

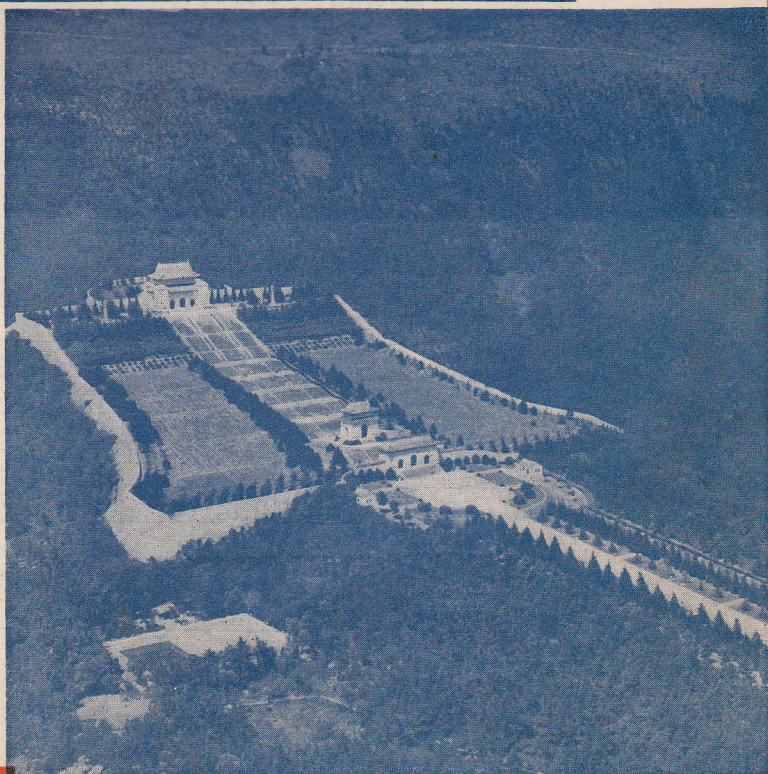
No. 1

C·N·A·C
MONTHLY
BULLETIN

Vol. 1

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THE SUN YET SEN MAUSOLEUM (NANKING)

定期航班表 Schedule of Regular Flights

航線 ROUTES		終 F. Nos.	星期 MON	星期二 TUE	星期三 WED	星期四 THU	星期五 FRI	星期六 SAT	星期日 SUN	系統 TT
上海	南京 青島 濟南 天津 北平	401	→	○		○	○		○	1
SHA	NKG---TAO---TNA---TSN---PPG	←402								
	北平 大原	441			←○→			←○→		4
	PPG---TYN	←442								
	北平 瀋陽	491	←○→	←○→			←○→			5
	PPG---SYG	←492								
	北平 瀋陽	461			←○→					3
	PPG---KWS	←462								
北平	錦綏 蘭州	471					○	←○		11
PPG	---KWS---NHS---LAN	←472								
上海	南京 漢口 重慶	301	○-K	←○→	←○→	○-K	←○→	←○→	←○→	6
SHA	NKG---HKW---CKG	←302								
	重慶 昆明	341				←○→		←○→	←○→	8
	CKG---KMG	←342								
	重慶 西昌	351					←○→			10
	CKG---SCG	←352								
	重慶 貴陽	331	←○→							10
	CKG---KYG	←332								
	重慶 成都	361	←○→			←○→	←○→	←○→	←○→	9
	CKG---CTU	←362								
上海	漢口 昆明	P 1301	→	△					△	13
SHA	---HKW---KMG	←P 1302								
上海	南京 漢口 西安 蘭州	1317				△	←△			12
SHA	NKG---HKW---SIA---LAN	←1318								
上海	南京 漢口 西安	1315		△	←△			△	←△	12
SHA	NKG---HKW---SIA	←1316								
上海	台北	207	←○→	←○→		←○→	←○→		←○→	14
SHA	---TPH	←208								
上海	台北 福州	215						←○→		14
SHA	---TPH---FOO	←216								
上海	福州 台北	205			←○→					14
SHA	FOO---TPH	←206								
上海	台北 廈門 香港	225			○	←○				17
SHA	TPH---AMY---HKG	←226								
上海	福州 廈門 汕頭 廣州 香港	203S		←○→			←○	○		17
SHA	FOO---AMY---SWT---CNT---HKG	←204S								
上海	南京 漢口 衡陽 桂林 廣州 香港	217	○		←○					17
SHA	NKG---HKW---HYG---KWL---CNT---HKG	←218								
	香港 廣州 海口	241		***		←○→				23
	HKG---CNT---HAK	←242								
	香港 廣州 海口 榆林港	247		*						23
	HKG---CNT---HAK---YLK	←248								
	香港 汕頭 廈門	291	←○→	←○→	←○→	←○→	←○→	←○→	←○→	20
	HKG---SWT---AMY	←292								
	香港 廣州	221	←○→	←○→	←○→	←○→	←○→	←○→	←○→	21
	HKG---CNT	←222								
	香港 汕頭 台南 廈門	261	←○		←○→				○	22
	HKG---SWT---TAN---AMY	←262								
	廈門 台北	271	←○→							22
	AMY---TPH	272								
上海	廈門 馬尼刺	1203		△	←△		△	←△		16
SHA	AMY---MIY	←1204								
上海	重慶	705			←○→			←○→		7
SHA	---CKG	←706								
上海	北平	801	←○→	□-T	□	←○→	□	←○→	□-T	2
SHA	---PPG	←802								
上海	香港	601	←○→	←○→	←○→	←○→	←○→	←○→	←○→	18
SHA	---HKG	←602								
	香港 昆明 仰光	671	□		←○					19
	HKG---KMG---RGN	↓672								
	仰光 加爾各答	673		←○→						19
	RGN---CAL	←674								
上海	檀香山 舊金山	911			□*→		H			15
SHA	---HJR---SFO	912					←*	□		

LEGEND

This schedule is subject to change without notice. 本航班表得隨時修改

F. Nos. = Flight numbers 路號

○ = One-way trip 單程

←○→ = Round trip 來回程

△ = 1st and 3rd weeks of the month.

* = 2nd and 4th weeks of the month.

□ = Plane type 機型: C-46

△ = Plane type 機型: DC-3

□ = Plane type 機型: DC-46

△ = Plane type 機型: DC-46

TT = Timetable number 飛行時刻表號

H = via Hongkong 經停香港

T = via Taingiao 經停青島

HISTORY OF THE "LOENING" AIRPLANE IN CNAC

By Z. M. WONG

Loening Airplanes formed the first fleet of aircraft CNAC had in starting a commercial air service in China. They were better known at that time as Loening Amphibians. It was a biplane equipped with one Pratt & Whitney engine, the Hornet B-2, and could carry six passengers. Its cruising speed was 105 miles per hour with a range of about 500 miles. It was these Loening Airplanes that inaugurated the first historic regular mail and passenger service between Shanghai and Hankow on October 21, 1929. Regular schedules were then established with six round trips per week. The route was extended to Ichang and eventually to Chungking in 1931. There were many colorful events regarding these Loening Airplanes and they certainly deserve to occupy a significant page in the history of CNAC and of commercial aviation in China.

In the beginning CNAC had five Loening Planes. They were named after five cities. Their service life varied and some of them lasted till 1940 giving an active service life of over 10 years. The following data show in detail these Loening Airplanes:—

Number	Name	Date Received	Date Retired
1.	Nanking	Sept. 24, 1929	Sold as junk at Chungking on May 20, 1942
2.	Shanghai	Oct. 4, 1929	— ditto —
3.	Hankow	Oct. 4, 1929	Lost while anchored on river at Hankow on August 12, 1931 as a result of a storm
4.	Kiukiang	Oct. 22, 1929	Sunk near Wuling, on September 25, 1937 after forced landing on account of bad weather
5.	Wuchang	Nov. 1, 1929	Left behind in Tunghu Lake, Wuchang, when CNAC evacuated from Hankow

The first accident of Loenings in China took place in the morning of December 9, 1930 involving damage to airplane, death to crew and injury to passengers. The airplane was No. 2, the pilot was Mr. Paul Baer and co-pilot Mr. Pian, brother CNAC pilot, Capt. N. K. Pian. Two of the injured passengers were Mr. Yang Yung-tai, adviser to Generalissimo Chiang,

and General Hsiung Shih-hwei. The airplane was on regular schedule, Shanghai-Hankow, and it hit the mast of a junk when it was taking off from the Whangpoo River. When the airplane was salvaged, it was considered beyond repair at the time and had to be scrapped because there was neither personnel, nor rebuilding facilities in CNAC.

It was well known to every body at that time that commercial airplane operation was a non-profit making enterprise. No airplane could operate on its own revenue without subsidiary from the Government, which usually was in the form of mail contract. There was no such arrangement in China and CNAC operated without any subsidiary from the Government. It was beyond its financial ability to purchase new airplanes to supplement damaged ones when none of the planes was operative. The only alternative was to repair or rebuild them, but there was no such facilities and personnel.

