

# CNAC ASSOCIATION



## CANNON BALL

No 6

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Reg Farmer, Editor

Top Side Ricksha by Harold M. Bixby was printed privately in 1938 by Harold Bixby. Only a few copies were printed. It consisted of 392 pages of double spaced text printed on one side. We have condensed this to approximately 100 pages. This volume is generally unavailable and probably will not be reproduced again.

Your editor proposes to excerpt from it on a regular basis. It deals with aviation in China from 1933 to 1936 and the author's experiences in China during that period. Harold Bixby was Vice-President of Pan American and was sent out after CNAC was acquired by Pan American in April 1933. He includes some of his observations and conclusions as well as his experiences with CNAC. The first installment deals with the beginnings of commercial aviation. I hope you like it.

### WAR MEMORIAL MEDAL

The medals are under way I have sent the list to Washington and expect them soon. If you have not already requested one let me know, it is not too late. There is a second list to go in soon. Send me the dates of your service with CNAC. While you are writing why don't you write a little note about yourself so I can put a little item in the Cannonball.

### HUMP PILOTS ASSOCIATION

This is a group of people (mostly G I) who flew over the Hump. It seems to include passengers as well as pilots. At any rate the distinction is less important now. They all have similar interests. Primarily it is to make friends and renew old acquaintances. There are a few CNAC members in it already. The Association has a news letter and have reunions every year to which many of our members attend. You would surely meet friends and a large number of men with whom you have a lot in common. Their dues are \$12.00. If you are interested contact: HUMP PILOTS ASSOCIATION, 917 Pine Blvd Poplar Bluff, Missouri, 63901.

### THE DRAGON'S WINGS

The Dragon's Wings by William Leary Jr., is still in print. Order while you can. It is the one and only that tells what happened there. I enjoyed it very much.



## PREFACE

This book is written about China in general and aviation in particular, both subjects of popular interest because of their undetermined importance, but vast potentialities, in this age of world upheaval. It is not the intent of the author to attempt to "expert" either of these subjects, but rather to skim over the kaleidoscopic picture of the last five years, with the hope of showing the effect of aviation on the transition from the old to what may be the new China.

Many economic and political chiropractors are busy on the body politic in China as elsewhere, making adjustments which horrify the old family economic doctor, who, dismissed, sits with his horse and buggy beside the road of current events, and wonders how it will all turn out.

Nowhere else in the world is the struggle between new and old forces so keen as in China. It was the author's privilege to be associated with one of these new forces-- commercial aviation-- during a period of unprecedented change. His duties carried him to distant parts of China not visited by the average businessman, and he had opportunities to meet and deal with the highest national, provincial and municipal officials as well as with bankers, merchants, men of business, pilots, mechanics, and coolies.

It is hoped that the story of this experience may bring to the reader something new and worthwhile as an addition to the already sagging shelves marked "Books on China."

(1938)

H. M. B.



## CHAPTER I

## THE BEGINNINGS OF COMMERCIAL AVIATION.

Commercial aviation had its birth in the United States shortly after World War I when a number of ex-Army pilots scattered throughout the country essayed to earn a precarious living, barnstorming with surplus war planes. The living was precarious first, because of starvation, and second, because the haywire, which held these planes together, just would get rusty. All over the United States these pilots were operating old planes of the "Jennie" type, "Standards" and other equipment in which a forced landing was not an unusual event. These barn storming pilots were full of ideas and high sounding plans, ever alert to promote some angel to finance a new plane which they had designed, but their bread and butter came from hauling passengers, first at \$20.00 per head and later as low as \$3.00 and \$4.00 per "joy hop." As the public became more wary, and more and more people had made their first flight, these pilots began to work the small towns, especially in hilly or rolling country where level pasture-airports were rare. Here the pilot who could side slip for a landing and get in and out of a small field reaped a harvest because that particular section had not been worked before. Later these barn stormers opened flying schools and also gave so-called ground courses for the training of mechanics. Most of the boys who were paying money for ground courses found themselves 100% employed doing maintenance work on the planes flown by the proprietors. It was a case of paid apprenticeship, or as the Chinese would say, a "learn pidgin," paying for the privilege of working.

