Passengers have a sweet rest on the CNAC Luxurette skymaster
## Schedule of Regular Flights

### ROUTES

<table>
<thead>
<tr>
<th>Flights</th>
<th>F. No.</th>
<th>MON</th>
<th>TUE</th>
<th>WED</th>
<th>THU</th>
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### LEGEND

- ● = Flight numbers
- ○ = One-way trip
- △ = Round trip
- 「」= Trip type (Round trip)
- △ = Plan type (Round trip)
- ○ = Plan type (One-way trip)

### Notes

- **F. No.** = Flight numbers
- ○ = One-way trip
- △ = Round trip
- 「」= Trip type (Round trip)
- △ = Plan type (Round trip)
- ○ = Plan type (One-way trip)

- **Legend**

- ○ = One-way trip
- △ = Round trip
- 「」= Trip type (Round trip)
- △ = Plan type (Round trip)
- ○ = Plan type (One-way trip)

### Additional Information

- **KWL** = Kuala Lumpur
- **CYG** = Ceylon
- **CTU** = Ceylon Trunk Airways
- **KMG** = KMG Airways
- **HKG** = Hong Kong Airlines
- **TLV** = Tel Aviv Airlines
- **TPE** = Taiwan Airlines
- **NRT** = Nippon Airways
- **HKG** = Hong Kong Airlines
- **KTV** = Korean Air
- **KLM** = KLM Royal Dutch Airlines
- **Qantas** = Qantas Airways
- **BRM** = British Airways
- **CAI** = Cathay Pacific Airways
- **CAL** = Copa Airlines
- **JAL** = Japan Airlines
- **KLM** = KLM Royal Dutch Airlines
- **Qantas** = Qantas Airways
- **BRM** = British Airways
- **CAI** = Cathay Pacific Airways
- **CAL** = Copa Airlines
- **JAL** = Japan Airlines
- **KLM** = KLM Royal Dutch Airlines

- **Date**:
  - ○ = 2nd and 4th weeks of the month
  - △ = 1st and 3rd weeks of the month

- **Time**:
  - ○ = 8:00 AM
  - △ = 11:00 AM
  - 「」= 1:00 PM

- **Airport**:
  - SHA = Shanghai
  - NKG = Nanjing
  - TAO = Taiyan
  - TNA = Tianjin
  - TSN = Tashkent
  - PPG = Prague
  - TYN = Tokyo
  - SYG = Singapore
  - KWS = Kuala Lumpur
  - NSH = Nanning
  - LAN = Lanzhou
  - HKW = Hong Kong
OPERATIONS REVIEW OF JUNE

By Bill Hwa

The Operations Department has finished a trying month in June to attain an increased flying time of approximately 7,300 hours. Although this figure does not show an appreciable increase over last month, it was accomplished with considerable hardship borne by all the Departments. We were operating under the constant strain of lacking spare parts and manpower, and recently, with the added difficulty of obtaining fuel. All these problems became increasingly acute during this month.

By reviewing our fleet composition, we find the estimated flying hours and utilization of each type are as follows:

<table>
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<td>1. DC-4</td>
<td>970</td>
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<td>2. DC-3</td>
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<td>5.25</td>
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<td>3. C-46</td>
<td>3300</td>
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<td>4. C-46 (CAA)</td>
<td>140</td>
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7310 hours

Although we fell short of the goal of 7,500 hours set for June, we feel reasonably satisfied with the flying hours thus accumulated under the present conditions.

There are many interesting events during the past month and the following is a brief summary of them:

1. North-East Operations—We are under a government contract to move large quantities of food supply to Shenyang. The intensity of the operation can easily be gauged by the fact that we have established a separate operations office in Peiping with Captain L. L. Parish appointed as Assistant Chief Pilot in charge of the area. An enlarged maintenance base is established at Peiping to handle all 50 and 100 hour services. Up to the 28th of this month the tonnage flown from Peiping and Chinchow to Shenyang amounts to 1,488,334 kg.