In February, 1931, CNAC was lucky in obtaining the service of Mr. T. Wong who was then Chief of Navy Aircraft Factory in Foochow under the Chinese Navy and is now Chief Secretary of CNAC. When he joined CNAC, he brought in a number of experienced airplane mechanics from Foochow and many of them are still in the service of CNAC in the Sheet Metal Shop. This was the beginning of CNAC airplane rebuilding shop. Through his experience and efforts, Loening Airplane No. 2 was thoroughly rebuilt and put into service again, notwithstanding the fact that there was no adequate equipment except simple hand tools. Not only the original characteristic of the airplane was maintained, the airplane actually was faster with bigger load capacity than the original because the airplane was converted into a flying boat instead of amphibian type after rebuilding. A water rudder was installed to give it better manoeuvrability for taxiing on water. A device known as the "cradle" was constructed to haul the plane from and into the river. Since then every damaged plane was rebuilt by CNAC irrespective of the extent of damage, and even those undamaged ones were reconverted into flying boats. Some of them had been rebuilt so many times that all the original component parts of the airplane had been entirely replaced by new ones.

At one time there was only one air-worthy Loening making daily flight between Shanghai and Hankow, and the airplane was serviced during the night. This was the beginning of night servicing of CNAC.

During the first few years of CNAC's operations from 1929 to the end of 1932 Loenings were the only type of airplanes to maintain a regular schedule. Besides the regular run between Shanghai and Hankow, CNAC was often requested to make special flights by the Government on urgent missions. During the 1931 flood caused by the Yangtse River Loening made many flood survey trips for the Government.

There were several peculiar co-incidents which seem premonitory, if not ill-foreboding, and they deserve mention here. Loening No. 2 was named Shanghai and its first accident occurred in Shanghai. Loening No. 3 was named Hankow and it was lost in Hankow during the 1931 flood. Loening No. 5 named Wuchang and it ended its service for CNAC in the Tunghu Lake, Wuchang.

Loening blazed air trails in China.

CNAC ANECDOTES

By Z. M. WONG

CNAC is the pioneer commercial airline in China. There were many interesting narratives which deserve a space in the annals of China's civil aviation history. These narratives will appear in each publication for the information of our readers. Any suggestions or corrections will be welcome.

1. CNAC made first schedule mail and passenger flight in China, on October 21, 1929.
2. CNAC carried first air mail in China. (The writer handled this airmail parcel in the morning of October 21, 1929).
3. CNAC sold the first printed domestic airplane passenger ticket, No. 1 to a Mr. Chang, Shanghai-Nanking, at CN\$15.00 issued by the writer.
4. CNAC made the first night landing at Lunghwa Airfield in 1935 with the help of only a few hurricane lamps.
5. CNAC built the first commercial aircraft hanger at Lunghwa in 1931.
6. CNAC built the first commercial airfield at Lunghwa in 1932 with runway made of broken bricks and cinder. This was the beginning of the present Lunghwa Airfield. This field was enlarged by the Shanghai City Government in 1935.
7. CNAC installed the first electric runway, boundary and obstruction lights with rotating beacon at Lunghwa Airfield in 1935.
8. CNAC built San-Hu-Pa airfield at Chungking with hewn stone runaway on sand bed. San-Hu-Pa is a delta in the Yangtze River and it is under water for a few weeks every year during high water season. This is the one and the only one of such airfield in the world.
9. CNAC airplane engine overhaul shop was established in 1930 and was first of its kind in China.
10. CNAC made the first Shanghai-Chungking flight in one day in a Stinson plane, a distance of over 1,000 miles, in 1933.

A BIG FAMILY

By WILKIE J. KAO

To promote a better understanding and co-operation among employees of this company is an important factor toward a successful administration of a highly specialized airline. To achieve this, it is necessary to make all of us feel to be a member of a big family. In other words, the giving us of chances to meet and enjoy together at our off hours will undoubtedly help to realize such an aim.

The following are a few off-hour activities which I would like to suggest:

- (1) Semi-monthly lecture—A committee be organized to invite notable persons in this city to give lectures on topics of general interest.
- (3) Concert—An arrangement with USIS, XORA radio station, or other similar organizations will make it possible for us to hold weekly or semi-monthly vocal, recital or record concert.
- (4) Sports—Teams of all sports be organized, and frequent friendly games with other teams be encouraged.

To make above activities a real success, it is hoped that encouragement and possibly financial assistance be given by the company. For instance, senior officials of this company should participate from time to time in any of the above activities, and transportation facilities be granted.

Let us hope that in the very near future, we will look at one another as brothers and sisters of a big family.

Any comments and suggestions on the above topic will be sincerely welcome.

April 27, 1948

STEWARDESS CORNER

By ELIZABETH LAN

Twenty-fifth of March, 1948—how this date brings back memories of March, 1946! We are now celebrating our second anniversary as Stewardness with C.N.A.C. Originally there were six girls in the first class and we called ourselves "The Big Six."

Stewardesses were comparatively new to the flying public of China;

the Company had only one flight nurse on duty during the pre-war days. We were trained by Mr. Gillette, formerly with P.A.A., who spent many hours of concentrated effort trying to mold us into the perfect flight attendants. After three months under his wing, we were full-fledged Stewardesses and on our own. The first flight on which a Stewardess was scheduled was made by Miss Betty Ho, with ex-premier T. V. Soong to Chungking, on April 16, 1946. Since that time, we each have accumulated over a thousand flying hours.

Meanwhile, Mr. Gillette left the employ of C.N.A.C. and we were then supervised by Mrs. Prevost, formerly a Stewardess with American Airlines in the U.S.A. With her, our Section increased from six to twenty-seven girls. Under Mrs. Prevost's direction, time for completion of training course decreased from the tedious three months to six weeks. Training course now consists of: Aircraft Familiarization, Passenger Service, Meal Service, First Aid, Meteorology, Communications, Company Rules and Regulations and Traffic. After completion of above subjects, we are given our wings and report to Flight Operations for scheduling.

Mrs. Prevost, however, did not remain with us for long, returning to the States in September, 1947. Since that time, Mrs. Shilling has supervised our work and under her direction we are rapidly becoming an important factor of the Company. At this date, we are forming a new training class for ten girls, bringing total number of Stewardesses to forty-one.

In retrospect, the past two years have been interesting ones, ones in which we have expanded, learned and worked hard. We hope we have enhanced the comfort of all passengers whom we have served.

FLIGHT OPERATIONAL NOTES

Flight personnel in CNAC consist of 62 captains, 50 copilots, 47 flight operators, 31 stewardesses, 8 navigators and 7 flight engineers....

Ground personnel in Flight Operations total 54....

Ground personnel are distributed at Shanghai, Hankow, Chungking, Kunming, Hongkong, Peiping and Mukden....

Various sections handled by the above ground personnel in Shanghai are Scheduling, Dispatching, Flight Watch, Briefing, Ramp Control, Flight Records, Statistics, Passenger Service, Ships Service, Teletype, Control Tower....

C. C. Hsieh has been transferred to Hongkong as Assistant Station Manager....

C. K. Tseng will assume his duties at Tokyo in the near future....

Capt. Rogers is not listed among the above flight personnel....

Y. C. Young has been given one of the most difficult assignments by being appointed OD Representative at Mukden....

Orville Wright, who together with his brother, Wilbert made the first heavier than air flight on December 17, 1903, died last month. This flight led to the development of the modern airplane....

Our friend Reynolds, the ball pen man, should note that recently a bicycle was ridden over the Andes Mountains.... The bicycle was strapped upright in a local south American airliner and paddled as the airplane was flown between Buenas Aires to Santiago....

Using the same technique, some enterprising individual will probably canoe his way around the world backward and still beat the Reynold's Bombshell record....

CNAC is acquiring additional C46 type aircraft. Although over 6,000 hours was flown during the month of April, the goal of 10,000 hours per month by December is becoming more possible as the months pass....

In flying 6,000 hours during the month of April, '48, CNAC covered over 750,000 statute miles.... More than 30 times around the world at the equator.

Mr. E. M. Allison, our present Operations Manager, was the first chief pilot for CNAC....

1949 will be the 20th anniversary of this Company....

The first aircraft, a Loening was named Nanking and received on Sept. 24, 1929....

It is interesting to note that this same aircraft was sold as junk at Chungking on May 20, 1942....

Z. M. Wong is the official custodian of CNAC history....

The new Douglas DC9 is a speedy twin engine aircraft which will compete with the Martin 202 and the Consolidated 240.... All airliners now flying in the U.S. must be equipped with radar equipment showing terrain or obstructions ahead and altitude.... CNAC Trans-pacific aircraft will carry the same....

Automatic pilots are now equipped with Flight Path Controls that automatically make letdowns in bad weather or poor visibility.... None of these auto pilots are in use in China.... The local cinema show "Calcutta" starring Alan Ladd and William Bendix concerns CNAC in theory....

The present dispensary was the original Passenger Terminal.... Dr. Wong was with the British Army in India during the war.... first scheduled flight of CNAC was made in 1929 from Shanghai to Hankow....

During the month of April '48, our Passenger Service supplied 503 parachutes, 1434 lift jackets, 92 20-man life rafts, 46 emergency radios, 67 portable oxygen kits, 183 first aid kits, 221 sand bags and other expendable equipment. . . .

