkong to Calcutta carrying 35 passengers adding over 5000 miles to CAT’s air miles flown. May was the high month with one flight to the Fiji Islands, two to Calcutta and two to Hamburg. On the 8th, Captain Norm Schwartz skippered a flight carrying 39 passengers from Hongkong to the Fiji Islands by way of Saigon, Singapore, Sourabaya, Port Darwin, Brisbane, Tontouta and Nandi. And so 7250 more air miles were added to CAT’s ever mounting total.”

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“Early on the morning of the 16th, Captains Harold Wells and Bussart took off from Hongkong in HS-TAD and XT-811 respectively for Calcutta with 56 passengers between them and thereby logged up 8181 air miles.”

That is, “CAT chartered two of its planes to Wallem & Co. of Hongkong to transport 56 seamen from Hongkong to Calcutta. [...] En route to Calcutta the CAT planes put down at Tourane, French Indo-China and Rangoon. On the return trip they landed for refueling at Bangkok, Thailand.”

In June 1951, XT-811 was repainted as B-811, displaying Taiwan’s new country indicator; CAT’s C-47 HS-TAD left Hong Kong on another charter flight on 27 May 51, this time carrying 25 seamen to Hamburg in Germany. HS-TAD was piloted by CAT Captain Roy Watts who was assisted by F/O S.T. Cheung and F/A Harry Kwan. The route was Hong Kong-Bangkok-Calcutta-New Delhi-Karachi-Bahrein-Damascus-Athens-Rome-Hamburg. The return trip also stopped at Amsterdam before reaching Rome, and then the same way back.

Captain P. R. Holden made the second flight to Hamburg, also in late May 1951. “These two trips carried 46 passengers,

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covered over 35,000 air miles. [...] In these eight flights, CAT planes carried a total of 252 passengers, flew over 75,000 air miles and did it all in a little over 430 hours of flying time."

Other contracts of that period include rain-making flights operated over Japan on 27 October 1951 that began the successful relief of drought in Japan: Dry ice cubes and silver iodide were sown into the clouds from CAT C-46 B-130. Apart from this, many cargo charter flights were flown – race horses to New Zealand, Moslem pilgrims to Mecca or a young Siamese elephant from Thailand to Tokyo – as well as charters in Africa, Europe, and all over the Far East in 1951 and 1952. In the early months of 1952, CAT transported two elephants – the first one from Bangkok to Taipei and about 2 weeks later, the second one from Bangkok to Tokyo. Accompanied by her Siamese keeper, Prasong Kaewsuebwongse, the second elephant, Miss Sing Thong, arrived at Tokyo Haneda airport aboard CAT C-46 B-854 – a present to the city of Takasaki from the Cosmopolitan Trading Co of Bangkok.


Miss Sing Thong arrives at Tokyo: *CAT Bulletin*, vol. V, no. 4, April 1952, pp.4/5

In 1951/52, CAT changed its strategy for long distance charters: While before, a CAT aircraft would carry out the whole flight to the final destination, since 1952, CAT tried to make charter arrangements with other airlines, so that CAT aircraft would only fly the Far East leg of the charter tour. “We have been asked to fly ship’s crews to Durban, South Africa; freight and passengers to South America; refugees to and from Cairo and from Hong Kong to Lydda and Europe. […] We have frequently undertaken charters but have sub-contracted a portion thereof when it has been to our advantage. (Eg. Charter Hongkong-Bombay. The Calcutta-Bombay leg was done by Himalayan Airways. Charter Hongkong-Chittagong-Calcutta. The Rangoon-Chittagong-Calcutta legs were performed by Union of Burma Airways).”

