

"THE ORIENT'S OWN AIRLINE"

"THE BULLETIN"



CIVIL AIR TRANSPORT



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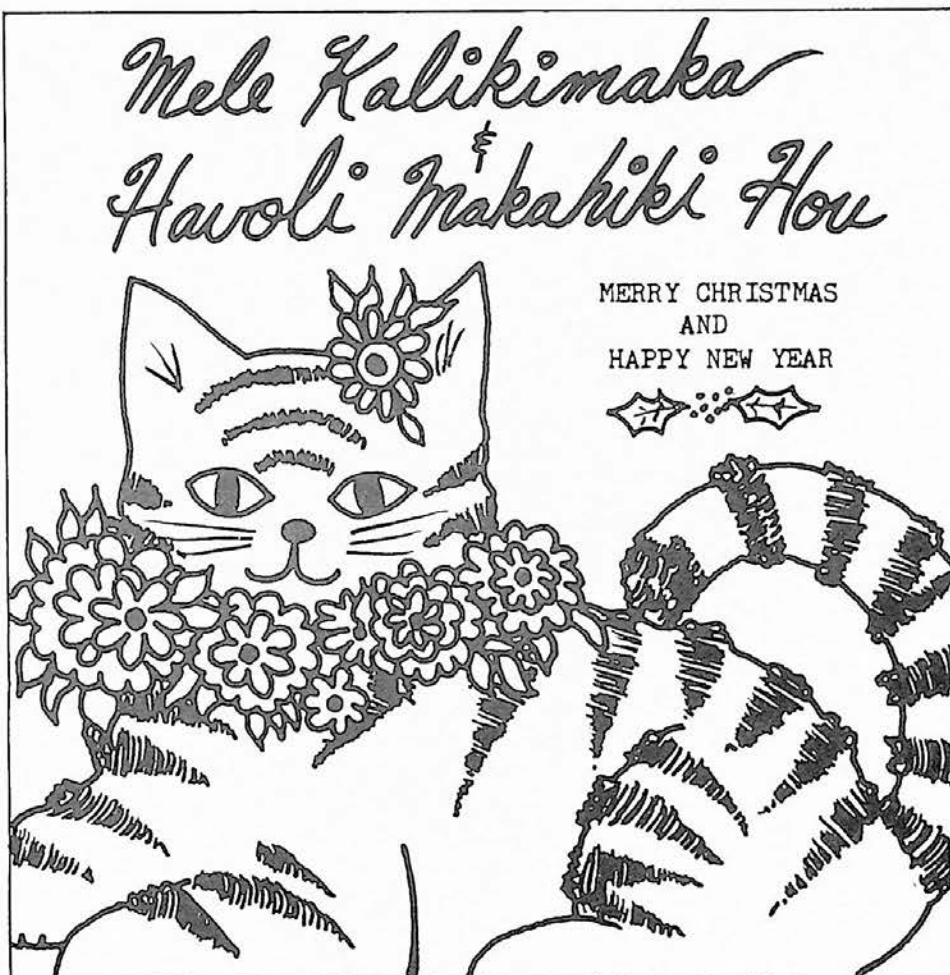
NOVEMBER/DECEMBER 1981

VOYAGE UP THE YANGTZE

(Ed. note: ANN BAGNELL, former Secretary, CAT, TPE, recently went to China Mainland and sent us the following story of her travels. She must have kept notes every day to cover the trip so well! Thank you, ANN!)

"After a short stop in Tokyo, where I hadn't been since 1955 and found only the Palace grounds and the Diet Building recognizable, we flew to Shanghai on CAAC. We were fortunate to stay at a lovely guest house in the western suburbs. Enjoyed seeing the Yu Gardens, the Shanghai Museum (located in a former bank building) and the still active Temple of the Jade Buddha. Our visit to the Children's Palace was a delightful experience. We were escorted by young children to the different rooms where other children from 7 to 17 were painting, singing, playing and dancing; then we were entertained by a stage show put on by the students.

"At 6 a.m. one morning we went to the Bund to see young and old turn out en masse to perform Tai Ji Quan and other morning exercises. We were quickly surrounded by young people wanting to practice their English. I managed a quick peek into the lobbies of the two hotels where I stayed back in 1947 - the Park and the Cathay (now called the Peace Hotel) and was surprised by their drab, run-down condition. The four smaller buildings adjacent to the Bank of China, which housed U.S. and Japanese banks, now serve as branch offices for China's foreign Trade Corporations. The offices of Shanghai's city government are now in the former Hong



Kong & Shanghai Banking Corporation building while the former American Club is now a police station and the Clock Tower atop the Customs House now chimes out 'The East is Red.' Before leaving for Soochow by train we had lunch at the Seaman's Club, formerly the British Consulate.