Later still, along toward 1925, many of the barn stormers who had survived the hazards of starvation and crackups, built up small organizations and operated service stations for private pilots as well as for their school, and occasional charter flight operations, did on mail contracts, opened offices, employed stenographic assistance and for the first time took on an air of respectability. Now-a-days we are familiar with the spectacle of an airmail pilot arriving at a brilliantly lighted airport, taxiing up on a concrete apron in front of a canopied walk leading to a busy passenger terminal, alighting from his plane, stepping into his roadster and driving home. In the old days the pilot arrived at an unlighted airport, taxied up to a small shack, if any structure at all, discharged his mail, taxied his airplane to the hangar, when there was one, or more frequently tied it down on the field. As likely as not he then did some mechanical work on the airplane or helped with the servicing, then sloshed through the mud in the dark to a nearby farmhouse which was "home."

The early mail planes were mostly D. H.'s (DeHavilands) with Liberty motors. Col. Lindbergh loves to tell the story of his experiences as an airmail pilot when after he had jumped from two of these D. H.'s, his employer made a speech to the pilots who operated the line. The employer's remarks were, "Never land between stops, unless you run out of gas or the engine quits-- in either of these events you are permitted to land but you must



immediately report to me, at anytime of the day or night, three things--first, how is the airplane, second, how is the mail, third, how is the pilot?"

Following a series of successful flights in 1927, a highly gullible public forced capital onto these barn storming pilots in such profusion and with such utter lack of discretion that the pilots began to wonder whether their fondest dreams of the future for commercial aviation had not been in fact unfairly conservative. Associated with this clamour were a number of Wall streeters who had ridden in an airplane or possibly been connected in some way with the infant industry. These unproved financiers aided and abetted by a public whose appetite was apparently insatiable proceeded to organize every conceivable kind of aviation corporation the shares of which sold at two or three times the offering price no matter how bizarre or how conservatively launched. Even the stock of the Seaboard Air Line railroad, with no aviation affiliations, came in for a big rise due to its name and the fact that an aviation-hungry public jumped at anything with the name "air" tached on to it without examination, investigation or questions. When every available aviation enterprise the wily financial wizards could conjure had been financed and ballyhooed, the promoters turned to the foreign field and, among others, there was organized Aviation Exploration Company to promote airlines in China. In true keeping with the soundness of most of these early projects, an expedition was organized and sent out to China. Included in the party was an interpreter picked up in New York City. Of course the interpreter was from Canton where the dialect is different from the Mandarin spoken in Nanking. A lawyer also was sent along although able Americans, skilled in Chinese law, were available in Shanghai at the time. The rest of the delegation was made up of pilots, mechanics and an airplane or two of no practical use whatever in China. This delegation made an airmail contract which promised to be a veritable gold mine. The only difficulty was that the airmail contract was made with the Ministry of Railways, which had nothing to do with the mail, and there was promptly set up another aviation corporation by the Ministry of Communications to which Company there was awarded an airmail contract.

Out of the situation which folowed this deplorable development there grew a competition between the two companies with the result that neither made money and they were finally thrown together, all debts cancelled and the present China National Aviation Corporation was formed. The shares were issued 45% to the American interest and 55% to the Ministry of Communications of the National Government of the Republic of China. This company struggled along for several years with insufficient capital, depleted yearly by staggering losses until, in April 1933, the American minority shares were purchased by Pan American Airways.

I arrived in Shanghai on the 13th of February, 1933. My mission was two-fold: to represent Pan American Airways' ownership of the minority interest in the China National Aviation Corporation, the acquisition of which interest was then under negotiation, and to do "missionary work" in the furtherance of Pan American's ambitious and seemingly visionary project of flying the Pacific. The



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The deal for the acquisition of the 45% American interest in the China National Aviation Corporation was consummated on April 1st. (For obvious reasons we always preferred to say that we acquired the American interest on March 31st.) During the interval of six weeks, which followed my arrival in Shanghai and preceded the commencement of active work, the time was utilized in trying to "turn on the light before entering the room" by talking to old China hands and getting as much advice as possible. Those old timers have made so many mistakes themselves that they are always glad to help a newcomer to avoid the most disastrous blunders.

The Chinese, like most sensible people, put a premium on modesty. Many new arrivals in China, especially Americans, put on a big show, establish magnificent modernistic offices with elaborate fixtures, ankle deep rugs and ornate decorations designed to impress their Chinese callers with the importance of the American and, as a secondary consideration, of course, the firm he represents.