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CAT C-47 B-809 in late 1952


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In June and July 1953, CAT operated intensive charter flights to the Middle East. These did not only include the annual religious pilgrimages by the Moslems. Piloted by Captains Paul Holden and M. D. Johnson, two CAT C-46s – B-146 plus another one – flew to Beirut and Damascus to airdrop several thousand pilgrims to Mecca. For these flights, CAT even carried its own maintenance and spares. CAT’s Charter Manager Max Springweiler recalls the problems connected with the pilgrim charters: “These flights did not promise to become lucrative; the principal problem was that there was no paying cargo for the return flight. The pilgrims taken to Saudi Arabia often stayed for weeks and months. They were not available for prompt return flights. Perhaps while waiting in the Near East the plane and crew could find other charter work. [...] Early in 1953 wild storms raged through the island world of the Ryukyus [...], and once again a Greek ship struck a rocky reef off one of those islands. The ship was a total loss, but fortunately the crew was saved. We received the charter flight contract to return the crew to Athens. [...] On July 22, 1953 I said farewell to my wife and children and boarded our plane along with the captain and his crew of twenty-five from the unfortunate ship. I got off in Beirut to look for business in a country completely foreign to me. My good friend and captain of our flight, Bill Welk, took the plane to Athens; after a brief stopover he returned to Beirut to be ready for further work there. [...] Initially my task was not to carry out charters, but to determine if our planes bringing pilgrims from the Far East could be put to any useful work while waiting in Beirut, Damascus or Jedda. [...] A little bit later we were able to begin flying, and that was great. Since all the Arabian airlines were busy with pilgrim flights, we were able to undertake charter flights to Kuwait. Now our machines were loaded with household electric appliances, foodstuffs, many many cases of beer and especially with fresh fruit, and if the delivery of those goods did not arrive, there was always a huge truck loaded with nothing but ice waiting at the airfield. It was not ice cubes, but huge ice blocks, 60 centimeters long and 20-40 centimeters thick, like the blocks of ice I knew from my youth. [...] So the blocks of ice were loaded, and before the pilots, Bill, Arthur Wilson, or Steve Kusack, could get the plane off the ground and into the cooler air above, the ice cargo yielded to the laws of nature; water ran from every hole and opening. There was a huge lake on the airfield, and any takeoff delay meant that our paying cargo shrunk several kilograms per minute. The lighter plane took off without problems. At 4000 meters the temperature was still above freezing, but the ice stopped melting; however on the asphalt strip in Kuwait the temperature was over 50 degrees Celsius, and one really had to hurry to get the ice into insulated containers in as much as they were available. Then through some high command we could no longer use the Beirut airport. What could we do? We transferred our empty plane from Beirut to a desert field in Jordan where we picked up our cargos for Kuwait. [...] I was able to obtain a further charter to transport a ship’s crew from Beirut to Aden. We flew around the Sinai Peninsula and encountered the Red sea from the Gulf of Aqaba. From there we flew along the coast of Saudi Arabia to Port Sudan on the African side. Thermals badly shook the plane making the fifty seamen in the cabin seasick. So we were all happy to have solid ground under our feet in Aden.”

In the Middle East, CAT aircraft flew thousands of pounds of cargo and hundreds of passengers from Damascus and Beirut to Kuwait. In the first three weeks of August, for

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97 For the Hadj to Mecca, CAT planes were chartered to Pioneer Aviation Corporation of Indonesia (Rosbert, The pictorial History of Civil Air Transport, p.203).
instance, 450 passengers and approximately 99,000 pounds of cargo were flown to Kuwait – apparently in connection with the oil industry. “Still in the Middle East, where the CAT flag is becoming the standard of efficient, dependable air service, are B-854, B-846, B-136 and B-146. CAT Captains Welk, Johnson, Wilson and Forte, First Officers C. H. Chu, S. Cheng, T. C. Hwoo and D. H. Wong, Flight Operators N. Soo, V. Li, C. M. Wong and B. Chinfen, and Soha and Disco from Engineering, keep operations moving.”

As to the pilgrim charters, the Islamic trek to Mecca reached its height from 28 August to 1 September 53. CAT planes – including C-46 B-130 piloted by Max Springweiler – flew the route from Djakarta, Dutch East Indies, to Jidda, nearest airport to Mecca, bearing load after load of pilgrims, and bringing them back home a couple of days later.