HUNDRED HOUR CHECK

1. What OD Representative has been going around mumbling Japanese to himself?
2. Prof. Lo's Little Red School House now dispensing knowledge to cream-of-the-crop co-pilots. Lotsa' Captain material there, Boys?
3. Calling all Detectives: applicants report to 'Man-Hunt McDivitt's' Office.
4. Capt. Kusak still cutting teeth???. Nice cutting place SFO for a month or so!
5. Promotion of what DC-3 Captain to C-46 schedules is causing much sighing among Stewardesses?
6. The OM's new office is the plushiest-of-plush. How about a good-looking Office-Girl to go with it?
7. Capt. M. H. Liang will be saying his "I do's" with all the full trimmings this month, & a honeymoon in Hongkong.
8. A new co-pilot will be arriving in the Y. T. Chin family soon.
9. Also Capt. Lynn Parrish will soon be passing those "ceegars" around.
10. What Flight Engineer has been scheduled to SFO on every other trip and why?
11. Al George has been 'bowled' over by what fair damsel? Just getting some points on the game, Al?
12. Cupid really throwing his darts around in the Stewardess Section: Diane Cheng returned from her leave in Hongkong with a brand new husband. Linda Koeh is wearing a diamond ring bigger than she is. Thersea Shen will be married June 4th.
13. Stewardess Violet Chen was seen the other day in Operations—hope you will be back with us soon, Violet.
14. Remark made in passing by Stewardess Betty Ho—"Well, money isn't everything, but it sure does help!"
15. Submitted by one Mr. Heckman: definition of *props* is: things you need for eyelids on Monday morning.

HEARSAY FROM LUNGHWA

By T. Y. Yu

Dancing Party only an April First Story

At the beginning of this month, various rumours from different sources swung around. The most interesting one was that a dancing party for CNAC personnel and their families would be held at the Lido Open Air Garden on a certain Saturday. It was said that, after dancing, there would be dinner and other entertainments, and each person present was privileged to take part in a public lottery. The first prize winner may get a motor cycle of Harry-Davison Brand, the second a 6-tubed Philco radio and the third a good camera. Everybody was joyous to learn this surprising news. Those who could not dance focused their attention at the luxurious prizes, while others wished to avail themselves of this opportunity to show their new steps. In the long run, we found it was one of those stories told on All Fools' Day. Anyway, we were lucky to have one month extra pay on the 5th, so that everybody would not feel too much disappointed and could enjoy himself in his own way. Right now we are still expecting a dancing party and hope it will come true.

How Supply Division Personal Kill Times

The following is the result of a recent survey on "What are personnel of Supply Division doing after lunch and before the 1 p.m. whistle blows?":

- 60 % Reading newspapers and magazines
- 25 % Gossiping
- 5 % Taking a rest
- 5 % Walking around the airfield.
- 2 % Playing chess
- 2 % Phoning
- 1 % Meditating

Charity House Lottery

The 16th of April was a memorable day on which the lottery of the Charity House Lottery Ticket sponsored by the Winter Relief Committee took place. Every ticket holder wore a nervous expression on that day and imagined that how happy he would be only if his ticket number would be one of the fifty picked out from a total of six hundred thousand within twenty four hours. CNAC personnel bought more than 1000 such tickets, but no one had the luck to be one of the owners of these houses. Members of the female staff had no interest in the House Lottery Ticket. They are getting ready for the Diamond Lottery Ticket which is said to be issued in the near future. This is another example to tell that woman's desire is greater than man's.

PROMOTION AND TRANSFER

PREPARED BY PND

OPERATIONS DEPARTMENT

NAME	MOVEMENT	DATE
S. L. Cheung (張瑞良)	Transferred to Shanghai Radio Station	May 3, 1948
S. C. Wang (王士健)	—ditto—	May 1, 1948
C. H. Chow (周之鴻)	—ditto—	—ditto—
S. M. Chun (戎世明)	—ditto—	May 6, 1948
S. L. Hwang (黃星樓)	—ditto—	May 13, 1948
Y. Y. Kuo (郭永源)	—ditto—	May 14, 1948
W. C. Chen (陳維喬)	Transferred to Canton Station	May 1, 1948
S. H. Chen (陳實忻)	Transferred to Amoy Station as Operator-in-charge	May 5, 1948
S. Y. Liu (劉緒雄)	Transferred to Hsuehchow Radio Station	May 6, 1948
C. J. Hsu (徐啟瑞)	—ditto—	May 14, 1948
K. H. Liu (劉桂華)	Transferred to Foochow Radio Station	May 4, 1948
Y. H. Yu (俞揚和)	Promoted to Captain	May 14, 1948
S. Y. Cheng (程士英)	Transferred to Ichang Station; promoted to Operator-in-charge	May 3, 1948
C. C. Yang (楊慶泉)	Transferred to Peiping Station; promoted to Assistant Operator-in-charge	May 4, 1948
Ballon Tsong (章伯龍)	Reclassified to Radio Mechanic	May 16, 1948
W. Chen (陳畏)	Transferred to Luchow Radio Station	May 8, 1948
C. T. Ching (金章俊)	Transferred to Chikiang Radio Station	May 9, 1948
T. L. Tien (田德隆)	Transferred to Hankow Radio Station	May 8, 1948
K. C. Tang (湯國琴)	Transferred to Hankow Radio Station	May 12, 1948
S. T. Chiang (蔣西唐)	Transferred to Laifeng Radio Station	May 19, 1948

NAME		MOVEMENT	DATE
C. K. Kao	(高造國)	Transferred to Kunming Radio Station	May 12, 1948
C. W. Chu	(朱知文)	—ditto—	May 11, 1948
S. C. Cheng	(鄭紹存)	Transferred to Chungking Station	May 14, 1948
B. S. Shuh	(束伯賢)	Transferred to Shanghai Station	May 15, 1948

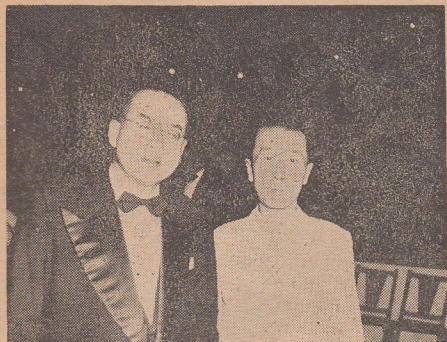
BUSINESS DEPARTMENT

T. L. Lo	(羅廷亮)	Transferred to Business Department	May 1, 1948
S. F. Lu	(盧世芳)	—ditto—	May 14, 1948
M. K. Lee	(李夢庚)	Transferred to Hsueh Booking Office as Station Manager	May 1, 1948
H. L. Tsai	(蔡學霖)	Transferred to Canton Booking Office	May 4, 1948
C. P. Tso	(左紀彭)	—ditto—	May 22, 1948
Y. F. Loh	(陸元方)	Transferred to Chengchow Booking Office	May 9, 1948
C. F. Kuo	(郭則汾)	Transferred to Foochow Booking Office	May 10, 1948
F. I. Pao	(包芳儀)	Transferred to Shengyang Booking Office	May 1, 1948
T. S. Yu	(余津生)	—ditto—	—ditto—
H. S. Yin	(尹華西)	Transferred to Hankow Booking Office	May 12, 1948
M. Y. Lee	(李明豫)	Transferred to Peiping Booking Office	May 24, 1948
Robert Y. Chen	(陳岳祥)	Transferred to San Francisco Office	May 7, 1948
K. S. Wang	(王孔修)	Promoted to Assistant Station Manager, Shanghai Booking Office	May 3, 1948

SECRETARIATE DEPARTMENT

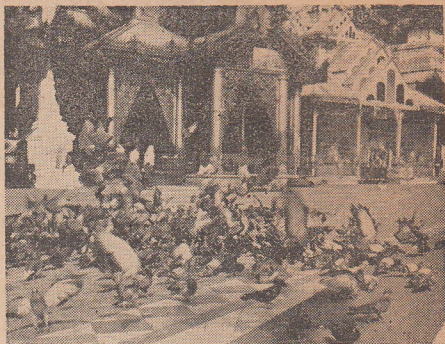
H. L. Ku	(顧湘霖)	Transferred to Statistics Office	May 12, 1948
T. M. Chi	(季載銘)	—ditto—	—ditto—

王助主任與涂大使

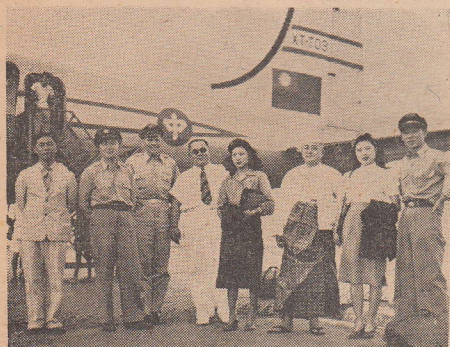


Col. T. Wong on the left of the picture is shown to-gether with Dr. Tu the Chinese Ambassador to Burma, the photograph was taken at party given by Overseas Chinese in Rangoon.