"Soochow was delightful, from the lovely gardens to, believe it or not, a jaunt at 6 a.m. to watch the pigs coming to market by boats on the canal. We enjoyed some great barbecued pork while there. We left

Soochow on a motor cruise down the Grand Canal to Wuxi. The high spots there were: seeing the silk worms being fed and cocoons unspun, and attending a marvelous ballet performance which was on the same program as a popular musical show. The great favorite of the musical show was 'Red River Valley' which was heartily applauded. We were the only ones to applaud the ballet which our Chinese guide explained was something new to the Chinese audience.

(Cont'd on Page 3)

THE CAT BULLETIN

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IN MEMORIAM . . .

ARNOLD B. DIBBLE died November 10, 1981, in El Paso, Texas, of a heart attack. He was 65 years of age. He is survived by wife, LEE, and daughter, SUSAN. "DIB," as he was known to hundreds of friends, was one of the finest news reporters and "a great guy," in every way.

DIB was born October 31, 1916, in Austin, Minnesota; attended Austin High School, Hamline University, St. Paul for one year and then the University of Missouri. He joined United Press in 1938, a year before he graduated from the University of Missouri with a Bachelor of Journalism degree. After graduation, he worked with United Press through the southwestern part of the U.S. and then went to New York in 1942. For the next 15 years - with time out for global - ranging assignments - DIB was U.P. Radio Bureau manager in charge of U.P.'s radio news division; U.P. Night bureau manager in charge of U.P.'s service for U.S. morning newspaper clients; and U.P. Day bureau in charge of U.P.'s service for U.S. afternoon newspaper clients. In 1956, he joined Newsweek Magazine as Associate Editor in charge of Newsweek's "Periscope" features. When the opportunity came to return to Asia in 1957, he rejoined United Press and moved to Tokyo. After that, he covered or directed coverage of every major story in Asia including Pres. Eisenhower's visit to Asia and the government crisis in Japan and Korea.

During his years with UP, DIB was in charge of coverage of such stories as the trial of Alger Hiss, the trial of top American Communist leaders, the Mediterranean crisis of 1946 and the Japanese Peace Treaty Conference in San Francisco in 1951. He worked on every continent except Australia. He traveled in virtually every country in Asia East of Burma and interviewed virtually every head of state in Asia.

DIB joined CAT in Taipei on August 17, 1960, as director of Public Relations and Advertising and Editor of the CAT Bulletin. After several years with CAT, he returned to work with UP in Minnesota and later moved to El Paso, Texas. This editor lost contact with DIB after leaving the Orient until he joined our association. He was "retired" in his later years but didn't stop writing; he free-lanced for magazines and newspapers be-

cause he just couldn't stop doing what he liked best. One piece on retirement came our way from TOM MOORE in Hilo out of their local paper on the subject of retirement. We carried it in the Bulletin last year. Recently, DIB sent a piece to me on the subject of cancer which had been published in the El Paso paper. It was carried in the Sept./Oct. Bulletin. Both articles show his wonderful sense of humor and his strong spirit. It was a great privilege to have known him.



We are sorry to report the death of Andrew De Gherardi in Madrid on August 1981. He was 83 years old. He is survived by wife, Tita. Andy and Tita lived in Taipei for a time where Andy worked for CAT and Tita was well-known for her talent as a photographer. Andy worked for CAT for some 15 years. The De Gherardis celebrated their Fiftieth Wedding Anniversary in November, 1980, in Madrid where they had lived for the past sixteen years. They met and married in Shanghai where Tita's father was Chief Manager of the Hong Kong and Shanghai Banking Corporation and Andy, a dashing young Russian of Italian extraction was an assistant in the Chinese Maritime Customs.

LIFE MEMBERSHIP . . .

The Life Membership List has increased by six at this writing and we appreciate that.

Our Area Rep in Sana'a, Yemen, HARRY "EL DAGO" BONESSA, rounded up three new Life Members so we also thank him! From "way out there," we now have these Life Members: ERNEST E. MILLER, LARRY PETMECKY and ROBERT CHARLES KOVARIK. (See Worldwide News for info on the threesome.)

Three more members decided to become Life Members rather than paying dues every year: DON WONG from New York, DANEA CHAO from New York, and BILL BARBEE from Maryland. We thank you all.