(CAT Bulletin, vol. VI, no. 8, August 1953, p.21)

On 11 September 1953, CAT had the honor of flying His Highness, the Sheikh Prince Abdullah Al-Mubarak of Kuwait from Beirut to Kuwait in C-46 B-854; during the flight, the Prince enjoyed “co-piloting” with Captain Johnson. CAT’s Charter Manager Max Springweiler recalls: “I [...] succeeded in arranging a charter for the reigning family of Kuwait to take one of the sheiks and his entourage to Kuwait. However, the available C-46 was a cargo plane equipped with only the most primitive seats. [...] I requested that the front

row of seats be removed and replaced by a broad double seat." The following pictures taken from *CAT Bulletin* illustrate that event:

\[\text{(CAT Bulletin, vol. VI, no. 11, November 1953, pp.4/5)}\]

But in September 53, business in the Near East went down, and the last revenue flight noted in “Doc” Johnson’s log book was a flight from Beirut to Kuwait, Bagdad, and Damas-
cus on 11 September 53 in C-46 B-854 – the flight the Prince of Kuwait had taken. After that date there was nothing more – only some test hops at Beirut on 23 September and finally the return flight from Beirut to Hong Kong between 7 and 9 October 53. So although these flights were certainly spectacular because of their exotic nature, they were probably a failure from a purely financial point of view. CAT’s expansion into the Middle East was also stopped by George Doole, for whom CAT had primarily to serve as cover for CIA operations in the Far East.

CAT charter flights out of Beirut in August and September 1953 (Page from “Doc” Johnson’s log book kindly supplied by his son James on 14 February 2013)

However, only the most spectacular charter flights undertaken by CAT aircraft are mentioned in CAT Bulletin. As the Monthly Reports published by CAT’s Operations Division are available for January and February 1954, we have a more complete picture for these two months: In addition to the extra flights chartered by the CIA’s NACC described elsewhere, the Report lists:
- one Taipei/Hong Kong/Taipei fish charter flight on 9 January 54, using C-46 B-146,
- the return trip of a Holiday Charter flight Itazuki/Okinawa/Hong Kong using semi-plush C-46 B-842,
- the return trip of a Tokyo/Hong Kong/Bangkok Christmas charter flight using plush C-46 B-856 on 2 January 54,
- the return trip of Okinawa/Hong Kong Christmas charter flights using 2 C-46s – B-854 and B-146 – on 2 January 54
- the shipment of a Chevrolet sedan from Okinawa to Taipei by C-46 B-146 on 3 January 54, and
- one Okinawa/Hong Kong charter flight moving 39 Chinese construction personnel in bucket C-46 B-146 on 28 January 54.

We have a similar picture for February 1954. In addition to the extra flights chartered by

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104 Page from Doc Johnson’s log book kindly supplied by his son James on 14 February 2013.
105 George Doole, Interview, conducted by Prof. Bill Leary on 21 April 80, in: UTD/Leary/B44F11.
106 See my file CAT, Air Asia, Air America – the Company on Taiwan III: Work for the US Government.
the CIA’s NACC described elsewhere, the Report lists:
- one plush C-46 Taipei/Bangkok Seamen Charter flight on 2 February 54,
- one plush C-46 Tokyo/Pusan/Tokyo charter flight on 9 February 54, transporting 25
  German Red Cross personnel and 2,166 pounds of cargo,
- one C-46 Hong Kong/Taipei/Hong Kong fish charter on 17 February 54, and
- one C-46 Hong Kong/Taipei charter flight on 17 February 54, moving a total of 10,484
  pounds of cargo which included 7,326 pounds SAFE Europe/Tokyo cargo.