Pigeons are always to be found in any of the temples in Rangoon, these are fed by the worshipers, and each time that a feed is thrown out thousands would scramble for the food.



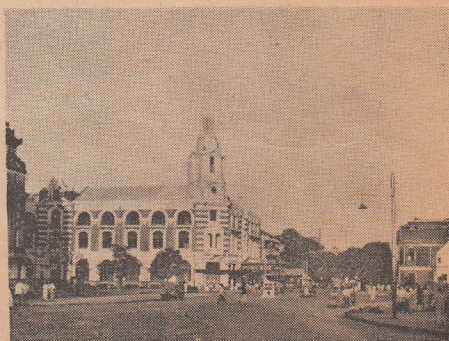
羣 鴿 (仰光)



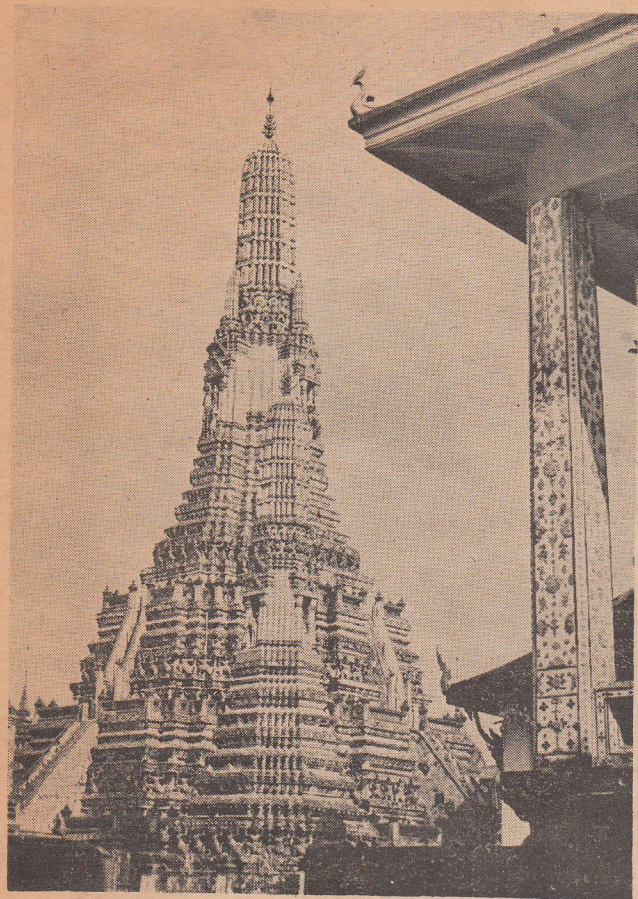
中航飛行人員與緬交通部長(穿緬裝者)

A joy ride was given by CNAC to the people of Rangoon on the Inauguration flight to Burma; among those who enjoyed the tour over the city of Rangoon was the Burmese Minister of Communication (in Native dress) shown together with the crew of the DC-4.

A street scene of Rangoon, looking from the Sule Pagoda towards Rowe Company.



仰光街景

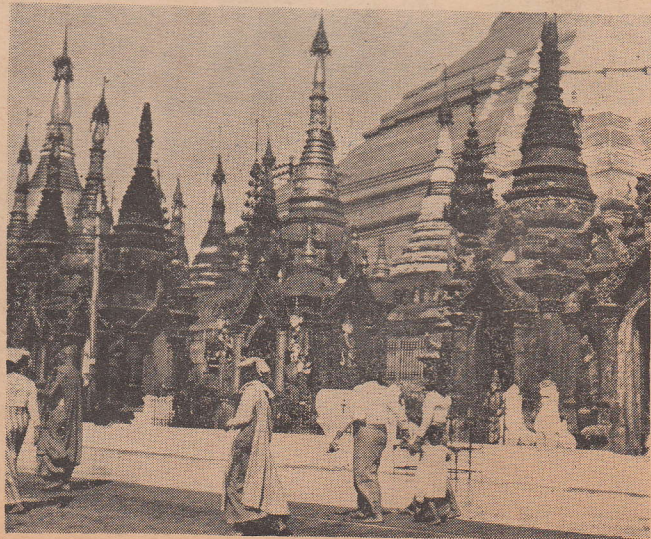


In Bangkok many Temples of architectural beauty may be found: here is shown the spire of Wat Arun, (the temple of Dawn).

仰光廟宇



At the base of the Gold Pagoda are many shrines each housing a god. In the Gold Pagoda Temple there over a hundred of these small shrines.

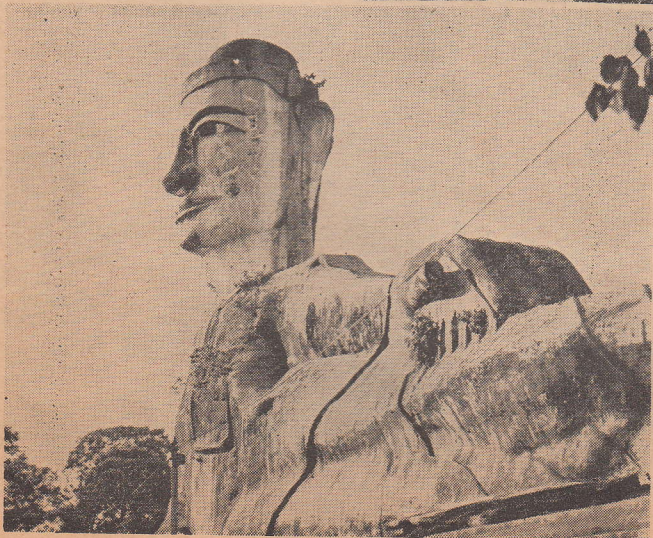
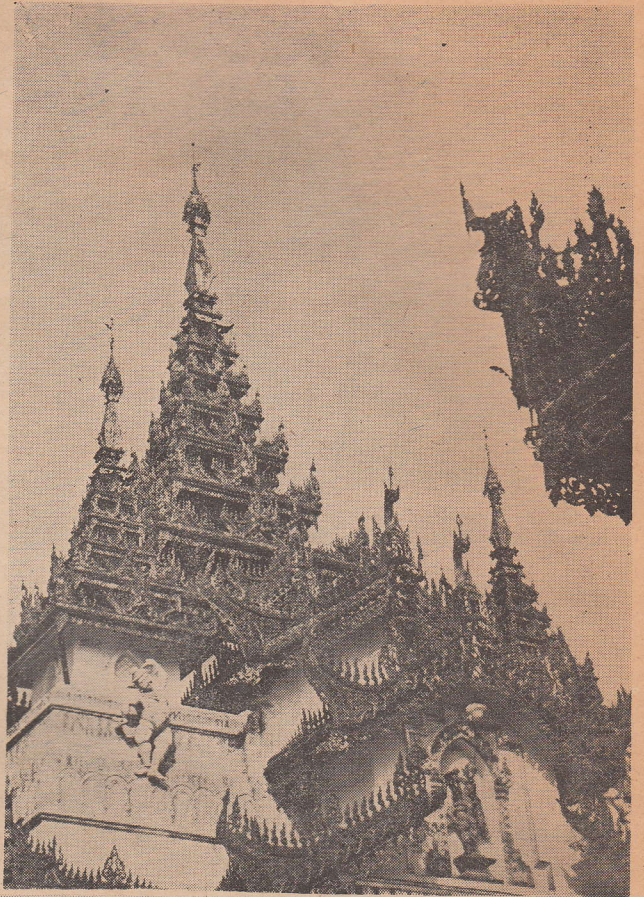


仰光銅塔 →

A peculiar Architecture is shown in this picture of the roof of one of the Shrines in the Gold Pagoda Temple, of Rangoon.

仰
光
銅
塔

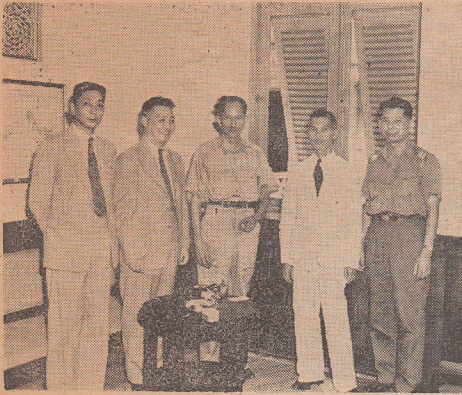
→



The stone Image of the Big Head Temple. The image itself measures about 50 ft. in height and about 190 ft. in length.

← 像石之宇廟光仰

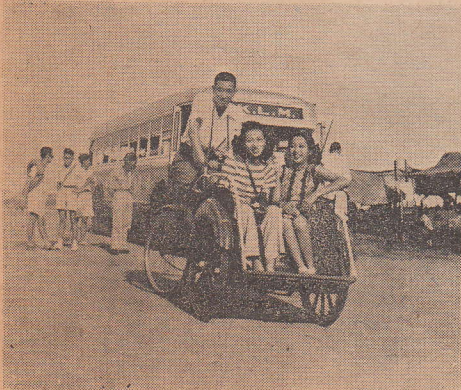
Our Managing Director Col. C. Y. Liu visited the Minister of Communications for Siam, (center) when the survey party arrived in Bangkok.