* * *

(Cont'd from Page 1)

MORE ABOUT THE YANGTZE RIVER...

"From Wuxi we went by train to Zhenjiang where we stayed in a new Australian-built hotel. We thoroughly enjoyed a visit to the Zhon Shan Schoole where some of the little girls put on a delightful duck dance for us. By ferry we went to Jioshan, the floating Jade Hill where there is still a Buddhist temple in use. We boarded our ship, M/S KUN LUN, in the late afternoon and celebrated my birthday at the welcome-aboard banquet with maotai and wine flowing freely.

"The next day we docked at Nanking where we climbed the 392 steps to the magnificent Sun Yat-Sen Memorial; after that, our guide said we would stop at a lovely guest house 'to relieve your nature.' The guest house was Madame Chiang Kai-shek's former villa which is now called 'Mei-ling Palace.' We had lunch at the Double Gate Hotel and then enjoyed going through the Nanking Historical Museum. I was intrigued with the model of the first earthquake detector. We also saw the tomb of the first Ming Emperor which has not yet been excavated, the earthen battlements remaining from the Opium Wars and the mighty Yangtze River Bridge.

"We cruised all the next day fortunately - I was down with the 'Chinese Tummy.' However, I recuperated by the next day and was able to take the two and a half hour drive to Lushan after we docked in Jiujiang. We thoroughly enjoyed this famous mountain resort and the walk to the Cave of One of the Immortals. After lunch at the Lulin Guest House, we strolled through the Botanical Gardens which specialize in pine trees from all parts of the world.

"The next day we docked at Wuhan where we visited Hua Shan Peoples' Commune - seeing rice and tea fields, going through the hospital, visiting a model home and eating excellent lunch. In the afternoon we enjoyed the Hubei Provincial Museum which has a magnificent collection of bronzes unearthed in 1978. The Evil Warbler Bird was my favorite. We heard a recording of the ancient bronze bells - really lovely. The antique store here was the best yet and seemed to be more reasonable than any I saw on the trip. I was shocked at the prices.

Also, here at Wuhan, is the second of the three Yangtze River Bridges.

"The next day was spent sailing for Shashi. We enjoyed the lectures by our excellent Sinologist aboard the ship. We asked him what the Chinese thought of us. (By this time we were beginning to feel like movie stars as we were usually followed by crowds of the locals whenever we went shopping on our own.) He said they regarded us as an amusing curiosity!

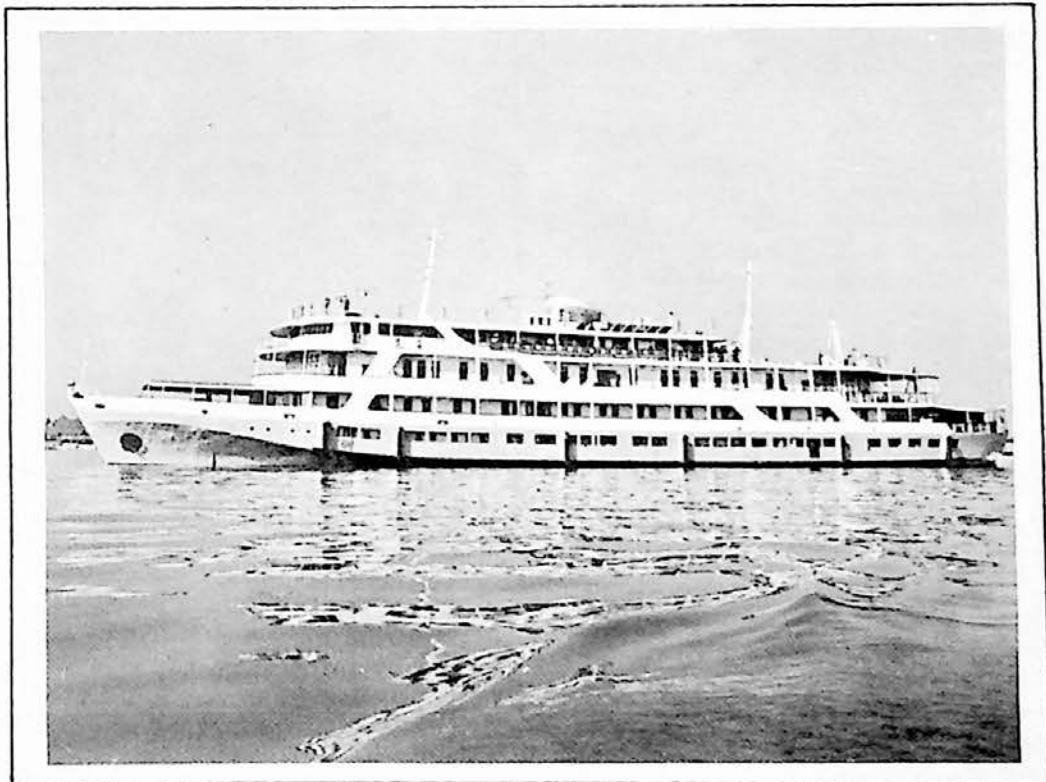
"At Shashi we had an interesting tour of a thermos bottle factory. They were filling a Japanese order and putting 'Made in Japan' on the boxes! After visiting the old city gate in Jungzhou we saw the most amazing sight at the Jingzhou Museum - an extremely well-preserved body of a Han Dynasty official which was 2,140 years old. His body, after the internal organs were removed for study, was displayed in a tank of formaldehyde which was recessed below the floor for all to see. His skin was a dark red which we were told was caused by the unknown original preservatives.