In March 54, CAT operated charter flights to Indochina and Vietnam. CAT’s next long
distance charter was flown in the summer of 1954: “Exactly on schedule, 1800 the 31st of
July, [C-46] B-842 with its crew of 5 plus 33 Finish seamen left Hongkong for Pori, Finland.
Seventy-five hours, nine calls, and 7,500 miles later, B-842 touched down at Pori, 125 miles
northwest of Helsinki.” The seamen – including 3 Germans – had delivered the 6,000-ton
cargo ship S.S. Kemio to a Hong Kong buyer, and CAT was to fly them home. The CAT crew
of 5 – Capt. Steve Kusak, Capt. Su Dew, flight operators H. Y. King and C. M. Wang and
flight engineer Y. K. Ma – flew the seamen to Pori in Finland with stopovers at Bangkok,
Calcutta, Karachi, Bahrein, Beirut, Athens, Rome, and Hamburg, with only an hour’s average
stop at each port of call. Only at Hamburg, where the C-46 arrived 6 hours ahead of schedule
and where the 3 Germans left the plane, the party remained for several hours, as the weather
was marginal at Pori. But 8 hours later, the aircraft was airborne again on its final leg to
Finland. On 10 August 54, CAT C-46 B-842 returned to Hong Kong with a load of optical
instruments, chemicals, pharmaceuticals and watches.

At Hamburg and Pori: CAT’s Flight operator H.Y. King and CAT’s Flight engineer Y.K. Ma
(CAT Bulletin, vol. VII, no.9, September 54, p.9)

A similar trip was flown in the fall of 1954 by CAT C-46 B-856, when a group of 27
Dutch seamen of the S.S. Leerdom, who had delivered the ship to a buyer in Japan, was flown
back to Amsterdam. The aircraft had a double crew consisting of Doc Johnson, Allen Pope,
C. T. Sih, Y. H. Wong, and Y. K. Ma, and the flight started on 7 September 54 from Hong
Hamburg via Bangkok-Calcutta-New Delhi-Karachi-Bahrein-Beirut-Athens-Rome to Amsterdam

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108 See my file CAT, Air Asia, Air America – the Company on Taiwan III: Work for the US Government.
and then continued to Hamburg, where it arrived on 10 September 54. The return flight from Hamburg to Hong Kong via Genova, Rome, Athens, Beirut, Bahrein, Karachi, New Delhi, Calcutta, and Bangkok left Hamburg on 12 September 54 and reached Bangkok on 14 September. The last leg – Bangkok to Hong Kong – was flown on 15 September 54 as flight no. 801. And at the end of 1954, another CAT long range flight carried “27 seamen from Okinawa to Hamburg via Hong Kong, Thailand, India, Arabia, Lebanon, Italy and Switzerland, the round trip totaling more than 18,000 miles. Captain Tom Sailer flew as our Captain, J. G. Anastasakes as co-pilot, and I [i.e. C. Y. Wong] was the Flight Operator. We took off as scheduled from Hong Kong and flew straight through to Athens with intermediate stops for refueling only. […] After a day of sightseeing we left Athens for Hamburg via Milan […] where we spent the night. […] We were confident that we would see Hamburg before Sundown, and we arrived there on schedule. […] We took off from Hamburg after a three-day stay and our return journey was uneventful.”

In June 1955, the famous “Symphony of the Air” orchestra visited Taipei. “The group left for Manila on June 12 for a number of concerts in the Philippine Islands. Mr. Awsay Strok, 79-year-old Manager of the orchestra, signed a charter contract with CAT to fly the 106-member group on their goodwill tour of South East Asia. The CAT charter flight originated in Manila, leaving the Philippine capital for Bangkok on June 13. From there, it continued to Singapore on June 17, to Kuala Lumpur on June 20, Colombo on June 22 and then back to Manila on June 27. Three of CAT’s plush passenger planes and one cargo plane were at the disposal of the 106-member group during their entire tour. Captains W. J. Welk, F. F. Walker, M. D. Johnson and A. D. Wilson; First officers C. M. Pinkava, A. L. Pope, D. D. Williamson and M. D. McCallum; Flight Operators T. Y. Vun, K. H. Tang, C. T. Sih and Y. H. Wang; Flights Stewards R. Wu, E. Chow and J. W. Ellsworth; Flights Engineers K. M. Chen and C. T. Yang formed the flight crews on the air journey.”