In Okinawa the scenic beauty is unexcelled, here is shown a view looking into the Pacific Ocean.



In Batavia Foy Hwa pedals two girls around, Miss Alice Dung and Elizabeth Lan.



空中小姐
→



An informal of five girls: Misses Ellen Chen, Lolly Wong, Linda Koeh, Diane Chen and Miss Julia Shih.

劉總經理與暹羅交通部長
←

巴塔維亞
→



In Batavia in the compound of the Hotel Des Indes personnel of all Depts are here represented: C. H. Ku, B.D.; P. K. Mei, G.A.D.; Foy Hwa, O.D.; Y. Y. Sze, O.D., and P. Y. Sze F.D.

沖繩島
←

沖繩島
→



Another scene of Okinawa: looking across the Point to Ishihawa Beach, the point is seen in the middle jutting out into the sea.

巴塔維亞
←

小 測 驗 新 福

全部共計二十題，每題有答案四條，其中僅一條為正確，請圈記正確答案，并自計所得分數。每題計五分。（答案見8頁）

- (1) 中國航空公司成立於
(甲) 民國十年 (乙) 民國十九年 (丙) 民國二十四年 (丁) 民國二十九年
- (2) 現任中國航空公司董事長是
(甲) 俞大維 (乙) 毛邦初 (丙) 劉敬宜 (丁) 彭學沛
- (3) 中國航空公司現有任航飛機
(甲) 10架 (乙) 25架 (丙) 37架 (丁) 47架
- (4) 中國航空公司於民國卅六年正月間，飛行總時間為2350小時；於民國卅七年正月間，飛行總時間為
(甲) 2350小時 (乙) 3000小時 (丙) 1456小時 (丁) 4851小時
- (5) 中國航空公司最短的航線是港粵線，全程137公里；最長的航線是中美線，全程計長：
(甲) 10,000公里 (乙) 13,497公里 (丙) 15,000公里 (丁) 19,480公里
- (6) 由上海飛舊金山，全程飛行時間是
(甲) 一星期 (乙) 三天 (丙) 四十小時 (丁) 三十小時
- (7) 中美線：由上海飛舊金山，沿途經停關島，威克島，檀香山；回程所經停各站：
(甲) 舊金山——檀香山——威克島——關島——上海
(乙) 舊金山——檀香山——中途島——關島——上海
(丙) 舊金山——檀香山——威克島——東京——上海
(丁) 舊金山——檀香山——威克島——關島——香港——上海
- (8) 國內飛行，乘客可帶隨身行李（免費）
(甲) 25公斤 (乙) 20公斤 (丙) 15公斤 (丁) 10公斤
- (9) 國際飛行，乘客可帶隨身行李（免費）
(甲) 30公斤 (乙) 25公斤 (丙) 20公斤 (丁) 15公斤
- (10) 空中霸王號，除飛行人員外，可載乘客
(甲) 44人 (乙) 40人 (丙) 36人 (丁) 27人
- (11) C-47型的航速是225公里/小時，空中霸王號的航速是
(甲) 200公里/小時 (乙) 255公里/小時 (丙) 320公里/小時 (丁) 600公里/小時
- (12) 世界飛機航速的最高紀錄是
(甲) 400公里/小時 (乙) 800公里/小時 (丙) 1040公里/小時 (丁) 2000公里/小時
- (13) 時民國卅六年一年內，中國航空公司共載收費乘客
(甲) 1000人 (乙) 10,000人 (丙) 174,661人 (丁) 200,002人
- (14) 民國卅六年一年內，中國航空公司共載貨物
(甲) 12,345,678公斤 (乙) 13,354,246公斤 (丙) 24,680,246公斤 (丁) 7,654,321公斤
- (15) 民國卅六年一年內中國航空公司共載郵件
(甲) 1,000,000公斤 (乙) 2,000,000公斤 (丙) 2,781,017公斤 (丁) 3,000,000公斤
- (16) 飛機下降時，耳膜或感微痛，如何解之？
(甲) 以手掩耳 (乙) 捏鼻空嚙數次 (丙) 閉目張口 (丁) 聽其自然
- (17) 機艙前面之燈光開亮時，向乘客表示
(甲) 準備著陸 (乙) 準備起飛 (丙) 將安全帶擊上 (丁) 禁止談話
- (18) 飛行的安全很受氣候的影響，所以各地氣象台就時常需要觀測氣象，他們觀察時間是
(甲) 每隔半小時 (乙) 每隔一小時 (丙) 每隔二小時 (丁) 無定期
- (19) 中國航空公司，每月飛機汽油消耗量約計五十萬至六十萬加崙，佔每月全部開支
(甲) 百分之十 (乙) 百分之二十 (丙) 百分之三十 (丁) 百分之四十
- (20) 票價的調整，是根據以下的幾個因素：
(甲) 生活指數，物價指數 (乙) 生活指數，外匯市價
(丙) 生活指數，物價指數，外匯市價 (丁) 任意調整

「朱雀橋邊野草花，烏衣巷口夕陽斜」兩句，深深為這幽美的意境所動，現在身臨其境，不禁啞然。也許是時代改變了環境，否則我只有驚歎於詩人的生花之筆了。

午餐後，雇馬車一輛，往遊中山，明孝二陵。出中山門，景色漸幽，遙望鍾山之麓，有紅牆，即明孝陵。將抵陵門，登壇頗多石馬，翁仲，華表等。名獨龍阜，即明太祖朱元璋靈寢所在；下圍以巨磚，磚上刻七字：「此山明太祖之墓」。據二姊云，南京人至今還在懷疑明太祖靈寢的所在地，當地父老相傳，當日明太祖舉殯，分數路出城，無人敢斷言葬於何處，所以這明孝陵可能是一座疑塚。有幾位國大代表也正在討論這個問題，其中有一位斷定明太祖是葬於鍾山，但不知那一部份，並套唐詩兩句說：「只在此山中，泥深不知處」。相與莞爾。

別明孝陵，東行，進入總理陵園區，林木蔥鬱，幽雅深邃，似一個整潔的大公園。抵中山陵，拾級而上，一種莊嚴、純潔、雄闊的氣象，正象徵這位民國創造者的精神和人格。是日適值星期，靈寢開放，任人瞻仰。於是登祭堂，繞石槨環行一匝，追念此一代巨人，際茲國事蜩蟬，益增「哲人其萎」之慟。

謁陵畢，步行赴靈谷寺。一路景色宜人，林木青翠，間有碧桃兩三株，花方怒放，紅豔醉人，在此萬綠叢中，益增嬌媚。靈谷寺旁，有國民革命陣亡將士祠，建築宏偉，祠後有墓，墓後有塔，高九層，我們將士一口氣跑到最高的一層，天風蕩袂，襟懷一爽，俯視鍾山脚下，林木恬靜，似一片碧綠的氈氍，而仰望鍾

山之巔，猶是高不可接。

出紀念祠，入靈谷寺。寺以牡丹名於時，植於東院，花大如巨碗，有深紅，粉紅等色，華而不浮，豔而不俗；分四組，各圍以石砌，爭妍鬥麗，眼前頓現無邊春色，有寒樸山僧，佇立其間，與國色天香，恰成有趣的對照。

蹄聲得得中，我們結束了第二日旅程；走馬看花，名符其實。

第三日晨，雇馬車向燕子磯進發。十時，過新街口，無線電擴音機正在宣布國民大會開始選舉中華民國第一任大總統。車行二小時，方到燕子磯。磯石屹立江邊，三面懸崖，從磴道盤曲而上，有御碑亭。碑書「燕子磯」三大字，背面題詩一首，據說是乾隆遊江南時的「御筆」。登磯頭，浩瀚的長江，就在腳底。遠山隱約，大江東流，矯首臨風，頗有登泰山而小天下的感覺。

磯盡處，圍以鐵絲網，赫然有一想想看，死不得——六個大字，寫在石上，觸目驚心。因為有很多厭世的人，跑到這燕子磯頭，躡身一躍，結束了寶貴的生命，後來便有人題上這六個大字，當頭棒喝，希望自殺者到最後關頭，還能猛省。

磯上有餐室，午餐後，駕原車經幕府山麓由沿江公路直達下關。登車返滬時，已是夕陽紅遍六朝山了。

偷閒三日，遠訪秣陵春色，因為行色匆匆，許多命名區如牛首，棲霞，湯山等還沒有去過，這只有期諸他日了。

武門外。以十萬元代價雇遊艇一艘，坐在艇內，四面都是湖光山色，湖水清澈，游魚歷歷可數，鷄鳴山，北極閣，紫金山雄峙湖畔，城牆作屏，青山為障，深覺西子湖秀麗勝之而壯麗不及。

湖中有五小嶼，叫梁洲，環洲，翠洲，櫻洲，菱洲。據船家說，櫻洲盛產櫻桃，色、香、味俱美，熟時，可捨舟登岸，擇其尤者購食。湖中產菱，味甘脆，可自由取食，與櫻桃並稱玄武二絕。可惜來時太早，櫻桃未熟，菱更不必說了。