Carl Crow in his chuckle producing "Four Hundred Million Customers" writes, "It is a privilege to be able to visit the great advertising agencies in New York. Here is business housed with all the art and skill of the architect and the interior decorator. In London, Paris and Berlin, the offices of some of the big agencies are so striking that one who has once visited them will always remember them. But I can't imagine any Chinese advertiser ever placing his account with one of those gloriously housed agencies. The moment he stepped across the threshold he would instinctively compute the price of the rugs, the cost of the modernistic furniture, the salary of the charming girl at the reception desk. He could come to but one conclusion. Too much overhead expense! Too much window dressing! These things cost money and someone must pay for them. It will not be me. I will take my account to some concern where they will sell me advertising instead of interior decorations."

We established modest offices and borrowed most of our furniture. It has always seemed to me that the competition among men who wish to appear important is exceptionally keen and expensive. There is little competition in the field for those who wish to accomplish their objectives modestly and simply. Then too, if one poses as a high power executive, everyone says, "Oh he is so important that he doesn't need any help." On the other hand if one is modest and unassuming, one can get lots of valuable assistance from many sources. This rule of life would be effective, among people who really count, in any land, but it seems especially suited for dealings in China.

When you start for China, most friends think you are absolutely crazy. The average American is decidedly provincial. Because he himself lives in St. Louis, Peoria, Frozen Dog, Wyoming, or New York, he cannot possibly understand why anyone in his right mind should want to live anywhere else. If you questioned a hundred men at random in representative American cities, you would find that the average individual has a very sketchy idea of China. He has a hazy idea about Shanghai, knows perhaps that Peking is in the North, Canton in the South and his is a bit confused about



Hong Kong. He knows that the British have some kind of a toe-hold on that place! He visualizes China as a level land of rice paddies and canals swarming with vast multitudes of people. (Actually agricultural China cultivates only 10% of its total area.) He has heard a lot about foreign missions carrying enlightenment to the heathen Chinese, and has reluctantly, in his youth, slipped a few pennies into a paper mission box at Sunday School. Of late years he has read a book about China, or an article in the Saturday Evening Post, and undoubtedly seen a movie or two in which life in China has been more or less accurately depicted in a California setting. More lately still he has read about the war and been confused by the stories of newspaper reporters, conflicting reports from Chinese and Japanese propaganda sources, shocked by ghastly photographs of bomb victims and hopelessly muddled by Chinese names of cities, provinces and officials.

I must confess my own ideas were pretty much the same before I went to China.

In the pidgin English of Shanghai the expression for airplane is "TOP SIDE RICKSHA, COOLIE NO HAVE GOT," meaning of course, a conveyance which travels over-head and which has no visible means of propulsion.

## Dr. James F. Carbone, Mass tomorrow

A 10:30 a.m. Mass will be offered tomorrow for Dr. James F. Carbone, of Cliffside Park, a Jersey City dentist, at Epiphany Roman Catholic Church, Cliffside Park.

Dr. Carbone, who was born in Hoboken and had lived in Jersey City prior to moving to Cliffside Park 20 years ago, died Monday at his residence.

During World War II, Dr. Carbone was a captain in the Army Air Force and was in charge of dental surgeons in the entire western sector of India.

Dr. Carbone was the holder of the Purple Heart, he received an Air Force commendation for donating 75 homing pigeons, which he bred himself, to the war effort. He will be buried in Holy Cross Cemetery, North



**DR. JAMES F. CARBONE**  
Dentist, pigeon breeder

Arlington.

The Leber Funeral Home, Union City, is handling arrangements.

## Lewis H. Holman, airlines executive

Lewis H. Holman, 68, who helped organize airlines in Africa, Asia and South America, flew the mail in the mid-1930s in the U.S. and pioneered air routes across the jungles of Columbia, died at his Miami Springs home Saturday.

Mr. Holman, a former Marine captain, spent 20 years with Pan American as master pilot and navigator, retiring in 1953. As a consultant in aviation affairs, he helped organized Scadta, which eventually became Avianca, the national airline of Columbia.

Mr. Holman also served as technical advisor to Cubana de Aviacion, Mexicana, Pan Air de Brazil, Thai Airways and many others. He also helped organize China National Airways Corp. in the early 1940s and performed with a flying circus.