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On 12 November 55, a CAT charter plane carried a 21 member Chinese Mercy Mission – 6 medical doctors and 15 nurses, most of them from Taiwan – from Taipei to Saigon to join 116 Filipino doctors, nurses and social workers in one of the largest civilian aid movements in the Far East: They were part of “Operation Brotherhood”, the same organization that will later also operate hospitals in Laos. “Through our inter-line agreement with Northpolar Airways, Inc.,” Santa Claus boarded CAT’s flight 101 at Seoul on Christmas Eve 1955, and with brief stopovers at Tokyo’s Haneda and Taipei’s Sung Shan airports, arrived at Kai Tak airport Hong Kong ‘on time’, i.e. on Christmas Day. “En route, Santa gave mementos to each CAT passenger and toys and candies to the kiddies.”

For centuries the Hiroshima oyster has been a no.1 delicacy in Japan. Finally, in late 1955 or early 1956, CAT expanded the distribution of oysters from Iwakuni to gourmets outside Japan, particularly Okinawa: “Expanding the market, Civil Air Transport planes carry regular cargoes for Tenbata Shoten of Hiroshima to Nakamura Shoten in Okinawa. In shipping, speed is the most important factor, for the oysters must arrive at the destination fresh, pure and tasty. The procedure followed is that, in early morning, the oysters are removed from their shells and packed in five-gallon tins in the Hiroshima market. They are sped to the airfield by chartered batabata (the three-wheeled motorcycle-type truck) and passed through Quarantine and Customs, then loaded on the plane. Each of these shipments, which average about 200 pounds, without

shells, is combined with a cargo of approximately 1,000 pounds of fresh vegetables and fruits, all of which is served garden-fresh that same day, thanks to CAT, to the eager Okinawan customers.\textsuperscript{119}

There were several long distance charter flights in the spring of 1956: On 16 April 56, CAT DC-4 B-1002 took off from Kai Tak airport, Hong Kong with Paul Holden at the controls, bringing 48 Chinese seamen to Townsville in Australia to relieve a ship’s crew whose contract had expired and who were waiting to be brought back by the same plane. The DC-4 left Townsville on schedule with a load of 43 Chinese seamen and arrived back at Hong Kong on 20 April 56.\textsuperscript{120} Another CAT DC-4 long distance charter flight brought seamen from Hong Kong to Noumea, New Caledonia in the summer of 1956.\textsuperscript{121} Even more demanding for CAT’s ability to plan and to carry out the many exigencies of a complex charter operation that must be foreseen and worked out, was a tour of the Los Angeles Philharmonic Orchestra – 92 musicians with their instruments and 10 staff members – throughout the Far East, where they were flown by 4 CAT C-46s – B-842, B-846, B-848, plus one more – that were partly appropriately marked. The musicians had left Travis Air Force Base in northern California on 25 April 56 and had been flown to Tokyo by military transports. The 4 CAT C-46s picked them up at Tokyo and brought them to concerts at Manila, Bangkok, Singapore, Kuala Lumb-


\textsuperscript{121} See CAT Bulletin, vol. IX, no. 9, September 56, p. 9.
pur, Hong Kong and Taipei, where they arrived in the afternoon of 22 May. On 24 May 56, the 4 CAT planes brought them to Naha, Okinawa where they rejoined military planes for the flight to Tokyo and scheduled concerts at major cities in Japan and Korea. They returned to Los Angeles on 1 July 56. The concerts themselves were an enormous success, and CAT’s 4 planes always traveled as a team, taking off and landing within a few minutes of one another. One of the C-46s was loaded to capacity with the larger instruments, musical scores, drops and baggage.122

By the end of 1956, charter flights – also long range charters – had become a normal part of CAT’s activities. “Evidence of this lies in the long-time regular charters of some of our customers. For example, since 1949 CAT has regularly flown from Hong Kong millions of fish fry, not half so large as a human’s little finger, for stocking the ponds and streams of Taiwan, and the year round average is a plane load of fresh bananas flown weekly from Tai-