湖中有公園，叫五洲公園，頗幽雅，躉舟登陸，攝影數幀，直到夕照橫山，才踏上歸途。

緩步行，路過大鐘亭，這是南京著名古蹟之一，少不免進去觀光觀光。亭內有鐘，碩大無朋，明洪武廿一年造，重逾四萬六千斤。據云：當年某名匠受命鑄鐘，因鐘太大，無法完成，他的三個女兒不忍看到父親束手無策，相率躉身入爐，而鐘遂告鑄成。至今亭內還供着那三個女兒的神像，日受南京婦女們的膜拜，據說有求必應，尤樂為婦女們解決各項大小問題云。自然，這是神話，在這古老的中國，多的就是這種神話。君不見上海灘頭，跑馬廳畔，那一對「威靈顯赫」的老翁仲乎？

在暮色蒼茫中，我們結束了第一日的旅程。
第二天清早，由二姊領導，往訪六朝金粉的遺蹟

——秦淮河，夫子廟一帶。

在奇芳閣吃了些著名的乾絲和鍋貼，我們便順步到夫子廟。那個被稱為夫子廟的地方，開設了許多各式各樣的小店，有點像上海南市城隍廟，至於夫子廟本身，早不存在，有兩面紅色的頽垣，據說就是夫子廟的遺址。頽垣附近的荒地上充塞了江湖馬戲班之類，已成一箇熱鬧的雜耍場了。

出夫子廟，過秦淮河，這條千古以來，曾被多少詩人墨客們歌頌過的小河，現在只剩一泓黑水，隨風飄來一陣陣難聞的氣息。二姊告訴我們，六朝的流風餘韻，至今猶存，夏夜華燈初上時，不少達官鉅賈，雇畫舫，攜歌女，容與中流，一時笙歌雜奏，很是熱鬧。我在懷疑，當這羣自鳴風雅的大人先生們選色徵歌，飛觴醉月，正在揚揚得意的時候，一陣和風起處，吹來河面「清香」的氣息，不知有何感覺。

由秦淮河穿過石礪街，抵白鷺洲，這是一個不大的池塘，水很清，是南京著名的「自殺區」每年在這裏輕生的人很多，尤其是秦淮石礪一帶的歌女，後來當地的人，建了一所土地祠，面對白鷺洲，其風稍戢；當然，這也是神話之一。

從白鷺洲再到秦淮附近，在著名的桃葉渡、朱雀橋、枇杷巷、烏衣巷等處轉了一週，覺得這一連串美麗的名稱，只是名稱上的美麗而已。從前讀唐詩，至

奮救該球，手指破裂，因傷離場，此後僅以九人應戰，不及二分鐘，復陷一城，乃成三比一局，其後雖曾竭力反攻，扳回一城，然好景不常，最後又夫一關，遂以四比二飲恨終場！

二、「中航籃球隊」復活

「中航籃球隊」，係於戰時在印成立，名將如雲，實力雄厚，活躍海外，素為僑胞所稱道；曾參與加城之「九九民族健康杯」籃球賽，連獲冠軍四年，獨霸加城，造成輝煌之戰績。每逢比賽，僑胞即傾城來觀。加地體育風氣之特盛，實賴中航籃球隊提倡之功也！復員返國後，因球員星散，致二年來未作公開之活動。今春得熱心體育之沈崇煥君擘劃策略，召集舊部，重振旗鼓，中航籃球隊復又東山再起矣！全隊制服，已蒙總經理之贊助，煥然一新，日來正在加緊訓練，聞將於本月中舉行之「工商杯」籃球賽中，一顯身手！

三、吳守衡膺聘全運會足球裁判

中航消防股長吳守衡君為海上名足球裁判，曾任警局消防隊大隊附，此次膺聘為全運會足球裁判。吳君經驗豐富，罰賞嚴明，其大公無私之精神，值得

欽佩。全運會足球賽，為此次大會中最精采之節目。全國各地及海外均率雄師參加，奪標之劇烈概可想見！吳君出任斯職，當能勝任愉快。

四、楊保羅膺選全運標鎗上海代表

第七屆全國運動會已於五月五日在上海市中心區體育場舉行。我公司中不乏好手在內，名將楊保羅代表上海市出席全運標鎗，此君前在華中運動會中，曾獲標鎗冠軍，此次膺選上海市代表，獲分當有希望也。

秣陵春風

遊記

在一個風和日麗之晨，我和黛輕快地踏上了京滬路上的「凱旋號」特快車，下午一時，我們便抵達那「龍蟠虎踞」之都——南京。

初到南京，我覺得有兩點是很特殊的：第一，是形勢險要，背水環山，難攻易守，第二，是機關和公務員衆多，宮殿式的部，會，院雄踞各要道，街頭巷尾，多半是穿着中山裝或軍裝的人物，加上襟綴紅緞帶的男女國大代表們，冠蓋滿京華，不愧為全國政治中心。

驅車赴朝天宮訪二姊，朝天宮就是南京的文廟，內供孔子，建築古雅，氣象莊嚴。

我們放下行李，便坐三輪車往遊玄武湖，湖在玄

答案：

- (1) … (乙)
- (2) … (甲)
- (3) … (丁)
- (4) … (丁)
- (5) … (乙)
- (6) … (丙)
- (7) … (丁)
- (8) … (丙)
- (9) … (甲)
- (10) … (甲)
- (11) … (丙)
- (12) … (丙)
- (13) … (丙)
- (14) … (乙)
- (15) … (丙)
- (16) … (乙)
- (17) … (丙)
- (18) … (甲)
- (19) … (丙)
- (20) … (丙)

- 一、參加大會人數約五十人弱。
- 二、入會會員繳月費二角（按上月生活指數）。
- 三、入會會員均須填寫調查表。
- 四、每星期四下午六時始為練習時間。
- 五、現在在練習日期，全體會員均須參加聚餐以資聯誼，有不能參加者在四十八小時前通知負責人。
- 六、每月第一次練習後，舉行餘興。
- 七、有交通車負責送回（終程在計劃中）。
- 八、人選決定：
 - a. 主席：吳華英女士 現任職總公司秘書處
 - b. 副主席：劉年若先生 現任職機場電機股
 - c. 秘書：李惟岷先生 現任職總公司人事課
 - d. 樂譜幹事：楊文灑先生 現任職機場無線電股
 - e. 事務幹事：龔榮宗先生 現任職總公司總務課
 - f. 交通幹事：馬萬里先生 現任職機場汽車股
 - g. 會計幹事：蘇靜君女士 現任職總公司財務組



體育簡訊

球人

一、「中航足球隊」近事：

「中航足球隊」自參加本市足球乙組聯賽以來，經數月之鏖戰，除在聯賽中，與「海關隊」以二對二戰平外，餘賽均每戰皆捷，榮獲乙組二部冠軍。茲復於四月十七日上午與乙組一部冠軍「羣力隊」作總冠軍決賽於逸園球場，是日中航同仁前往捧場者甚多，惟該賽適因中航隊前鋒主將三人，同時因事缺席，影響軍心，致演出失常，全軍渙散，未能有所作為，殊屬憾事！當開賽後十五分鐘，即告失守，被陷一城，後復極力反攻，雖由前鋒攻入一球，惜以越位作廢，後復獲一十二碼球，然因求勝心切，又斜出尺許，徒失此黃金機會！上半時，即此一球見負！易陣後，中航反攻頗急，十分鐘時，得一十二碼之機會，鐵腿起處球已應聲入網，扳成和局，此後混戰半小時，各無所得，乃以各一和局。茲依照聯賽規程，延長三十分鐘作決賽，中航隊經一時半之劇戰，疲態畢露，在延長半時期間內，極盡抵抗之能事，仍以一比一和局。換陣後，未久，不幸後衛在禁區犯規，判處極刑，被罰十二碼球，守門接而復夫，乃負一球！而守門員則因

飛機設備股 (Ships Equipment Shop) 之潘嗣勳君，是個多才多藝的人，在工餘之暇，曾客串「浮生六記」影片演出，鏡頭雖不多，但却演得維妙維肖。此君可稱為一業餘藝術家。

養護課的發動機股 (Motor Shop) 附件股 (Accessory Shop) 及機工股 (Machine Shop) 當年在印度時，號稱桃園三結義，彼此相依為命，苦樂同當。復員以後，大家仍在江邊的二號棚廠過着同甘共苦的生活。在一月前老大 (發動機股) 不知在那兒弄了很多的條子，大大地擴充起來，先買了本號棚廠，又頂了卅號棚廠，為了避免道義上的責難，纔把卅號棚廠的一半給了他的三弟 (機工股)，唯有老二 (附件股) 仍在江邊孤獨地在嘆息『世態炎涼』，『人心不古』。

養護課的機身股 (Sheet Metal Shop) 將創出奇蹟，把一架損舊不堪的 C-46 型貨機改裝成嶄新的客機，一切的設備，類同 Dc-4 霸王機，能載客卅六位，既漂亮，又省錢，在一月內即可飛翔於國內外主要航線。

