

CNAC ASSOCIATION



CANNON BALL

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WAR MEMORIAL MEDAL

Applications for the China War Memorial Medal continue to flow in. According to Gen.S.K.Hu anyone of us is eligible who served in the China War Theater over 30 days before Sept 1945 can apply. As your Secretary I am preparing certification of service which we will submit to the Chinese Embassy and Gen Hu. If you are eligible and would like to receive the medal please let me know. It will help if I know the period of your employment with CNAC. Those members who have already written are being set up. I would like to send as many as possible at one time, so send me particulars.

Hong Kong Trip

ERROR in the brochure:

The Los Angeles trip leaves July 25, 1976 and the cost is not the same as the NY trip which is 699.00. The New York trip leaves Aug 14, 1976. My printer says that I made the mistake. I say he did so. Everything else is right. I am sorry that there has to be two trips this time. The L.A. trip was an after thought put in when I found it was possible. I was unable to make them overlap. when I found out that it was possible. The deal was so good that I wanted to offer it to the Association. We haven't gone anywhere lately. The prices are all inclusive. There are no extra charges such as tax, departure fees or service charge. It is OTC so it is open to anyone who wishes to come. It is not necessary to be CNAC to go along. Bring your friends. There are 15 who have said they are going and the brochure came out only a few days ago.

Remember :Departing from Los Angeles, Sunday evening July 25
Returning to Los Angeles August 6

Departing New York, Sunday evening August 14
Returning new York ,Thursday August 26

RE WALTER "PAPPY" QUINN

In the life of all of us there are episodes that when viewed from a distance may seem reprehensible. We are all a mixture of good and bad. That is the essential hypocrisy that is within us all. When a man passes we tend to remember his strength and overlook his weaknesses. So I think it should be with Pappy. That he was not able to convince some of us that he was a pilot does indicate that he was able to convince others of us that he was, and I cannot impune him because he made a profit on an airline charter.

Pappy was a curious man. He was short, too fat, and drank too much, but he was a waiter for many years and indeed a good waiter who did his job in the best restaurants in the city in which he lived up till his last fatal illness. Prior to his employment in CNAC he had been an airline steward with Pan American.

I guess I knew Pappy as well as anyone and much of the time I was angry with him. I too didn't like his habit of pushing to the front of every picture and told him of it. He would rejoin that he did it intentionally and was proud of it. Let me say that after the first reunion he was always there to push into the front and tried desperately to make his last reunion in a wheel chair. He was too ill to get there because he was terminal in a hospital bed and couldn't even get up to get in a wheel chair.

Pappy took over the treasurer's job from me and put it on a business like basis. He established a bank account, got after the members in a systematic manner and got the treasury on its feet. He did the jobs that others didn't want to do and contributed to the smoother running of the reunion. After they were over he did indeed go back home but spent a large portion of his time collecting accounts of CNAC both historical and current. In New York we customarily had local meetings which he attended assiduously. He never missed one of them even when on one occasion he and I were the only ones present. I never met more than 2 of his female friends. They were very personable women. (One of them is still on the mailing list where he surrepticiously placed her name). To Pappy CNAC was his way of life. He lived from one reunion to the other. Some of us have wider horizons and broader interests, but then again, some of us do not. Pappy weathered the slights and the inuendos of all of us and came back in a way, I am sorry to say, I never could. There was a good bit of Gunga Din in him. And, I'll meet him later on

In the final account Pappy was as much CNAC as anyone else. He was there and was one of the most loveable ~~of~~ group of liars, cheats, theives, smugglers of gold, and at times opium, in the world. (Alibaba was a piker "he only had 40 theives")

Mini-Reunion

If you can make it don't forget the minireunion at Ojai this july. In past years this has been a very good time. Not as big as the big one but worth going to.

IN MEMMORIUM

Two men who had much to do with the early years of CNAC have departed for Hogy Taw since the last issue. One built the planes that we flew the other flew them. We will miss Ernest Allie Allison. He was our 1st pilot.

The other piomeer was Grover Loening, the builder of those planes that Allie flew when he first went to China. We had the privelege of meeting haim in Miami at one of the meetings that we had as gnests of Bill Pawley.