### HOLMAN

Capt. LEWIS H. of Mia. Springs, passed away at his home Aug. 28. Capt. Holman received numerous honors throughout more than 40 years as pilot and aviation executive for various companies, among which was an award given to him by Pan American for services as master pilot and navigator from 1933-53. As a consultant in aviation affairs, Capt. Holman helped organize Scadta which eventually became Avianca, the Nat'l Airline of Columbia. He pioneered the routes to the southern jungles of Columbia known as the Llanos, where today stands a mountain ridge known as (Holman's Ridge). He further served as technical advisor to Cubana de Aviacion, Mexicana, Pan Air Do Brazil, Thai Airways and many others. After flying with the Marines, Capt. Holman flew the mail in the mid 30's. Flew with a flying circus and helped organize in the early 40's China Nat'l Airways Corp. better known as C.N.A.C. His last assignment was at the request of Pres. Mobutu to help in the structuring of Kinshasa Airways. Was Past Pres. of the Mia. Springs Kiwanis Club. He is survived by his wife, Elsie, son, John and brother, Steward Holman. He will be greatly missed by the flying community. The family will receive friends 7-9 P.M. Tues. with services Wed. 2 P.M. LOWE HANKS HALE-AL HOME 151 E. Okcehobee Rd. The family requests donations to the Virginia Gardens Christian Church.

**CARBONE** — Dr. James F., of Cliffside Park, on Monday, August 30, 1976, age 69; beloved husband of Anna. Relatives and friends, also members of Hudson County Racing Pigeon Club, Hoboken Elks, Cliffside Park Lions Club, Hudson County Grand Jury Association, New Jersey Dental Association, American Dental Association, Hudson County Dental Association, China National Aviation Corporation (C.N.A.C.), Ideal Racing Pigeon Club, American Racing Pigeon Union, International Federation of Racing Pigeons Union, National Show Racing Pigeon Association are respectfully invited to attend the funeral on Friday, September 3rd, 1976 at 9:30 a.m. from the LEBER Funeral Home, Kennedy Boulevard, corner of 29th Street, Union City; thence to Epiphany Roman Catholic Church at 10:30 a.m. where a Funeral Mass will be offered. Interment, Holy Cross Cemetery. Family will receive friends Wednesday and Thursday, 2 to 5 and 7 to 10 p.m. In lieu of flowers please make donations to the American Heart Association.



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Al George 5368 Prescott St Freemont Calif	94356	Don Hassig 13141 Courbet Lane Granada Hills Calif	91344
Capt A R Gibson Japan Airlines-Intl Airport, Ankorage, Alaska		Frank Havelick 1180 N E 97th St Miami Fla	33138
Jack Gillette 340-63rd St Oakland Calif	94618	Ken Healy 1893 Marineview Dr San Leandro Ca	94577
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Charles West S 470 Fourth & Vine Bldg Seattle Wa	98121	Mrs D Young 55 Lupine Ave San Francisco Ca	94118
Sam Westbrook 1502 E 9th Court Hialeah Fla	33010	E Y Yu 7 Delwick Lane Short Hills NJ	07078
Don Wheipley 11750 Sunset Blvd Los Angeles Ca	90049	Y H Yu 2905 Buena Vista Way Berkley Calif	94708
Oscar Wilke 615 Ansel Road Burlingame Calif	94010	Martha Louise Yuen 1428 Jackson St San Francisco Calif	94109
Sidney Wilson 13027 San Jose St Coral Gables Fla	33156		
Carl Wiss 2263-37th Ave San Francisco, Calif	93116		
Dolly Wong 1036 N Crescent Hgts Los Angeles Calif	90046		
Donald Wong 750 Ventura Ave San Mateo Calif	94403		
Tom Wong 1805 Des Erables St Bruno Quebec Jav 4P2			
Alice Ching Woo 200 East End Ave New York NY			



Lost and Strayed

Altree, Lucy Hsien  
 Amato, Carl  
 Beeles, Laverne  
 Bakey, Bob  
 Bolerton, Ben  
 Blair, Bob  
 Bowes, Raymond  
 Bruck, Stephen  
 Bishop, Lewis  
 Carter, A.J.  
 Chan, Beatrice  
 Chang, Robert T  
 Chen, Fu Weng  
 Christian, Ray  
 Chun, Gordon  
 Davis, Stinky  
 Dillo, William Carter  
 Dionne, Joseph  
 Dudding, William  
 Fong, Stanley  
 Gable, John & Letitia  
 Genovese, Gen  
 Grimshaw, Dick  
 Hall, J.L.  
 Hardin, Guy  
 Haffercamp, J.  
 Harris, Brian  
 Harris, Charles  
 Hazzard, Elliott  
 Hicks, John  
 Hicks, Neese  
 Hickman, Kirk  
 Hills, Kirk  
 Huang, Babs  
 Hunter, J Duncan  
 Huster, Stanley