2. Evacuation of Haichow Radio Station—The radio station at Haichow had to be evacuated on very short notice due to a sudden
menace of Communists in that area. An L-5 was disassembled and carried up to Tsingtao in a C-46. It was used to fly into Haichow to ascertain the condition of the Haichow airfield. After a favorable report was received from the pilot, we sent in a C-47 to evacuate the personnel and radio equipment as well.

3. The “Air Prince”—XT-122, a C-46 converted into a luxurious passenger aircraft, will be better known from now on as the “Air Prince”. The Maintenance Division started rebuilding this sometime ago, and it will be ready by the end of June. It is worthwhile to mention that great effort was made to utilize locally made products as much as possible and at the same time maintain quality and standard in cabin furnishings. When it is finished, it will be the “pride” of the Maintenance Division as well as CNAC as a whole. It will be another step forward in our ability to remodeling and rebuild aircraft. XT-122 will be the first of a series of C-46’s to be modified in this fashion.

4. Training—Realizing the man-power shortage, we have instituted a number of training classes for new co-pilots, stewardesses and mechanics. This, together with a new program of obtaining more recruits, will eventually solve the aforesaid problem.

5. Strict Rationing of Gas for Ground Equipment—Due to an acute shortage of gasoline supply for our ground equipment and transportation units, a strict rationing program is being established beginning the middle of June. Lunch trips were cancelled for buses, jeeps and command cars and other means of rationing have been put into effect, resulting in a net saving of 2,000 gallons. To those personnel who are inconvenienced by the present program, we are requesting their co-operation and assistance in tiding over this period of shortage.

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**PIGEON ENGLISH?**

“Pass?” asked the sentry at the gate of an army camp somewhere in India of a Chinese Officer approaching on a jeep.

“Pass? What Pass?” responded the Chinese officer in amazement and with his limited knowledge of English he added, “Yesterday I opened a car, no pass-passed. Today I open same car, no pass—WHY no pass?” (Read in the Chinese sense, friends.)

J. T. Tseng.
It is with much regret that we announce the death of Mr. Homer Warren Sykes, Supervisor of the Lunghwa Motor Pool, who died on June 27th after being fatally injured in an accident.

On the previous day Mr. Sykes drove a tractor up a ramp to a C-46 for airlift to Peiping. Halfway the ramp collapsed under the weight of the vehicle which overturned and pinned Mr. Sykes to the ground, causing fatal injuries. He was rushed to hospital but died the next morning.

Mr. Sykes joined CNAC as Supervisor in 1945. During the years of his service he worked conscientiously and won the high regard of his colleagues. He is survived by his widow, Mrs. Helen Elsie Sykes, to whom MD has sent a message of condolence in addition to a consolatory visit paid by Mr. E. M. Allison and Mr. Quentin Roosevelt.
Out at San Francisco Airport one day last week, the sun was shining in a sky of undiluted blue, the little breezes were blowing and the crickets were serenading a silent Mainliner. We had accepted an invitation from the China National Aviation Corporation to fly over the city, and as we waited for our plane in the handsome new United terminal Dr. Liang, manager of the airline’s San Francisco office, told us its history. Started eighteen years ago, CNAC was the pioneer of Oriental aviation. During the war, it was the first group to use the Hump route from India to China, flew over 50,000,000 miles for the U.S. Air Transport Command, and was involved in some of the most exciting escapades of the Pacific war. Since then, it has been running twice-monthly flights between San Francisco and Shanghai (which will soon be scheduled weekly), as well as extending its operations to cover most of the coastal and inland cities of China. Like all Chinese aviation, with the exception of General Chennault’s company, it is government-owned. The plane we were to ride in, a DC-4 called the Chungking, was decorated with the Chinese flag on its tail and the outspread-butterfly symbol of Nationalist China on its wings. Inside, everything felt and smelled brand new, from the bilingual “No-smoking” admonitions on the bulkheads to the “luxurette” bed seats we occupied. In the late afternoon sun, the city looked equally new and clean; the windows in the Top of the Mark glittered like pince-nez, and the Golden Gate looked lip-stick red. The plane swept low over the straggling communities of the east shore, cut over the bay at Alameda, past Moffett Field, hovered over Hunter’s Point and came to rest on the sun-drenched strip of Mills Field. “Here we are in Shanghai,” announced Dr. Liang, and after photographs all around, we were bundled into limousines and returned to San Francisco, where champagne was cooling to celebrate the opening of CNAC’s new office on Stockton Street. Soon Americans and Chinese were slapping each other’s backs like a college reunion. San Francisco and Shanghai may be 42 hours apart in a DC-4, but they seemed a lot closer as evening sidled up to the windows and the sounds of Grant Avenue came clearly across the traffic.