X10 6 南京號霸王機的內部自焚毀後，飛美重行裝置，現已飛返上海，担任它的任務。據可靠消息稱

：該機現為遠東第一架設備最完善的客機，內部美麗堂皇，坐位柔軟適意，臥坐可任意調整。將來參加國外各線飛行，定可稱雄各地云。

消息靈通方面稱：總工程師葛仁第最近擬定了一個將來機航組的組織系統，據說計劃非常龐大而周密。

最近總公司方面和機場方面愛好音樂的先生小姐發起組織了一個西樂組，在四月十八日召開過一次座談會，選出幾位籌備委員，在籌備委員努力下，終於獲得公司合法的備案同資助，正式在四月廿九日成立。現在我知道並且敢保證，這是一個理想而堅強的組織，它的前途充溢着燦爛的光芒，我要鼓勵和呼籲同事們，凡是有一點兒愛好音樂的都可以踴躍去參加。當然我並不是說它是一個粗製濫造的團體；我也知道水準的懸殊，不能混合為一；但是我深深的認識同相信，現在在西樂組確有不少對音樂有修養的先生小姐們。除了聯合公司懂得音樂的同事，來彼此研究，學習，聯絡友情，作為業餘的消遣外，我們有着更重遠的任務：就是將音樂的風氣擴大，普及到整個公司，做到用音樂來移風易俗的一句話。

附帶將西樂組成立大會的重要事項，作一簡略的報導：

中國航空公司軼事錄

王承銘

中國航空公司可以說是中國民航事業的先進，自創辦以來將近二十年，在此過程中，創造了許多中國民航史上的紀錄，並且流傳不少有趣的軼事。筆者謹就個人所見所聞加以陳述，分期刊登本刊，藉供談助；因時隔經年，記載或有出入，尚希讀者諸君不吝指正為幸。

(一) 國內第一次定期客郵班機，係於民國十八年十月二十一日由中航公司飛行。

(二) 國內第一次航空郵件由中航公司承運，該郵件係於民國十八年十月二十一日晨，由筆者自郵局接收者。

(三) 中航公司第一號客票，係由筆者出售，乘客為張壽椿君，航程為上海至南京，票價國幣拾伍元。

(四) 中航公司之飛機引擎修理廠於民國十九年成立，為中國備有是項設備之首創者。

(五) 中航公司於民國二十年建造第一座民航飛機棚廠。

(六) 中國第一個民用機場，即現在之龍華飛機場，係於民國二十一年由中航獨資修築，跑道用碎磚煤屑築成，嗣於二十四年由上海市政府加以擴充。

(七) 中航公司首先於民國二十二年用斯汀生飛

機完成由上海至重慶一日內飛行一千餘英里之航程。
(八) 中航公司僅用幾隻桅燈設備，於民國二十四年在龍華機場試驗夜間降落成功，開中國夜航之先例。

(九) 中國夜航起落設備用電燈照明，係由中航公司於民國三十五年首先裝置於龍華機場。

(十) 重慶珊瑚壩為長江中之一沙島，每年大水期間，全部或局部被水淹沒，中航公司建造跑道及其他機場設備於其上，為舉世聞名獨一無二之特別機場。
(待續)

本刊歡迎各站同仁投稿
請寄交上海秘書室收轉

機場風景綫

三友



又是春暖花開的時候了，一年一度繁盛的龍華鎮上又熱鬧起來了。春花如熾，遊人如雲，可稱盛極一時。因之機場上也時有三五成羣的遊客駕臨，舉止瀟灑，服裝艷麗，趁春遊之便，一覽廿世紀的龍兒——飛機的廬山真面目；在他們驚異感嘆之餘，再看到我們這一羣在機艙內跑上躡下油猴子(Grease Monkey)未免太煞風景，即掩鼻縮眉的走了。春天雖然是美好與動人，但是僅屬於他們的。

山時在該地付現。

前時因匪亂關係，鄭州之空運業務曾停頓一時，後據悉該地已恢復安謐如常，治安已無問題，已經於週前恢復航矣。又，前一度停航之北平歸綏甯夏蘭州線亦已於本月內復航。

營業組考用之第三批客運服務員筆試成績業已評定，正式錄取人名，日內即可公佈。俟錄取人員完備報到手續後，施以短期訓練，然後分發至各要站正式服務。

(二) 貨運

國內若干城市，因戰事關係，陸路交通，均告阻斷，貨物運輸多賴本公司予以空運，本月份公司貨運業務頗為繁忙。詳情分述如下：

一、平錦瀋線：以東北糧荒嚴重，本公司該線飛機奉命運糧，由平或由錦飛瀋，作梭式飛行，瀋地糧價，因之普遍下跌。

二、平并線：亦因太原糧食奇缺，所有該線飛機亦奉命一律運糧赴并，如飛機調撥裕餘，仍兼運山西省政府訂約之民生救濟物資。回程時，大多輪出山西貿易公司各種工業出品。

三、陝并線：則全為山西省政府航運民生救濟物資，回程亦大多載運山西貿易公司出品。

四、滬漢陝線：因陝省為產棉區，各廠商在陝收

購棉花，數量至鉅，受隴海鐵路中斷影響，無法運出，乃紛向本公司包機飛運，以解救滬市棉荒，或由西安直接運滬，或運至漢口後再轉輪東下，其中以中國紡織建設公司及大華紡織公司數量較多，每日飛運，幾無間斷。

五、渝陝線：亦專為運陝棉而飛航，蓋運至重慶後，即可轉輪東下也。

(三) 郵運

民航飛機，郵運為先。值此全國不靖，交通阻隔，消息之傳遞，文化之溝通，尤賴航空郵運，以求迅速穩妥。因此最近航空郵件，數量日見增加，本公司亦儘量收受，儘速運出。尤以各地當日出版之新聞紙，雖按普通運價六折計算，以有時間性並與文化消息攸關，亦無不優先寄出。至出版界託寄圖書，亦祇按普通運價收費，以示優待。

至國際航空郵件，我國郵局對於中外航機，一律不分彼此公平交運，但美國郵政，迄未將寄華航郵分交本公司中美航機回程帶運，殊欠公允；雖幾經交涉，尚無結果。現本公司為維護我國權益，爭取該項國際航郵起見，業將原定運價減為每公斤五八·二〇金佛郎，以期與美航空公司運價完全一致。一面正在繼續交涉，請美郵依照國際通例將來華航郵分交本公司承運云。

五月公司營業情形簡述

夠通達，意志能夠集中，然後真正達到一個大家庭理想的境地，使我們的資本發揮作用，業務範圍日趨擴大，組織健全，人事調協。為了實現這個目的，我們才創辦「中航月刊」這個刊物，個人相信這個刊物的出生一定能受到全體同人的歡迎和熱愛，也一定能夠達成它所負的任務的。

(一) 客運

國大閉幕後，各代表等陸續由京啟程飛返各地，公司除設法儘先輪送外，並隨時予以一切便利，協助及招待，同時復臨時增加京滬班機，以利各代表等來滬觀光遊覽。

繼國大閉幕之後，全國運動會於五月初在滬舉行，全國各地及國外華僑選手於四月下旬即聯袂由各地啟程來滬，公司除及時分電各站盡量利用現行各線班機輪送外，並隨時視情形需要洽請機航組調派加班機或專機協助運輸。全運會閉幕後，各選手等相率離滬返原地；由滬地出發之各線客運平時即現積壅之象，一時平添若干乘客，調配機座秩序先後，情形之困難可以想見；惟彼時公司仍於維持現行班期下設法儘先輪送，良以若輩選手代表多有來自遠方邊省國外地，

滬上生活高昂，每日食宿費用浩大，皆不欲候機而在滬多延時日也。

中日航線策劃已久，至本月七日始由總座率領各組處人員往東京作首次試航，試航成績至為圓滿，駐日盟軍總部對於本公司之中日航線計劃甚表贊助。在日經多次與有關方面磋商洽談，開航已無問題，現正由公司提請我方部局轉致駐日盟軍總部儘速完成應辦手續，一俟手續完妥，即可正式開航矣。

上海沖繩島區間線開航事，現亦正提請我方政府循外交途徑交涉洽商中，最近亦可望正式開航。該島美軍人員駐留甚多，因知彼等遇有休假時多欲來華至各地遊覽，公司正擬具由上海至國內若干地點，如北平青島南京廣州等各大都市，各短線雙程遊覽美金票價，俾開航後得在沖繩島發售至各該地之聯運雙程客票，以增公司之美金收入。

中美線由滬赴美票價曾規定可按照中央銀行當日美匯掛牌價格結付國幣。惟近日幣值波動甚烈，而美匯掛牌價增漲有限，致令結付之國幣數額與原定之美金票價已形脫節，公司損失至鉅。現已呈准定於六月一日起所有赴美票價，應以半數按照中央銀行當日美匯牌價結付國幣，另半數照付美金支票或匯票，藉資補救，同時並規定凡乘客無法在國內取得美金支票或匯票時，可提取保證該半數票款於抵達檀香山或舊金山