Johnsen, Owen  
 King, H.L.  
 Layer, Raymond  
 Lee, Frances Tong  
 Lessner, Max  
 Lu, Venus Ling  
 McEdward, Foster  
 McWilliams, Clair  
 Meader, Raymond  
 Meyer, Jacob  
 Meine, Larry  
 Merrifield, H.P.  
 Mica, Frank  
 Miller, Robert  
 Miller, Sam  
 Miller, Stanley  
 Morgan, Todd  
 Moore, Alfred  
 Moeller Kewie  
 Murry, Robert  
 Nowling, Thomas  
 Ott, Ray  
 Price, William  
 Pellegrew, Jim  
 Pinkava, Cyril  
 Peiner, John  
 Ross, Howard  
 Richardson, Mel  
 Russell, Edward  
 Saltz, William  
 Sailor, Tom  
 Satoris  
 Schall, Thomas  
 Screffler, Roger  
 Schuler, William  
 Schuler, Grover

Seamster, S.W.  
 Smith, GW or GV  
 Smith, William  
 Shell, Richard  
 Snyder, Wayne  
 Sten, Carol  
 Stinson, Fred  
 Sanders A.S.  
 Shriner, Perry  
 Schuster, S.W.  
 Tai, John  
 Tsai, Bruce  
 Turney, Al  
 Turney, E.J.  
 Ting, Richard  
 Tseng, C.K.  
 Walker, John  
 Watt, Mina Karst  
 Wells, Harold  
 Wiss Carl  
 Wyber, Red  
 Wueste, Allen  
 Wilson, Art  
 York, Wilson  
 Yao, Regina  
 Yen, Dr. Samuel  
 Young, Jack & Suin

EX CBI ROUNDUP

I found the Ex CBI Roundup interesting It has frequent articles on India now and then, book reviews and letters.

I found the Ex CBI Roundup to be very interesting. It has articles on India now, and then, book reviews, and letters. The letters are G I but the rest of the magazine are worth the ticket.

THE CAT ASSOCIATION

I have just learned of this new group which is apparently 1-2 years old. There were so many familiar names in its Bulletin that it seemed like a CNAC publication. If you were CAT I am sure that Sue Buol Hacker, Corresponding Secretary, 4825 Matsonia Dr. Honolulu, Hawaii, 96816 would like to hear from you. Even though you were not CAT I'm sure she would like to hear from you. Like us, they have dues which are \$10.00 per year and include their very nicely written news letter.

The CAT Association is having its first reunion Nov. 18 to Nov. 24, 1976, at the Princess Kaiulani Hotel on Waikiki. Check with Sue Hacker. CNAC would find many old friends there.

Ex-CBI Roundup  
P.O. Box 102  
Laurens, Iowa 50554



Sept 6-1976  
17401, Vancouver  
W. W. - 44135

Mr. Farrow -

Re. Arthur C. Spurring - He

was a pilot with CNAC in

1948 - possibly only from March

through Sept. - I do not know -

the exact dates - as we were not

married until Oct of '48 and

I had not seen him for a point

of 10 years prior to that. Before

Emat, during the war years he

was a pilot for Canadian RCAF -

then RAAF - then in 1943 was

transferred to USAF until 1945 -

then was Bill Lewis Private Pilot

then CNAC - after CNAC he was

again in USAF during Korean

'public action' - from Sept 1950 to

Jan, 1953 - he flew C119's - as

Donaldson AFB - Greenville S. C. -

then Frankling <sup>(Birmingham)</sup> Meade AFB -

finally left flying permanently

at Wright Patterson in Dayton Ohio

Page of 53 -

He spent the remaining years

in advertising and worked on

Aluminium Foundry in Clive. -

He had moved to Pomona, Calif -

in March 1975 - and I am sorry

to say he had cancer and

died at Long Beach VA Hosp.

June 24-1975.