(See Picture on page 13)
TOKYO JOURNAL

By Peter Mao

The recent survey flight to Tokyo was one of the most satisfactory surveys made by CNAC. This opinion is shared by every one from the M.D. down the line.

CNAC should be proud of the members who went on this trip to Japan, for in spite of all the distractions—such as exotic Japanese girls—much was accomplished on plans for the future operation of CNAC lines into and out of Japan. Having been on many other survey flights, I could see that all the members of the Tokyo party not only did what they were supposed to do but did it with unusual gusto. For example, Mr. Foy C. Hwa, our communications man, pitched in and rushed around and succeeded in gathering all the communications dope he wanted, despite the fatigue of the long trip and the scanty hours of sleep he had while in Tokyo (?) each night or rather, each morning.

During the six-hour flight from Shanghai to Tokyo, we speculated on a large variety of things Japanese. Thanks to our experienced F. M., the speculations were always interesting. He warned us against bartering cigarettes and chocolate bars for things Japanese and dealing in blackmarket U.S. dollars, on pain of being put in the clink by some formidable M.P. Evidently we all heeded his advice, for so far as I know, no one in our party was even approached by an M.P. for any reason whatsoever. We also wondered about Japanese women, over whom the F.M. increased our curiosity one hundred fold by saying enigmatically, "You guys are all married anyhow. Try to stay married."

Much thanks is due the Chinese Military Mission in Tokyo, without whose help the survey party would have had to grapple unaided with the language difficulties, the military regulations, the transportation problems, etc. They were most helpful in keeping everybody in line and comfortable as well. They even went so far as to lend us money. It may be surprising, but our credit held good.

The hotels in Tokyo are quite clean and very well run. The CNAC survey party had to be housed in two hotels reserved especially for traders and under the rigid control of the Military. Food was only to be had in one of the hotels—the Hotel Teito, so every day at meal time part of the gang staying at the Yashima Hotel took a ten-minute walk to the dining hall. This is a small matter, considering the good service given by the charming
waitresses (CNAC Stewardesses, please note). This service with a smile really was something, for during the few days we were in Tokyo hardly any one missed a meal. The chambermaids in both hotels were both efficient and intelligent. As they understood sign language they learned quickly how to do things for us such as folding pyjamas. They also told us their names without undue shyness. But they had a disconcerting habit of giggling whenever we said something that shouldn’t have been said, although we tried to be as gentlemanly as possible. Sign language has its uses, but it can be misleading and embarrassing.

The Geisha Girl of Japan has been publicized too much. We found none of the Geishas as intriguing as they were pictured to be. This may be due to the fact that some of us were invited to an “On Limits” Geisha house, where the entertainment goes like this: the girls dance, sing and play musical instruments. Then they serve food, pour drinks, drink with the guests and try to make conversation—all very palsy walsy like. This was a new kind of entertainment for us, and typically Japanese. If we could have stayed in Japan longer we would probably learn to appreciate it more. Like everything else, if you get in the groove you go places. But if we had visited an “Off Limits” Geisha house a different story might be told, provided it passed editorial censorship. So while we’re still within limits I’ll end the subject of Geishas before I let the cat out of somebody’s bag and place myself on the “Wanted” list in the dangerous wilds of Lung-hwa. Sai Yo Na Ra!