I taped part of a conversation with him at that time:

Grover Loening:

After my thesis had been published as my first book in 1910. Butler sent me the following letter. I have just received a copy of your book Monoplanes and Biplanes, and now for the first time I am in posession of a book from which I can obtain accurate information as to the mechanical and physical differences between the various forms of so called flying machines.

In 1953 we had 50th anniversary of the Wright flight. I was chairman of the committee that gathered all the pionneers together. I've got an awful amount of awards. I know why I got them in the last year, a few, very simple - I'm the only one alive:

Collins Trophy
Columbia Trophy

This the amphibian that won the Collier Trophy. It looks a little like a Sea-bee. The only difference it was built in 1921, a little earlier. It was a very good ship, made a lot of world records.

I sat down to read my own book and I said "we have all these areas of water around and nobody uses them. They built a \$50,000,000 Field - so what, you've got your field right around here. The thing we had in our old Loening which nobody including ourselves knew we had just as good a plane as any land plane of that size and weight. Why 40 years later we ought to develop something like that airplane in 1975 we could land on land and water. The only thing you want to do is to provide ramps cause you dont want to leave a light structure like an airplane in the water. You've got to get it out.

Died. Grover C. Loening, 87, pioneering aeronautical engineer, prophet and author; from the effects of a stroke; in Miami. Loening held the first aeronautical degree granted by an American university (Columbia, 1910) and, as a member of Orville Wright's design team, was taught to fly by Orville himself. In 1917 he formed his own plane-manufacturing company, eventually selling some 300 amphibian biplanes and becoming a millionaire in the process. In his 1935 book, *Our Wings Grow Faster*, Loening predicted that "at 500 m.p.h. 50,000 ft. above the ocean ... far above storms or ice or fog ... we will cross from New York to London in six hours." He lived to see that prophecy improved on with the SST. But in his later years he urged less emphasis on speed and more on vertical-takeoff planes, which could cut travel time by operating from airports near city centers.

TIME MAG MARCH 76

Funeral Rites Conducted for Ernest Allison

A 30-year resident of Arcadia and pioneer aviator who took up glider flying at the age of 75, Ernest M. Allison, passed away Monday at the age of 81. Services were held Friday at Forest Lawn, Glendale.

Mr. Allison, who was born in Superior, Neb., enlisted as a flying cadet in the U.S. Army Signal Corps Reserve in Omaha and started flying in 1917.

During World War I he flew along the Mexican border as a patrol pilot.

Later he did some barnstorming in the Philadelphia area, and from 1920 to 1927 was a pilot for the post office airmail service.

He took part in the first transcontinental mail flight that included night flying to prove to the Congress that it was possible to fly at night on a scheduled basis.

In 1929 Mr. Allison set up an airmail route in China. He was the chief test pilot on the B-29s for Boeing during World War II.

He was a past president of the Airmail Pioneers; a member of United Airlines Retired Pilots Association; a member of the National Aeronautical Association; the Order of Daedalians, and a member of the OX5 Club, an aviation club of men who flew the OX5 engine.

He was a member of Concordia Lodge No. 345, F&AM, and of Al Malaikah Temple and was active in the Arcadia Chamber of Commerce.

Survivors include his widow, Florence R. Allison; a daughter, Nancy A. Wright, and granddaughter, Elizabeth A. Wright, both of Anchorage, Alaska; two sisters, Mary Calderwood and Viola Baker of Kansas, and a brother, Robert G. Allison of Connecticut.

E.M. ALLISON

by W.L. Bond

A few days ago I received a letter from Reg Farrar in which he informed me that our old friend and comrade, E.L. Allison, had died. I had not heard of this before. Reg also asked me to write a profile on Allie for the Cannon Ball.

I arrived in China on March 17, 1931. One of the first people I met was Allie. I frequently find these days that I cannot recall the names of all of those who were with CNAC at that time. It was forty-five years ago so I suppose that is natural, particularly for someone nearly eighty three. But I remember Allie as clearly as if it were yesterday. No one forgets Allie. He was of medium height but powerful and rather formidable in appearance. He was powerful but those of us who knew him well also knew that he was by nature, kind and gentle. He did have a powerful bark but I am sure that in all his life he never bit anyone.