於事業，等於身體對於個人一樣。一個公司如備有充足資本和廣泛業務範圍而無良好的組織，等於一個人有很好的天資，很好的機會，但是沒有健康的身體。反過來說，有的事業不一定有雄厚的資本，所經營的事業範圍也相當狹小，但是因為賴有極其健全的科學化的組織，可以使其事業的基礎日益穩固，事業的進度日益發展，例如我國的郵政局便是一個現實的例子。郵局的資金並不能算是十分雄厚，郵局的業務也十分單純，但是郵局有其健全而科學化的組織，其工作可以達到窮鄉僻壤，他們的事業精神可以做很多機關的模範。我們中航公司，今後對於健全組織和提高效率還須要特別的注意，格外的努力。

第四個條件是人事。一切優良的制度和方法必須有健全的人事才可以推行。所以人事問題在任何事業當中都非常重要，也非常複雜。中航公司因為本身是一種新穎的事業，同時又是與外人合資經營的事業，人事上比國內一般的機關要較為整齊，一般的同事年紀都比較青，頭腦比較新，但也有若干的複雜的問題。事實上這些問題並非不可克服。第一，希望全體同仁認清楚中航公司乃是一個大規模有希望的事業，我

們既屬這個事業中間的一份子，事實上我們個人的希望乃寄託在這個事業的希望中，個人的前途也寄託在公司事業的前途上。如果我們全體一致為這個事業去努力，我們的工作必得到代價，因為我們所創造出來的中航公司的前途便是我們每一個同仁自己的前途。第二，希望全體同仁把中航公司認作一個大的家庭，工作在這裏的人等於生活在一個大家庭裏。中國人素有忍讓的美德，能夠犧牲小我，成全大我，所以凡是中國人都善於處龐大而複雜的家庭，常博得西洋人異樣的驚異和讚賞。我們同仁相處，也要以忍讓為重，務必造成這個大家庭裏一派和樂融融的空氣，使我們在這裏工作覺得愉快而有意義，替公司創造一個光明的前途，也替我們自己創造一個光明的前途。

中航公司全體同仁人數在四千以上，分在國內外數十處不同的地點担任各種不同的工作，彼此之間，除了因為工作上的關係，可以和很少數的人有點接觸而外，平時很少有聯繫的機會。因為聯繫的機會很少，彼此了解的機會也少。今後為求全體同事能夠上下相通、內外相連，我們必須有一個傳達感情、溝通聲息的工具；通過這一個傳導的工具，使大家的情感能

一個公司應備的條件

劉敬宜

公司乃是一種事業性的團體，其存在和發展，都依賴下列幾個重要的條件。

第一個條件是資本。資本的意義是指一個公司所有的資金和資產。資本的雄厚與否，可以決定一個公司所營事業的範圍，可以影響一個公司所採的政策，可以顯示一個公司事業基礎健全的程度。中國航空公司，在資本方面如與其他事業相比，殊堪自慰。若論有形的資本，如飛機，場站，機件，電台，現金等等，中航公司資財淨值早已達到一個相當可觀的數目；此外我們還備有一種無形的資本，此種無形的資本即為本公司現在所經營的許多航路；我們向政府取得許可，經營國內和國外航線，目前已達三十一條之多，航線里程總數也達到四萬四千七百六十三公里。我們取得這種許可，乃是一種權利，權利即是一種無形的資本。我們有了這種權利，可以使用最善的計劃和經營，使每條航線皆成為我們表現優良工作成績的場所，而在財政方面，成為公司優裕的盈利之來源。在英美各國，一家航空公司如欲爭取某一特定航線的經營，

往常都要經過相當的努力。中航公司現在已有權經營如此衆多的航線，實可算是無形中一宗極其巨大的資本，倘能加以好好的利用，其前途真是不可限量的。

第二個條件是業務的範圍。一個公司所經營的業務，其性質和範圍與其事業的發展也有十分密切的關係。中國航空公司經營的空運業務，是一種高度專門的業務，同時又是一種十分普遍而又廣泛的業務。一個國家之內一切經濟的活動，莫不以交通事業為其樞紐；而在各種交通事業當中，又以空運業務行駛的速度為最快，達到的距離為最遠，尤其際此國家動員戡亂的時期，惟有空運一途，所受的阻礙最少，所發生的作用最大。空運事業實際上已經在各種交通事業當中，取得一種最活躍的地位。所以中航公司的業務實是一種最有希望，最有意義的業務，從這一點看，中航公司事業的前途也是最有希望，最為光明的。

第三個條件是組織。一個公司有了充足的資本和廣泛的業務的範圍以後，如欲求事業的發展，還須備有科學的嚴密的組織，然後才有高度的效率。組織對

中國航空公司航線圖

(經理部編)

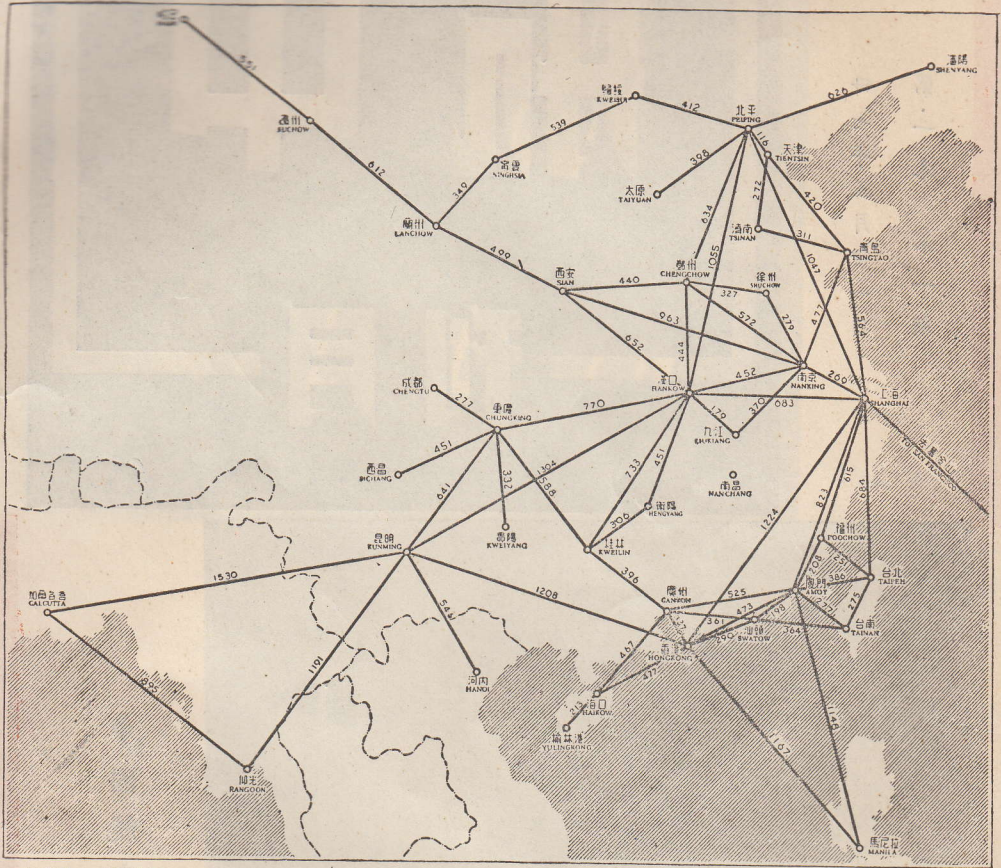
1英里 = 1.61公里



CNAC Route Map

(DISTANCE IN KILOMETERS)

1 Mile = 1.61 Km.



AMY	AMOY	廈門	HSU	HSUCHOW	徐州	SHA	SHANGHAI	上海
CAL	CALCUTTA	加爾各答	KKG	KIUKIANG	九江	SYG	SHENYANG	瀋陽
CNT	CANTON	廣州	KMG	KUNMING	昆明	SIA	SIAN	西安
CCW	CHENGCHOW	鄭州	KWL	KWEILIN	桂林	SCG	SICHANG	西昌
CKG	CHUNGKING	重慶	KWS	KWEISUI	歸綏	SUC	SUCHOW	蘇州
CTU	CHENG TU	成都	KYG	KWEIYANG	貴陽	SWT	SWATOW	汕頭
CIN	CHINCHOW	錦州	LAN	LANCHOW	蘭州	TAN	TAINAN	台南
FOO	FOOCHOW	福州	MNI	MANILA	馬尼拉	TPH	TAIPEH	台北
HAK	HAIKOW	海口	NKG	NANKING	南京	TYN	TAIYUAN	太原
HKW	HANKOW	漢口	NHS	NINHSIA	寧夏	TSN	TIENTSIN	天津
NOI	HANOI	河內	PPG	PEIPING	北平	TNA	TSINAN	濟南
HYG	HENGYANG	衡陽	RGN	RANGOON	仰光	TAO	TSINGTAO	青島
HKG	HONGKONG	香港	SFX	SAN FRANCISCO	舊金山	YLK	YULINGKONG	煙台
HNL	HONOLULU	檀香山						海林

本刊專供本公司同人閱讀

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中國航空公司編印



赴緬試航之「空中霸王」機在仰光機場留影