"Later on, in Shashi, we gorged ourselves on a terrific banquet (marvelous pickled garlic and barbecued tiny eels) and then saw part of the performance of the local opera.

"The next day we arrived at Yichang where we unfortunately had to leave our luxurious Kun Lun as the construction of the new Gezhouba Dam prevented our ship from going any further. We saw a model of the huge project and were told one lock would be working in a month or so, then the Kun Lun could continue the trip all the way to Chungking.

"After lunch in a guest house (we were allowed to use the elegant suite where President Ford took a nap,) we traveled by bus 24 miles to where 'East is Red' Fleet Ship No. 39 awaited us. It can carry 700 passengers but our group of 25 tourists were the only passengers except for four Chinese students from Chungking who were to travel with us so they could practice their English and learn about western ways. There were howls of outrage when we first saw our accommodations - tiny cabins and no private baths and the toilets were out of order from time to time. The Kun Lun was the same size as No. 39 but had been remodeled to carry a maximum of 36 passengers.

"The next day was spent going through the three Gorges: The Qu-tang, Wuxia and Xiling. The scenery was spectacular. We saw the tracks (Next page)



The M.S. Kun Lun on its way up the Yangtze.

where the coolies had pulled the boats up with lines in the old days. The river was low at this time and not as turbulent as I had expected. Also, after 1949, construction engineers blasted reefs and shoals and installed electric beacons, making the river less dangerous. However, after we passed through the gorges we were delayed arriving at Wanxian the next day, as during the night, all boats had been instructed to stay anchored until flood waters from Tibet had passed.

"At Wanxian we saw a silk weaving factory and wandered through the free market; then we proceeded to Shibao Block where very few tourists go as a ship cannot dock. We boarded a ferry about 20 minutes from Shibao Block and as we approached, the whole town came running down the steps to the water's edge. We climbed the nine-story pavilion up to an ancient temple at the top of a sheer cliff from whence the view of the Yangtze and the surrounding countryside was magnificent. The temple is now a museum. Our guide showed us the hole in the stone floor where rice, as the story goes, mysteriously appeared - just enough to feed the monks until one greedy monk decided to make the hole larger on the theory that he would get more rice. After that, no more rice appeared!

"The next day we disembarked at Chungking and climbed the many steps up to the street. We enjoyed seeing the museum (they have some beautiful temple items from Tibet on display,) the free market, lacquerware shop, the pandas and lessers (they look like red raccoons) at the Zoo, and the Sichuan Institute of Fine Arts. The Chungking airport is located a long way from the city. Of interest to old China Hands, the guide pointed out where the former airfield was located by the river - it is now a railroad yard. From there, we made one short stop at Taiyuan on the way to Peking.

"Peking didn't look like the Peking of 1947 - the 'quaintness' is gone but I must say the trip in from the airport was most impressive. As in the rest of China, they have planted trees and orchards along the highway into town. We were fortunate to get into the Angler's Rest State Guest House. During our

short stay of three nights, we enjoyed the best of food - we even had caviar for breakfast! We saw the Summer Palace which had been extensively renovated. Unfortunately the Marble Boat had been jazzed up and is surrounded by motor boats for hire. Forbidden City has also been extensively renovated. We got our last chance to visit the big Friendship Store and in the allotted hour, I managed to run through all four floors, pick up a bag in which I checked through my six hard hats (made of bamboo) and other overflow purchases - a jacket, a nest of duck baskets and a jar of fresh caviar - the only great bargain in China!