During my first four months in Shanghai I shared an apartment with him, while his regular apartment mate, Charles Nash, was on leave. During that time I broke my leg, a spiral fracture that was slow in knitting. His care and attention and gentleness during that period gave me an insight into his character that few people had a chance to see. It made my life and my job much easier. He could also be a strict disciplinarian, an absolutely necessary trait for an aviation executive in Operations.

He learned to fly in the U.S. Army flying school at the beginning of World War I. He did so well that he was retained in the school as an instructor. He did so well at that he became the chief check-out pilot for border-line students where the regular instructors were uncertain as to whether a cadet should be "washed out", or should be given further instructions. Chennault was such a case. After a thorough check Allie's report was typically brief and to the point, "this man can be taught to fly". Chennault became one of the world's most skilled and best known pilots.

After the war when the Post Office started experimenting with flying the mail Allie was one of the pilots in their original group. He was also one of the pilots that first flew the mail across the continent at night.

When the Post Office turned the Air Mail over to private carriers Allie was one of United Airlines first pilots. In 1929 when China Airways Federal, Inc. was organized, later reorganized into CNAC, Allie's spirit of adventure caused him to leave United and go to China.

In China, true to his nature, he was one of the wheel horses, first as chief pilot and later as Operations Manager. He did a large part of the regular flights, all of the survey flights for new routes, made the inaugural passenger flights and checked out all the pilots on the new routes.

When the war with Japan started in 1937, CNAC was taken over by the Chinese Air Force and American pilots and other personnel were ordered to make reconnaissance flights and to fly ammunition to where ever needed. All Americans were withdrawn by Pan Am on instructions from the American Consul General and the Judge of the American Court in Shanghai. The situation appeared hopeless unless and until the Chinese Air Force learned, the hard way, that they were incapable of operating CNAC, and returned the company to civilian operators. During this period Allie and his wife and daughter returned to the United States where he remained active in

various aviation matters. Eventually, after the death of Eddie Allen, he became Chief Test Pilot for Douglas Aircraft and did the test flying on the Flying Fortress.

In 1947 when it became clear that the Nationalist Government of China, and CNAC with it was finished, or soon would be I advised several of our top staff who, I thought were at an age when it would be wise for them not to waste the few years remaining to CNAC, but to return to the U.S. at once. They took my advise and all of them did exceptionally well. CNAC lasted two more years.

I persuaded Allie to return as Operations Manager, later Vice President and Director, as he was independent and still loved adventure. Allie did his usual thorough job and CNAC maintained its record of efficiency until the Communists took over all of the mainland of China and CNAC passed out of existence.

Allie was an aviation man of the highest type. He knew as much about Commercial Airtransportation as any man of his era. He was president of the first Pilots Association. When Lindberg flew the Atlantic he carried a membership card signed by Allie.

When Allie arrived at the Pearly Gates and St. Peter asked him for his credentials, I am confident Allie, with his usual simplicity and directness replied, "I flew for CNAC, and the gates were opened wide.

REVIEW: WINGS OF THE DRAGON, WILLIAM LEARY, UNIV. OF GEORGIA PRESS, ATHENS, GEORGIA.

Wings of the Dragon by Dr. William Leary, is the story of a company and the men who kept it alive and their unending fight to do so. Between the internal politics of the Chinese Government; International Relations between the U.S. and China; the ever changing economic situation within China and the U.S., it was a struggle.

From this book arises the importance of a few men, first Keys of Curtis Wright, who started it all; then W.L. Bond who nursed it for 15 years or so and kept it alive; Arthur N. Young who worked outside and inside to insure its existence. I think Wm. Bond stands out above all. He persisted.

Dr. Leary is a historian, not a novelist, and this is more a history than a warm story of adventurous Americans. Even so, he has highlighted much of the individuality of many of that colorful group who went out to China to first establish an airline, and then win a war.

For the average reader this is a sort of dry book; for a student of China, it is a source book on Chinese aviation; but for the ex-CNAC it is a must. Here is our immortality. This is where we were. Here is the behind the scenes view of what went on at the executive level while we were grinding it out. Here too is the story of some of our comrades who didn't make it back, and many who did. It gives flesh and blood to names which appear only once on the seniority list. It touches on most of the exciting times and the incidents that made them exciting to us.