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Singapore to Aden, and dozens of athletic teams and overseas Chinese groups throughout the Far East. CAT is currently carrying five very special groups on tours extending from Japan to Bangkok with many stops in Southeast Asia cities: the Benny Goodman Orchestra, the Westminster Choir, the San Francisco Ballet, the Harlem Globe Trotters and the Holiday on Ice troupe. On 2 August 57, five CAT planes repatriated 245 Chinese students from Saigon to Taipei, followed a week later by another 4 CAT C-46s – including B-146 – with Vietnamese-born Chinese students (one of them about 10 years old) who chose to retain their Chinese citizenship and go to school on Taiwan; stops were made at Tourane and at Hong Kong. In December 57, the Chinese Civil Aviation Administration used CAT’s PBY aircraft for search and rescue purposes. In July 59, one of CAT’s PBYs – apparently B-831 – was chartered for the shipment of gold from Hong Kong to Macao. Between 9 and 14 August 59, CAT operated 50 roundtrip flights, carrying over 3,800 passengers, when all available CAT aircraft were used to aid in the traffic jam resulting from the disruption of rail and bus transportation in flood-devastated areas in central and southern Taiwan. In September 1959, CAT charter flights brought a group of American Boy Scouts from Bangkok to Manila, and a group of Korean Boy Scouts from Seoul to Manila. They were part of the 4,000 foreign boy scouts from 69 countries of the world who attended the Tenth World Boy Scout Jamboree in the Philippines, 17 to 26 September 1959, meeting some 8,000 Philippine

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126 Minutes of Meeting of the Executive Committee of CAT Inc and Air Asia Co Ltd. of 30 December 57, in: UTD/CIA/B6F2.
Boy Scouts. Some of the foreign attendants made the trip to and from Manila in chartered CAT aircraft. Group travels thru the Far East became so popular in the late fifties that CAT Bulletin even introduced an extra section called “Distinguished groups Who Prefer CAT”. Although most of the groups probably just took regular scheduled flights, there were also quite a lot of larger groups like the musicians of the Boston Symphony Orchestra or a Taiwan Provincial educational observation group, who certainly needed charter aircraft in the spring of 1960. And there were also exotic long distance charters: One of them brought a group of seamen of the China Merchants Steam Navigation Co. from Taipei to Norfolk, Virginia in the summer of 1960. Already in those days, group charters were a good business, as can be seen from the photos below.

*CAT Bulletin*, vol. XII, no. 9/10, September/October 1959, p.27

*CAT Bulletin*, vol. XIII, no. 5/6, May/June 1960, p.27
After the end of Civil Air Transport as a scheduled airline, i.e. after 1968, the only flight operations that remained were only occasional charter flights and handling of flights of other airlines at Tainan. As can be seen below, in the year between 1 April 72 and 31 March 73, only 6 aircraft hours were flown.

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**TRAFFIC AND SALES**

IN ITS FISCAL YEAR OF APRIL 1, 1972 THROUGH MARCH 31, 1973, FLIGHT OPERATIONS OF CIVIL AIR TRANSPORT COMPANY LIMITED CONSISTED OF NON-SCHEDULED INTERNATIONAL CARGO CHARTER FLIGHTS AND AIRPORT HANDLING AT TAINAN OF FLIGHTS OF OTHER AIRLINES TO FULFILL INTER-AIRLINE CONTRACT OBLIGATIONS.

DURING THE FISCAL YEAR, A TOTAL OF 6 AIRCRAFT HOURS WERE FLOWN, GIVING AN AVERAGE OF APPROXIMATELY 1:30 HOURS PER MONTH.

IN REGARD TO AIRPORT HANDLING OF FLIGHTS OF OTHER AIRLINES, DURING THE FISCAL YEAR, A TOTAL OF 500 FLIGHTS WERE HANDLED AT TAINAN, AND NONE AT TAIPEI.

**FLIGHT OPERATIONS**

DURING THE FISCAL YEAR OF 1 APRIL 1972 THROUGH 31 MARCH 1973, FLIGHT OPERATIONS OF CATCL CONSISTED OF DC-4 CARGO CHARTER FLIGHTS AS FOLLOWS:

- **8 SEPT. 1972, TNN-KHH-HKG**
  - 2:45 HOURS

- **23 JAN. 1973, TNN-KHH-HKG**
  - 3:15 HOURS

TOTAL **6:00 HOURS**

**PART ONE OF TWO OF A/S TNN HT4 10C1039**

- **AF 009**

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CATCL charters in 1972/73, in: UTD/CIA/B27F5

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