"I enjoyed the Ming Tombs on the way to the Great Wall. The portion of the Great Wall we saw was disappointing - very touristy. I remembered the thrill I had in 1947 when I climbed another section and saw the Wall stretching for miles in the distance. The present section has been reconstructed and is so curving that you do not get that first sweeping view now. We had a great dinner at the Sick Duck Restaurant (which gained its nickname because of its proximity to Peking's Capitol Hospital.) Afterwards, we enjoyed a new offering of Peking Opera - the costumes were magnificent.

"We flew CAAC from Peking to Tokyo and then Pan Am back to the State, with memories of the many sights, the adorable children and the friendly, curious Chinese people."

(Note: Just reread the old book "River Supreme" written by Alice Tisdale Hobard, author of "Oil for the Lamps of China." River Supreme tells the story of voyages up the Yangtze back in the days when coolies walked the banks and towed the ship through the gorges.)

TOO MANY DROP-OUTS!

In accordance with the "Message From the President," carried in the July/August issue, we list below those members who failed to renew this year. We hope that the Area Representatives or other members will prevail upon these now ex-members to rejoin us. As JOE ROSBERT said in his message "...diminishing membership can seriously jeopardize the very existence of the Association." Many of the members including SUE and your

editor have worked very hard to make the idea work and we'd be very sad to see it fall by the wayside. So help us by contacting these drop-outs and also try to bring in some new members.

Bill Arnold
Viki Bulazel
L.C. Chu
A.J. Durizzi
Gary Edwards
Ernest Gann
A.L. Harris
Dale Holmgren
Merrill Hulse
Mike Kandt
Olive King
Vicki Lee
R.E. (Doc) Lewis
Joe Lopes
Nadja McCann
Peggy Maupin
Teruo Nagamine
Simon Schmidt
Ray Shourds
G. Van Ingen
Jesse Walton

UP IN THE AIR...

We again have HANK ALLAIN to thank for his contribution to this column - he's a very dependable guy!

BRITISH CALEDONIAN AIRWAYS increased the frequency of its flights on the Hong Kong/London route from four to five a week starting October 26th. Load factors continue to be high and the route is developing well, both with the end-to-end traffic and with the Middle East sector. The increase brings the three British carriers on the Hong Kong/London route to a total of 19 wide-body flights a week.

MALAYSIAN AIRLINES SYSTEM resumed air talks with Britain to allow MAS to fly two new Boeing 747s on its Kuala Lumpur/London route. The 747s have a seating capacity of 405 seats, 110 more seats than the 295 seat capacity of the DC-10s used on the route by MAS under the present air service agreement.

PHILIPPINE AIRLINES reduced its flights to San Francisco from seven to four times weekly effective October 1st. The cuts in schedules are in part of the major cost reduction program and will not be restored until the peak travel season begins again in April, 1982.

CHINA AIRLINES has decided to inaugurate its cargo flights to Luxembourg from Taipei in December of this year, using a Boeing 747 or 707 all-cargo jet. The Luxembourg airline's CARGOLUX began

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flights between the two countries in 1976 and started operating passenger service in June of this year. CAL has also increased their Boeing 747 all-cargo flights to the U.S. with weekly cargo service to New York and thrice weekly flights to L.A.

CARGOLUX has a limited passenger service utilizing the space available in the upper deck of its Boeing 747 freighters between Taipei and Luxembourg. The airline is offering 14 seats on its two Taipei/Luxembourg flights each week with fares set at US \$800 round trip and \$400 one way, about 30% below the current lowest Taipei/Hong Kong/London tickets. The CARGOLUX interest in passengers follow the recent announcement that CAL does not intend taking up its option to operate passenger flights to Luxembourg, but will limit its service to cargo flights.

MICRONESIA NOW . . .

(This travel story was received from ex-CATER GEORGE MORRISON, who lives in Tainan and is a Life Member of the Association. The MORRISONS operate a successful shoe and sandal manufacturing business in Tainan. GEORGE, his wife, EILEEN, and the kids made a six weeks' business/pleasure trip to the Micronesian group of islands and then on to the States. In the Worldwide News there's more about the MORRISONS while they were Stateside. Now for GEORGE'S story:)

We have all seen pictures and heard of Paradise but nothing will ever compare to these Islands, particularly the major Island and Capital named "Ponape," with its 30,000 lovely, friendly natives who have little to worry about as they are completely free from the problems of modern times. The Micronesian group, (U.S. Trust Territory,) includes approximately 2,000 islands. Food is plentiful, waiting to be picked from the trees and a tremendous variety of fish waiting to be caught by throwing your hook over the side.