Here is a volume on CNAC. There may be very few others. The bibliography is extensive. That it is. I can only recommend that each of us buy 2-3 copies now! One for each of your children (I did). This is in print now and soon it may be impossible to find a copy. Donate a copy to your public library.

Our last mailing of April 27, 1976, to Arthur C. Young was returned marked "deceased". I don't remember him but his passing leaves a little emptiness in me.

OVERHEARD AT THE REUNION

Mary Margaret Potty: (re Ridge Hamel), I remember that day, we had just had coffee with him out in the mess and then they said he crashed. I said "My God, he was just here 10 minutes ago". Potty had to go over there.

Bus Loane: Skiing in Kashmir in Gulmarg about 10 days in all. They went to Rawalpindi and over to Sfrinagar and up to Gulmarg, 13,500 down to 8,500. He was a beautiful skier. Bus says I dug more graves. I had never skied powder. We took ponys and bearers carried our skis. They were bare footed. We started out at 13,500. I was 4th. Fox said follow the other guys tracks. Worked out pretty good till I came to his grave. When we got to the forest line, that was something else. There was ice. Van Shapard from Tennessee, when we got him on the skis said, "what do I do with these planks?"

Ridge Hamel came from Philadelphia. He was Pan Am Africa with Nashlots, Pete Goutieire, Ray Allen. They didn't have seniority with PAA proper. A separate deal set up to ferry airplanes. Ridge was a fun guy, everybody liked him. He used to fly across the hump with a bear. He probably bought it when he was drunk.

Bus Loane: I can tell you about someone who bought a horse and garry down in Calcutta and when he woke up the next morning there it was. It cost as much to get the horse off his hands as it did to buy him.

Privincal was a sharp shooter. He had an odd way of shooting. He took his hand up near his face. In DinJan they were having a drink. He said "you can't hit my toe". So, Privincal up and shot his toe off.

Bus Loane: I came from Presque Isle. Go up there when the potato fields are in bloom - a mass of white blossoms on green. I was in the army, Kelly, went to Bodwin, Col.; to Randolph and Kelly; and to China with AVG as instructor, and went into AVG. I didn't do any instructing, went on to CNAC, July '42, and with CNAC till 1949. Then a year off and then went to work with the Tigers.

Kenehan: Who was that who crashed in Kunning. His airplane just came apart.

Sol: George crashed near there.

Ken: Kweilin, that's 90 miles away. One day in Kunning they were stacked up, all the way up. I was at 15000 ft. Someone who was just below me. Airplane No. 85. There was some gold in the airplane. It fell in pieces. I all of a sudden sitting there listening to the transmitter on 4495 and the tower was on 278. I was just sitting there listening. They were letting us down a little bit at a time, 500 ft. Two of them began shouting, 2 run together, they're falling in flames, real excited. Then the tower calling up the hill real methodical. Calling out each number. What is your altitude. Got to me. I'm still at 15000 ft. It wasn't me. One airplane missing, 85. I ate breakfast with that old boy just before, just at dawn one morning. There were 4 on there.

Hal Wright was instructor with AVG. He was with me (Loane) at Kelly. Hal went with CNAC and was killed going from DinJan to Sui fu. Hal Wright was good natured, real nice guy. At Sui fu they had outdoor sewage ditch and he was coming back from Kunning with a clean uniform, and!

a short history of Cathay Pacific

1946

In 1946 two ex-wartime pilots, Sydney de Kantzow and Roy Farrell, an Australian and an American respectively, foresaw the possibilities arising out of air freight operations in the Far East. They purchased several surplus DC3's, and freight and later passenger operations were begun over a network stretching from Shanghai to Sydney. The company was named Cathay Pacific Airways, and was based in Hong Kong.

1948

Shareholdings - By 1948 Governments had started exercising a more vigorous control over air traffic rights, and the laissez faire of the immediate post-war years came to an end. Cathay Pacific Airways was necessarily re-organised, and John Swire & Sons Ltd. with their associated company, The China Navigation Company, together with Australian National Airways (now known as Ansett Airlines of Australia) bought a major shareholding. John Swire & Sons Ltd. of London trade in the Far East under the name of Butterfield & Swire, and the Taikoo Group of companies and house flag are well-known in all countries between Japan and Australia. Their centenary in the East was celebrated in 1967.