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**HUNDRED HOUR CHECK**

Congrats to Captains Y. H. Yu, Y. T. Chin and Steve Kusak—otherwise known as the Taipei and Peiping kids respectively. Everyone happy to hear “The Body Beautiful McEdward” is progressing and will soon be seen gracing the local swimming pools. Building No. 20 not the same without Bea Chen and Jennie Louie. Our loss is the gain of the American Consulate and C.R.M. At the Stag Party of the Month bones were heard to rattle and libations did NOT flow like glue. Several guests were noted leaving quite EARLY. Who is the photographer getting the goods on folks having a short coffee during working hours in the New Passenger Terminal? All so proud of XT-105—feel like we are in amongst the Big Timers, for sure. Captain Jules Watson finally home again—thought you had given up the idea of being a Shanghai...
for good, Pappy. We hear Mr. Bond has taken his “Right Hand” along with him to P.A.A. Anyone wishing instruction in the manly art of playing badminton, contact Mr. Quentin Roosevelt. For supreme company, food, refreshments and oh! that singing you shoulda’ been at Peachy’s barbecue. What C-46 Captain seems to have an aversion for those wedding bells? All best to Mr. and Mrs. Flight Operator Ho Sai, it was a lovely wedding and reception. Engineer Sturgess heard to say, “My goodness! a day off!” Anyone wishing to get his name in the book, visit Krupke’s Beachcomber Bar. Who is going to keep up Capt. Mahrt’s good work in over-heading the station all day, ever)?

Stewardess Supervisor has had multitudinous offers from all male members of Flight Operations to aid in selecting new Stewardess Training applicants. Pre-requisite for being c, c, and c (cool, calm and collected) bridegroom—be a Chief Pilot! Stewardess Theresa Shen seen with arms overflowing with gifts following linen shower given her by fellow-Stewardesses. Everyone wishes only best for Engineer H. T. Ling, we’ll miss you. Everyone anxiously awaiting the parade of David’s summer sport shirts. Has anyone received a letter from Major written in Japanese. Was anyone a “Camel” or did everyone go to the cocktail party given by Sammy, Guy and Earl? By Captain O’Hare—“Gosh! how can a hen lay 100 eggs for 30c.” Boots—there are two types—one type used on leading edges of wings during icing conditions, the other you need when walking into O.D. on mornings when all crews are delayed by weather.

WEDDING DELLS

By Z. M. Wong

The marriage of Miss Valentine Spiridonova to our Chief Pilot James H. McDivitt took place at the Community Church on May 21, 1948 at 4.30 p.m. and most of our OD members attended the ceremony. A reception was given after the wedding at American Club.

The marriage of Miss Anna Chen to Capt. M. H. Liang took place at the Canidrome Ballroom on the 18th June. Most of our OD members attended the ceremony including the Asst. Business Manager, Mr. C. H. Woo and Mrs. Woo. The ceremony was followed by dinner and dancing party. Being a graduate from musical school, the bride played a piano solo entitled “Moon Light Sonata” at the request of the guests and received applause for her beautiful performance.
WHAT ALOGICAL ANSWER!

By J. T. Tseng

In Burma, one day while I was having my lunch in a small Chinese restaurant, I noticed a fat Burman opposite my table eating a bowl of noodle with the wrong end of his chopsticks.

"Here mister, your chopsticks are up-side-down!" pointed out the Chinese waiter. "I know it!" retorted the Burman emphatically. "I deliberately use this end just because all your people use the other."

"What a logical answer!" sighed the waiter. Another example of human nature. No one is ready to admit he is wrong.

"What is your profession?" queried the judge.
"I'm a philanthropist," replied the culprit.
"What!" exclaimed the judge. "If you are a philanthropist, why are you on the witness stand?"
"Well, your honor, the trouble is I practised love only towards the ladies and . . ."
"And call yourself a philanthropist? Six months r.i." shouted the judge.

PERSONALITIES IN FLIGHT OPERATIONS:

By V. S. Loh

Born April 11th, 1908 in Shanghai. Native of Kiangsu Province. Joined CNAC in January 18, 1934. When the war broke out on August 21, 1936 he left for the interior (HKW-CKG). There he was transferred in HKG in February 1941. When the Pacific war broke out he was transferred to CKG and later to CAL in April 1942.