Unfortunately, with this Paradise comes many problems in the change of native ways and style of living so enjoyed these past thousands of years. Schools have been established, including a new University, but there are no jobs whatsoever after graduation. Thus the reason we were invited to visit Ponape, possibly to help set up a shoe assembly plant and food processing plant for coconuts and seafood. At the moment there are over 800 commercial fishing boats from all over the world fishing for yellowfin tuna 200 miles offshore from these Islands.

To monitor these boats (with 200 mile limit) the U.S. Government has contracted Pacific Missionary Aviation whose planes make daily flights reporting any violations. The Pacific Missionary Aviation group, in conjunction with the U.S. Government, devote their entire efforts to promoting a better life for the Micronesians.

After several enjoyable days in Ponape, I questioned why anyone should wish to change their way of life. Happy, carefree, lovable people without our everyday worries. Why, I still question but I realize someone in time will have to update these islands.

The Pacific Missionary Aviation company is made up of a dedicated group of professional people, both in missionary work and aviation.

They own six aircraft of various types, some of which have, in the past, flown all the way from



The Panape Hotel, with only 10 rooms, overlooking Panape Harbor. LISA and CHRISTINA MORRISON in foreground.



EILEEN MORRISON with daughters (l to r) LISA and CHRISTINA, and son, STANFORD, at Truk Island waiting to load.

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Ponape to Air Asia's maintenance facility at Tainan for overhaul.

The Islanders have helped build their own airstrips on some islands, mostly from coral. PMA, on call for flights 24 hours daily, bring sick people out from the smaller islands to Ponape for medical treatment. PMA also carries the mail between the islands under U.S. Government contract.

Ponape itself is circled by a beautiful barrier reef, lying about one mile offshore, probably comparable to the Australian Great Barrier Reef.

We flew by Air Nauru from Taipei to Guam, transferring to Continental to Ponape. We can certainly recommend Air Nauru for their service and schedule. They fly into many of the South Pacific countries. Flying Continental reminded us of the old CAT days. Many passengers were Islanders carrying backpacks, shopping bags, kids strapped to their backs and all of them dressed in their colorful clothes, some without shoes. Our flight with Continental was an experience in itself. Stops are made at the famous islands of Truk, Kwajalein, Johnson Islands and into Honolulu. Most of these islands have little in the way of navigational aids.

Truk's airstrip was less than 8,000 feet, necessitating touch-down at the very start of the runway. Our fully-loaded aircraft took the entire length to the very edge. Unfortunately, several months ago, Continental lost one of their 727 aircraft at Truk when the approach was made too low, shearing off one gear causing the plane to slide down the runway off into the ocean.

The main terminal building at Ponape is a small open-air grass-thatched building, only large enough to handle about 20 passengers. What a mess it was when Continental came in with over a hundred passengers! The whole town turned out to watch and coupled with a pouring rain you can imagine the tight squeeze in which we found ourselves.

The accommodations in Ponape are very limited. One must reserve well in advance for a few rooms available. What is available is excellent - not the Holiday Inn but adequate - clean and the food was good. The only car rental agency, Avis I believe, is available at the airport. There are very few roads, none paved but really there is nothing but the main street worth seeing by car.

For just a real relaxing time - fishing, skin-diving, sitting on the

front porch of the hotel and looking at the scenery and doing nothing, Ponape is highly recommended. Anyone interested in visiting Ponape, the PMA people would be more than happy to assist. Write to me for their address and more details. (GEORGE MORRISON, 209 South Ta-Wan, Yung Kang, Tainan Hsien, Taiwan.)

By GEORGE MORRISON

NEWS FROM HAWAII . . .

Picture postcard of the Summer Palace, Peking, from HANK BUSH says he is working with CAAC and "will be in Shanghai, then TYO, HNL, I hope. All's well here - I trust same with you. My best wishes to you and my other friends - hsiang-hsin! ding hao - Aloha!"

Among all the visitors in town recently was DICK KALETA on his way from Singapore to the Mainland. DICK quit his job with Singapore Airlines, sold his beloved old MG and is now browsing in the job market. At the moment, we don't have an address but he promised one soon. We spent several nice evenings together and DICK visited BOB WOODROW out in the country.