I saw the name of Arthur

Spurring in our Pomona Valley

phone book - which also includes

Wilmington - but of course we

had no knowledge of the connection

with CNAC -

But (A.C.) had attended one of

the reunions in Fla. - and had

looked forward to attending the

San Calif. - one in July 1975 -

but was gone for some -

I moved back to Colton & returned

to my work at Cl. Meade then Topo, -

after his death - Regards -  
Friso J. Spurring



Byron, ("B.G.", as he was known to airline personnel) was born in McKees Rocks, Pa. in 1906. At an early age the family moved to Los Angeles. After graduation from high school, he entered the University of Nevada and in his senior year, accepted an appointment to Kelly Field, Texas. After graduating in '32 as a 2nd Lt. in the Air Corps Res., he was sent to the Hawaiian Dept. on two years active duty at Wheeler Field. Here he met and married Marylou Woolley. After his tour of duty was completed, he acquired a position as pilot with CNAC. Two sons, Byron and Jon, were born to the O'Haras. The elder of the two, "B.G. Jr.", was born in Shanghai. He is now a captain with Flying Tiger Airline.

In the spring of '36, Capt. O'Hara flew the tri-motor Ford to the Likiang Snow range, the gateway to the Hump. This historic flight was arranged and chartered by Dr. Rock, the explorer and Fellow of the Royal Geographic Society. The plane landed in Likiang at a place called Wuaduwuadu. The Ford was the first plane to touch down at this natural field which was later used by planes flying the Hump. (See "Wings Over Asia" Vol. II "The Iron Bird Laid an Egg" by Joseph F. Rock.) Shortly after this "first flight," in March of '36, Capt. O'Hara crashed into a mountain in zero weather between Kweiyang and Kunming. With the "luck of the Irish" there were no casualties but the Ford was demolished.

In '37 he joined American Airlines and flew for them for 27 years. During World War II he volunteered to fly men and material to Alaska when the Japanese attacked Dutch Harbor early in '42. After this mission he joined ATC flying the wounded from the different theaters of war. When the Korean War broke out, O'Hara volunteered for the airlift. On the close of the war he returned to the line and was one of the first to fly the 707. In 1960 he set a new commercial coast-to-coast flight record of 3 hours and 39 minutes from Los Angeles to Baltimore. In late January of that year he accepted the Boeing trophy for AAL in recognition of this flight. It was presented to him at the white House by the then Vice. Pres. Richard M. Nixon.

Byron's whole life was flying but physical disability forced his early retirement in 1964. He left the cockpit of this old planet on Aug. 16th, 1968 to join the squadron on the other side.

Marylou O'Hara

Dr James Carbone Aug. 30, 1976

Jim Carbone, former chief Dental Surgeon of Eastern India with the U.S. Army during World War II was also the dentist for CNAC at Dum Dum. He was a quiet and gentle man, a lover of pigeons and men. He was a breeder of prize pigeons after he returned home. As a dentist he had a manner which inspired confidence, and courage. Going to the dentist wasn't so bad at all. Many of us sat in his chair. His dispensary was next door to ours at Dum Dum. He returned home to Jersey City where he has practiced Dentistry since. He was a member of our association and attended several of the local meetings in the New York area.



Van Shapard came from Columbia, then - Airforce. He and Shamblin were a class below Stubs Bolster, me (Loane). He stayed with CNAC till '44 then he went with American Export till taken over by Pan Am. He was actually in the beginning of the FTL. One of original backers. He didn't follow up from National Skyways Freight. That was the 1st name of FTL. He pulled out and went back to Tennessee to the family business. Shapard Lumber Co. In 1960 it burned but has been since rebuilt. His wife was Baby Clark, Helen "Baby" Clark.

IN MEMORIAM

- Van Shapard June 27, 1976
- Dr James Carbone Aug. 30, 1976
- Lewis Holman Aug. 28, 1976
- Bryan O'Hara Aug. 16, 1968
- Arthur C Young June 24, 1976

Please let me know when you change your address. The Cannon Ball may not be much but it does go out to every CNAC with the hope that you will get some small pleasure in receiving it. To some of us, what we did so long ago, the people we met and the friends we made are still important. At the least they are part of our youth and our memories. To be sure we were all affected differently, some unpleasantly so. Some of us have done well while others have not but this was never the measure of our friendship. It should not be now. All you owe the Association is your interest. Nothing else is necessary. I would appreciate your letting me know where you are. I have enough work to do.

CNAC Cannonball  
132 Gifford Ave.,  
Jersey City, N.J.  
07304



Joe Mndriels

551 Woodington Dr  
Lancaster

Calif

93534

Third Class  
Address Correction Requested