He was married in HKW and at present has two children, one girl and one boy.
PROMOTION AND TRANSFER
PREPARED BY PND

OPERATIONS DEPARTMENT

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<tr>
<th>NAME</th>
<th>MOVEMENT</th>
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<td>Y. T. Chin (泰永常)</td>
<td>Promoted to Captain</td>
<td>May 19, 1948</td>
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<td>K. C. Lu (盧開周)</td>
<td>—ditto—</td>
<td>June 6, 1948</td>
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<tr>
<td>C. K. Kao (高造國)</td>
<td>Transferred to Lanchow Station and promoted to Radio Operator-in-charge</td>
<td>May 28, 1948</td>
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<tr>
<td>H. T. Mo (莫緫坡)</td>
<td>Promoted to Senior Tower Operator</td>
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<td>K. C. Keh (柯光圻)</td>
<td>Transferred to Chungking Station</td>
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<td>Everard Young (楊愛佛)</td>
<td>Transferred to Shanghai Station</td>
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<td>S. S. Leo (呂錫興)</td>
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<td>C. Y. Chung (鍾家佑)</td>
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<td>P. C. Chen (陳寶慶)</td>
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<td>C. Lam (林 燒)</td>
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<td>S. C. Pan (潘士傑)</td>
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<td>Y. Y. Lo (羅裕餘)</td>
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<tr>
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<tr>
<td>J. M. Wu (朱俊民)</td>
<td>Transferred to General Clerk</td>
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<td>K. C. Peng (彭開昶)</td>
<td>Transferred to Chinchow and promoted to Acting Station Manager</td>
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<td>C. J. Yin (尹紀榮)</td>
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<td>W. Liang (梁威)</td>
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<td>P. C. Yang (楊寶椿)</td>
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<td>C. Chen (陳情)</td>
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<td>C. H. Chi (齊宗選)</td>
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<td>June 22, 1948</td>
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<td>Sophie Liu (劉虛若)</td>
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<td>H. S. Yin (尹華西)</td>
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<td>June 8, 1948</td>
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<tr>
<td>T. S. Lee (李左生)</td>
<td>—ditto—</td>
<td>—ditto—</td>
</tr>
<tr>
<td>L. P. Peng (彭林寶)</td>
<td>Transferred to Lanchow Booking Office</td>
<td>June 11, 1948</td>
</tr>
<tr>
<td>C. C. Ha (哈成俊)</td>
<td>Transferred to Taipeh Booking Office</td>
<td>June 22, 1948</td>
</tr>
</tbody>
</table>

**FINANCE DEPARTMENT**

<table>
<thead>
<tr>
<th>NAME</th>
<th>MOVEMENT</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>S. Tan (談瑞)</td>
<td>Reclassified and promoted to General Clerk</td>
<td>May 1, 1948</td>
</tr>
<tr>
<td>H. Y. Li (李象銘)</td>
<td>Transferred to Hongkong and promoted to Accountant</td>
<td>May 29, 1948</td>
</tr>
<tr>
<td>W. C. Tseng (曾文俊)</td>
<td>Transferred to Taipeh and promoted on Accountant</td>
<td>June 22, 1948</td>
</tr>
</tbody>
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**SECRETARIAL DEPARTMENT**

<table>
<thead>
<tr>
<th>NAME</th>
<th>MOVEMENT</th>
<th>DATE</th>
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</thead>
<tbody>
<tr>
<td>Y. Y. Loo (路榮裕)</td>
<td>Transferred to Sian Booking Office</td>
<td>May 1, 1948</td>
</tr>
</tbody>
</table>
The "Geisha" a World Reknown Japanese form of Entertainment is here typified in this Fan Dance, done by two Geisha girls.

The Flying Silk Dance is here shown being done by a Geisha Girl.

CNAN'S wings over Fujiyama, the famous Snow Capped Mountain of Japan.

CNCA'S Survey Plane on the way to Tokyo passed Hiroshima, where the first Atom Bomb Fell: picture shows Hiroshima as it looks to-day.

試航機過廣島時攝
(第一回原子彈所設處)


CNAC'S Survey Party to Japan on arrival at Haneda Airport were met by members of the Chinese Military Mission.