BOB WOODROW, along with Marty Gish and Andre Paul, moved to a house in the country a month or two ago and are thoroughly enjoying their house across the street from the ocean, backed up by a stream. BOB is still with

Western Airlines, mostly flying between here and Anchorage, Alaska; Marty is a recently retired M/Sgt. from the USAF and Andre, a delightful Frenchman, formerly worked on the Oceana passenger ship between the islands. Like all Frenchman, he's a great cook and they are all getting a bit chubby in spite of the swimming and yard-work. (See Change of Address List.)

Larry Taylor, formerly AAM M-34 pilot flying out of Udorn in 1967 and 1968 is now a DC-9 Captain for Republic Airlines, Atlanta, Georgia, and is also an AH-1J Cobra pilot in the Marine Reserves. Larry was on vacation here and dropped in at Milano's several evenings. Have mailed last Bulletin with an application for membership as we need young blood in our Association.

Passing through Honolulu were RUTH and MAX SPRINGWEILER on their way back from Australia to their home in Germany. It was great having a visit with them at the Ilikai.

Some of you ex-Bangkok residents may remember Bill Nystrom who was there in the travel business back in the early sixties. He recently came through Honolulu, phoned and we had a nice visit. He's now with American Express on the Mainland. Bill spent many a Sunday at my little house on the Klong.



SUE HACKER, FELIX SMITH and DOROTHY WONG. DOROTHY attended the ASTA Convention in Honolulu in September.

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WORLDWIDE NEWS ...

After GEORGE and EILEEN MORRISON made their trip to the Micronesian Islands, they took off for the U.S. GEORGE writes: "Sorry, Eve, was unable to make contact with you with only a quick stopover in Honolulu and then on through to California. We did the usual thing after arriving Stateside, visiting Disneyland and other tourist areas to satisfy our children, in between working with our customers in California, Washington, New York and Texas. We had telephone conversations with some of the old CATers - the Joslins in Sunnyvale, Bottorffs in San Jose, Lillian Wueste in LA (Al had just joined Lockheed and gone to Greece.) An interesting incident was when we visited a very plush Chinese restaurant for lunch in Rancho Barnado, San Diego. My sister thought we would like Chinese food and after sitting down, a charming Chinese lady came over and started making conversation. Of all things, her husband and owner was the head cook who previously worked for Air Asia



(l to r) JOHN STALLMAN, J.C. BOND and RUTH STALLMAN
boarding CAAC flight at Shanghai in September.

communications in Taipei most of his years. His name is Lee. The world is certainly small. And we had an excellent lunch." Thank you, GEORGE, for the interesting story on Micronesia and for the "little something" you sent us. (\$100 for Magoon Fund.) GEORGE added: "We thoroughly enjoy the news and know the hard work you all put into making the bulletin so successful." Those are the kind words that keep us plugging away!

Interesting letter from NORA SEIGRIST tells us the latest news of the SEIGRIST family. NORA and son, ALAN, drove across the States to NORA's new job assignment in Santa Barbara. She says they had a great cross-country trip, "me more so than him since he got kind of bored. I just thought it was such a neat thing to do that I enjoyed it all, even if it was long driving." Along their way they stopped in Cleveland and had a get-together with Janet Hicks Pattison, HUGH HICKS, STELLA and DON TEETERS. She said, "We only wished SEIG was there. It was just like old times - DON and HUGH polished off around 3 or 4 cases of beer the almost two days we were there." They are finally settled in Santa Barbara and, luckily, SEIG came home to stay or, as NORA, puts it, "we would still be ceiling high in boxes!" She says the weather is beautiful and it is a lovely town, they are all happy and her job is going great. "ALAN is happily settled in his new school and very busy marching with his band at the football games. SEIG is supposed to be having some leisure be-

fore he starts job hunting but he is so busy trying to settle us in that he hasn't been able to enjoy his leisure yet." NORA was invited by both Chinese Governments to attend their 70th anniversary celebrations of her grandfather's revolution against the Ching Dynasty. She left on an all-expense trip on October 3rd to Mainland China. While she is gone, SEIG will attend the American Legion reunion in Las Vegas. The SEIGRISTS' phone number is (805) 967-9511.

From CASH HELSETH'S American Legion "Poop Sheet" we were sorry to learn of the death of Tom Clifford in Hong Kong on June 16, 1981, from a heart attack. Tom was Finance and Office Manager for AAM in the Peninsula Hotel and later became a travel agent.

Note from J.C. "007" and JANET BOND says in short story style "Just a short note and a snap shot when in China. It was a good trip and we all enjoyed the experience. Would have called while in Hawaii but it was just a short stop-over." Sorry about that!