The original partners retained a small minority holding, and de Kantzow remained as General Manager. In 1950 he retired, and his shares and those of the other original partners were taken over by the major shareholders. In 1954 a further issue of shares was taken up by John Swire & Sons Ltd., The China Navigation Company, and the Peninsular & Oriental S.N. Co. In 1956 the Borneo Company (now part of the Inchcape Group) also took a small holding. B.O.A.C. became minority shareholders in July 1959 when

Cathay Pacific Airways absorbed Hong Kong Airways. Also in 1959 Butterfield & Swire (Hong Kong) Ltd., a Hong Kong registered subsidiary company of John Swire & Sons Ltd., bought the whole of the latter's holding. Control and manage-

ment have remained with the Swire Group, and there have been no further changes in shareholdings.

Cathay Pacific has never received a subsidy of any sort since its formation, and has grown purely on a commercial basis, meeting competition with superior service and organisation. It is a private profit making company, and proud of it.

1949

The years between 1946 and 1949 saw Cathay Pacific in transition from an air freight operator to a scheduled passenger carrier. To cope with increasing traffic the company took delivery in 1949 of its first four-engined aircraft, a DC4. This aircraft operated the company's main routes from Hong Kong to Bangkok and Singapore, and to Manila. Its greater passenger appeal and productivity enabled the release of several DC3's.

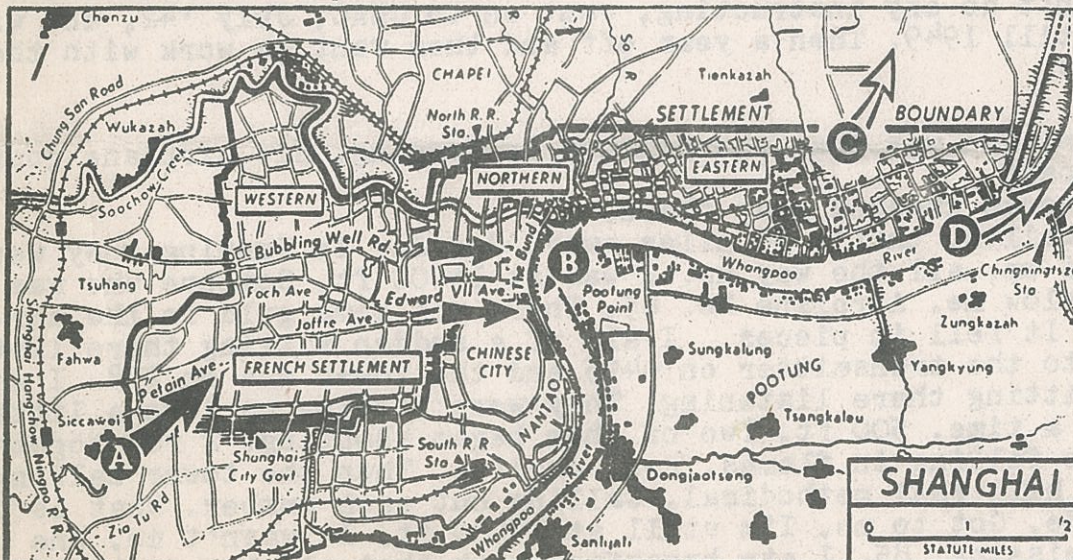
1953

By the beginning of 1953 the company was operating services from Hong Kong to Rangoon, Jesselton, Labuan, Sandakan, Manila, Saigon, Bangkok, Singapore, and to Hanoi and Haiphong (in what was then French Indo China). In June 1953 Cathay Pacific extended to India, and Calcutta was added.

1954

To supplement services over this growing network, the company purchased a Douglas DC6 in 1954. The routes were then being operated by

Routes Followed by Chinese Reds in Occupation of Shanghai



Advance units of Communist troops entered Shanghai today through the French concession in the southwestern section of city (A) and proceeded downtown (solid arrows) in first stages of occupation of the largest city

in Asia. The Nationalists were reported to have sunk half a dozen ships in wharf areas (B) as they withdrew by land (C) and Whangpoo River (D) to the escape-port of Woosung, 10 miles north. (AP) 5-25-49