A corner of the palace grounds.

The main entrance to the palace in Tokyo: The palace is Guarded by allied powers. Here is shown an American doing guard duty.
Col. Liu on the left of the picture is shown together with S. L. Wang Chairman of Commercial Chamber of Shanghai. The photograph was taken on the inauguration of our new Terminal Party.

The outside view of our New Terminal.

Speech delivered by Col. Liu; during the inauguration of our Terminal.

Slack Bar in the New Terminal.

Book stall in the New Terminal.
A welcome party was given by CNAC the people of Shanghai, on the inauguration of our new terminal; also a joy ride over the city of Shanghai on the Luxurette Sky Master.

Col. Liu CNAC Managing Director pay visit to the Passengers on the Luxurette Sky Master.

Making a Report on the comfortable Table.
我們的老大哥們

編者註：以下是一張簡表，介紹在本公司工作十五年以上的老大哥們，從下期起本刊將陸續發表他們的玉照。

本公司服務滿十五年以上同仁姓名表（人事課）

<table>
<thead>
<tr>
<th>姓名</th>
<th>現任職務</th>
<th>到職年月</th>
<th>到職時職務及年齡</th>
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<tbody>
<tr>
<td>劉文</td>
<td>總經理</td>
<td>1810年10月21日</td>
<td>事務員，32歲</td>
</tr>
<tr>
<td>蔣雲</td>
<td>副總經理</td>
<td>1810年10月21日</td>
<td>事務員，24歲</td>
</tr>
<tr>
<td>郭紹命</td>
<td>人事部</td>
<td>1810年10月21日</td>
<td>事務員，28歲</td>
</tr>
<tr>
<td>王忠</td>
<td>行政部</td>
<td>2011年1月1日</td>
<td>事務員，21歲</td>
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<tr>
<td>李安</td>
<td>財務部</td>
<td>1811年11月11日</td>
<td>事務員，18歲</td>
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<tr>
<td>張學</td>
<td>企劃部</td>
<td>1912年12月1日</td>
<td>事務員，24歲</td>
</tr>
<tr>
<td>劉祥</td>
<td>市場部</td>
<td>1912年12月1日</td>
<td>事務員，24歲</td>
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<tr>
<td>周蓮</td>
<td>銷售部</td>
<td>1912年12月1日</td>
<td>事務員，25歲</td>
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<tr>
<td>黃復</td>
<td>品質部</td>
<td>1912年12月1日</td>
<td>事務員，29歲</td>
</tr>
<tr>
<td>董瑞</td>
<td>門檻部</td>
<td>1912年12月1日</td>
<td>事務員，26歲</td>
</tr>
<tr>
<td>楊明</td>
<td>電腦伺服器</td>
<td>1912年12月1日</td>
<td>事務員，20歲</td>
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<tr>
<td>魏文</td>
<td>電子部</td>
<td>1912年12月1日</td>
<td>事務員，20歲</td>
</tr>
<tr>
<td>鄧文</td>
<td>報告部</td>
<td>1912年12月1日</td>
<td>事務員，20歲</td>
</tr>
<tr>
<td>魏明</td>
<td>電視部</td>
<td>1912年12月1日</td>
<td>事務員，20歲</td>
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<tr>
<td>鄧文</td>
<td>電視部</td>
<td>1912年12月1日</td>
<td>事務員，20歲</td>
</tr>
</tbody>
</table>

（待續）
五月八日下午，總經理偕同民航局官員去拜會吳空軍司令，機組的同仁在機場訪問各方，洽詢有關技術的各種問題。當日下午天轉陰雨，全體人員來至今一輛環遊全市，參觀明治神宮、靖國神社、帝國大學、銀座等地，很多地方同盟國人士不能進去，而陪我們的翻譯英文不通，譯解都不清楚。下午六時總經理偕同羅斯佛副董事長，參訪參克阿瑟將軍。