If DOUG & ADA SMITH have a new Stateside address, please let us know as their Bulletins have been returned from the Coral Gables address. I know they planned to leave Yemen at the same time as BONESSA. Anyone out there know where the SMITH family is?

Letter from EMILIE and MARVIN PLAKE tell of their summer. MARVIN was in Hiawatha, Kansas, for three months while EMILIE commuted between there

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and their home in San Francisco. MARVIN has a project - redoing his old family home. He says, "We took the old house (1868) down very carefully, piece by piece, and can salvage about 95% of everything except the roof. Then used a loader to move the walls intact onto a newly excavated basement in a bean field about 100 feet from the old site, and put it together again. Still have to install the old flooring, kitchen, two baths, wall-board, et cetera, but I am rather marking time until going back in April. The exterior will retain the structure of the old house, except 9'6" was added to an end of both the first and second floors - for indoor baths, rather than relying any longer on the outdoor john! It was very interesting - for me." EMILIE added a postscript to the letter, saying "MARVIN has never looked better or happier - with his new building project." Sounds just great! The PLAKES met the ROUSSELOTS in Kansas City for three days. "Wade is now full-time on the ranch and will be a big help to BOB. JASON is in college and recently broke a bone in his ankle, from which he has about recovered. Playing touch football."

New Life Member, ERNEST E. MILLER (or as EL DAGO BONESSA says they call him "grinder,") gives the following info on his background: "Jan. 1967 - Mar. 1968 345 TAS, CCK, Taiwan C-130; May to Aug. 1969 Cam Rahn Bay Vietnam 556 Recon Sq.; Dec. 1971 - Dec. 1972 Project 404 Vientienne, Laos; presently C-130 Flight Instructor Sana'a Yemen Lockheed Corp." He owns a Chinese restaurant in Little Rock Arkansas, which is his listed State-

side address. (See New Members List.)

Another new Life Member from Yemen is LARRY PETMECKY. His background: "1968-1969 Laos, L-19; 1970 - Thailand; 1970-Japan EC-121; 1971 Cam Rahn Bay, Vietnam; 1972 Korat, Thailand - 7th, ABCCC; presently Ground Mech. C-130, Sana'a, Yemen, Lockheed Corp." He also has a Stateside mailing address. (See New Members List.)

And the third new Life Member from Yemen is ROBERT CHARLES KOVARIK. He gave us a 3-page resume - would like to use it verbatim but it would take too long, even though it is very interesting. In brief, he is presently employed as a pilot/instructor pilot on the C-130H aircraft by Lockheed Air Service International A.G. based in Jeddah, Saudi Arabia but assigned duty in Sana'a, North Yemen. KOVARIK was with the USAF flying worldwide from June 1959 until August 1980. From July 1974 to July 1975 he flew AC-130AX out of Ubon and Korat, Thailand, in combat environment and participated in the evacuation of Saigon, Phnom Penh and the Mayaguez incident. In 1963-1964, he was stationed in Saigon, flying C-123 aircraft in support of war effort, working closely with the Special Forces mostly out of Nha Trang flying drops and short field work into unsecure areas. EL DAGO adds a postscript re: KOVARIK: "What the hell can I add to this except he's a Polack and gets away with Polish stories . . . Oh, yeah, he works with Don Wharton." (See New Member List.) We thank BONESSA for bringing in these three new Life Members.

BONESSA's letter of transmittal of above info and checks had some news. EL DAGO is doing a fine job as Middle East area rep! He says he was in Amman recently and found that CONNIE SEIGRIST had retired from the "flight end of the racket" and was still with ALIA in L.A. "running some office." TOM SAILER was "messing around London flying some Sheiks;" DOUG SMITH and ADA "now residing across the street from me in Yemen Compound; both DOUG and myself received notices to depart our premises and move into the compound with a five day notice." CLARENCE BEVERLY still in Saudi and flying the Flight Check on airport instrumentations. Denny Thomas still in Texas. BONESSA says about himself: "I'm sitting here nursing a hemorrhaging ear acquired in flight yesterday and between the Anti-Bs and other medication, the booze has a nice effect. I can get a lot higher than any aircraft has yet to get me. I've been grounded for ten days and that brings up another interesting point - today being the 20th and only 30 days in the month of September so that means I have reached the end of my employment with Yemen Air!! I turned in my resignation when they showed me my new contract so it appears as tho I shall be returning back to the land of the big PX - what the hell, I don't have to work for a living anymore - I can always starve to death!!!" He ended by saying, "Just might be seeing you all in the Hawaiian Islands in the very near." Well, we are still waiting but no EL DAGO!

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