五月九日是星期天，自由行動。昨夜跳舞跳得太累的朋友，可以睡一個好覺。下午三時總經理召開一個檢討會，請大家把接洽情形報告了一次。

十一日機回，連日的印象深深覺得日本物資十分缺乏，日本人民工作非常勤苦。但彷彿還沒有失去的希望，所以大街上沒有叫化子，日本現在並沒有民營公司，但聽說參御備軍在他們保留了去一部份的飛機廠，日本的工業將來可以做転化為軍事工業和機械工業，以避免和中國的紡織工業相衝突。公共場所，到處鐵片都很好，大部份的日本人都還誠懇有禮。巴基斯坦：日本的情形並不是十分悲觀的。

「天津路二號廣播」小記者
上天，日本仍不失为一个现代的国家。四时因得飞入东京湾，富士山浮现眼底，（参观第16页照片）

照片上所见到的天氣極好，東京灣海港波平如鏡，我們的飛機於一架靈光的境界中，延綿降落

下。沿街看不見一張笑臉，衣著都很破舊，但是臉色卻還健康。旁有很多話語，已經在上面種植了日本人民十分沉默。在街角，幾所商店而得以

者的人每餐都要到前去去進餐，因為這是盟國指定給同盟國

工商界人士的住宅租僱，此外在其他處所亦容易買到食物。
東京試航小記

大家開始在聊天。財務組主任在最靠近我們的一位，飛過兩次日本，是我們一行中唯一老梯的，日本通。從前，他曾經來過中國，現在也是一個講演隊長和組長。他說他這些年在外面的經歷，都是很艱辛的，他說那些都是道的真實性，他說這是不可避免的。

這次日本，我們行程中唯一老梯的，日本通。從前，他曾經來過中國，現在也是一個講演隊長和組長。他說他這些年在外面的經歷，都是很艱辛的，他說這是不可避免的。

在飛機的窗外，大家發現我們正被一架駕駛機尾隨。飛行員的聲音在機艙里響起，他說：“那是一架十分小巧、俐落的駕駛機，機身flies，在我們後方，它的飛行高度已經接近我們了。”

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同仁升調錄
（人事課）

機 航 組 :

姓名
---

改敘

營 業 組 :

姓
---

財務組 :

姓名
---

秘書處

姓名
---

<- 八 ->
機航組喜訊

五月廿一日日本公司總裁林師

機航組喜訊

五月廿一日本公司總裁林師

機航組喜訊

五月廿一日本公司總裁林師

機航組喜訊

五月廿一日本公司總裁林師

機航組喜訊

五月廿一日本公司總裁林師

機航組喜訊

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五月廿一日本公司總裁林師

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五月廿一日本公司總裁林師

機航組喜訊

五月廿一日本公司總裁林師

機航組喜訣
介紹我們的儀器股

陶為琪

已自十餘年的歷史，設備超過遠東任何航空公司。在整個航空事業中，佔着十分重要的地位。例如機師訓練課中最重要的「飛行」一節，完全依靠各種儀器所指示的高度、空速、方向、平衡等而飛行，再如自動駕駛裝置（Auto Pilot），在長距離飛航情形下，可以省卻機師不少精力。

中國航空業自焦點光先生從美國長途飛行設立迄今，已有十多年的歷史。從極簡陋的設備而發展到可說超過目前航空業任何民航公司的儀器股，另一方面也是同人等努力工作，當歸於普通成績。關於儀器股日常工作情形特為略述如下，想必為讀者諸君所樂聞也。

在龍華航空站，中航公司一號機棚旁，由樓梯上，有一間相當寬大而整齊的設備。一進門便首先感到了一種水平儀（水平儀）等，這些是屬於機體上所裝的儀器。於飛行方面，所以又可稱飛行儀器。另一類是電表（電表），如電壓表、油壓表等。另外二類儀器大部應用於飛行工作，所以又可稱作飛行儀器。電表等，而由時計表、油壓表等。另外二類儀器大部應用於飛行工作，所以又可稱作飛行儀器。
五月份各站國幣收入比較圖
（包括東北流通券及台幣）
依各站收入電報計算

<table>
<thead>
<tr>
<th>站名</th>
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<td>上海</td>
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<tr>
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</tbody>
</table>

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（二）貨運

本公司貨運業務，大致與上月相似，其略異者:

一、由北平或武漢，運輸至漢陽，最近更見緊張，尤以

二、由漢口或長沙等處，運輸至海陸，商務已多。最近

三、由長沙或安陸等處，運輸至漢口，商務已多。最近

貨運業務，所受之影響，與該業務所受之影響，均差

貨運業務，所受之影響，與該業務所受之影響，均差

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貨運業務，所受之影響，與該業務所受之影響，均差
述概形情業營份月六

（一）客運

顧其行

公司自勝利以還，因為國內情
形特殊，在國內航线上始終還沒有
發生什麼嚴重的競爭。自從一九四
年十二月芝加哥民航空協定後，我
國先後和各國訂立多項航空協定，各
國在公司嚴重競爭之下，亦開始接受
來，公司因國際航线上使開始感受
到業務上的競爭威脅。本來競爭
是促使本身進步的最善方法，我們
站在整個民航空業的立場上說，當然是贊成競爭的。

公司的客運業務在戰後三年中
膨脹了很多倍，航線從國內擴展到菲律
賓，美國，南洋諸島和日本，數量
方面都有長足的進步，質的方面也
有很多改進。飛機從小型的機型，機上的
餐食，飲料，女性隨機服務員的招
待和訓練，地面服務小姐的訓練，

在六月二日首次架飛中華航線飛航，就是現在的
飛機於兩年來的改進已受到旅行大衆的
讚賞。當然我們知道應當改進的地方還很多，並
不以這一點

成就覺得滿足。航空運輸業正受飛行大衆的
質和量變方面。我們的營便是運輸事業
的例，可以說是理論，我們很清楚，事實上問題
不是十分簡單，因為主

要理論，我們很清楚，事實上問題不是十分簡單，因為主

體育簡訊

球人

一、「中航足球隊」為慶祝獲得乙二組

二、「中航足球隊」為準備參加下屆甲組聯賽，現正著

三、根據定期執行班表，編排至少二週或一月之預設

四、除特殊故外，亦有一定，務使全時間內必檢修

五、可預測在該時間內是否已使所有飛機均熱及利用

六、對執行班表所作之合理之努力
飛機養護班表之我觀

周煥文

所謂飛機養護班表，係專為配合飛機飛行
及八小時各項修檢工作，周而復始，直至第二二次修檢到
時，結果及養護班表本身之前，對其有關之各項重要因素

在未果及養護班表之時，必先於飛機飛行
表之用，其最主要目的，在使所有該管
機數能得到飛行時數；換言之，應
飛機因各項修検必須停留地面之時間，應

由

一、時間愈短者，其檢查項目亦愈簡易，反之則愈精細。如

飛機已到達該項修検之時，必須將其停留在地面，施以檢查，

必依其完畢認為無誤後，始可順利令其飛行。

（三）飛行路線與所需時間

兩種不同之飛行路線：其一為沿海岸線福州、廈門、汕頭、
廣州而至香港；其二為由內陸經南京、上海、廈門、汕頭、

飛行班表類似，實際上稍有差別。例如上海至香港間，可有

不同之路線；與飛行路線或為差別。例如上海至香港間，可有

飛行路線不同而生異，而由基地飛出至飛行路線所須

因飛行路線之不同而生異，而由基地飛出至飛行路線所須

之規則，亦視各飛行路線而有差別。

（四）按照特殊因素，如氣候之影響，因而改變其飛

行日程及路線，如此一○飛機發生臨時故障，或當地需要增

加臨時班次，作臨時配置，而影響其飛行日程，此其三○又

除定期班次外，當增加特別班次而影響其飛行及於已排定之班表

等。

根據以上所列各項因素，可述及養護班表如何編排，以

經緯而論，吾人可以飛行班表為基，而以飛機修検為緯，再

以現有工作人員供應為參數，而加以編排，使其主要之點為：

（一）務使飛機，在定時修検時間內，飛行速度，
DISTANCE IN KILOMETERS
1 Mile = 1.61 Km.