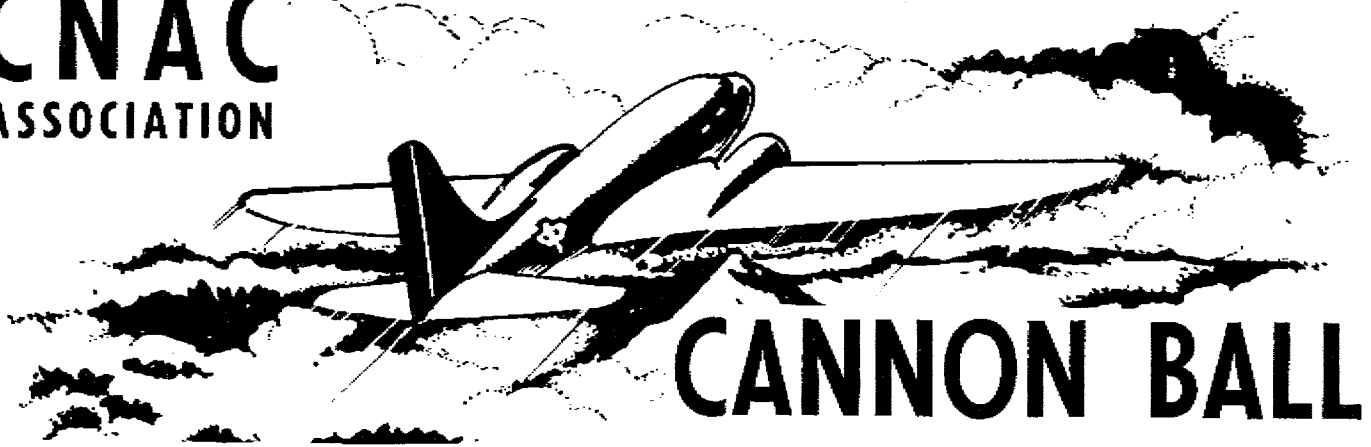


CNAC
ASSOCIATION



CANNON BALL

AUGUST 2014

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Kenn Yazzie, Senior Museum Registrar, SFO Museum, processing objects on loan to the museum for the *CNAC: China National Aviation Corporation* exhibition opening August 2014

ARE DIAMONDS IN ORDER AT THIS POINT?

So much to report since the last Cannon Ball---Moon Chin's recent trip to Taiwan to be honored for his contributions to the nation's civil aviation industry, a dinner at the exact location where the CNAC Association was born 60 years ago, the successful acquisition of objects and documents for the upcoming CNAC exhibition at the SFO Museum, and the possibility of seeing the restored CNAC 100, which may be flown down from Mukilteo, WA by its owner, the Historic Flight Foundation.

Sadly for us, several more of our pilots have departed for Hogy Taw. Some of their stories can be found in this issue. There's also a new story by Peter Goutiere (whose 100th birthday is in September) about an unplanned adventure, a mystery and reconnection after almost 70 years.

We look forward to what may be a record turnout at our reunion at the Embassy Suites in Burlingame, September 3-7. We continue to marvel at the fact that we are still going strong as an organization, now at the sixty year point. Although, it's so enjoyable and rewarding each time we meet, why would we stop now?

So, is it an occasion for diamonds (the traditional 60th anniversary gift) or 60 birthday candles? Can't wait to celebrate this milestone in San Francisco. I'll bring the candles!

Eve Coulson

Cannon Ball Editor



Craig Chinn (left), CNAC Association VP and our very own CNAC Captain Moon Chin meeting with John Hill of the SFO Museum at the 2013 CAT exhibition discussing possibilities for the *CNAC: China National Aviation Corporation* exhibition, opening in late August.

A LETTER FROM OUR PRESIDENT



THE BIRTH OF THE CNAC ASSOCIATION, NEW YORK CITY, 1954

CNAC Members, Families, and Friends,

IT HAS BEEN 60 YEARS now that CNAC Association has been having meetings, the first being a gathering in New York in 1954 arranged by Dr. Reg Farrar and held at the House of Chan Restaurant. This year, Eve Coulson arranged a gathering on May 15th at the very same location to celebrate the 60th anniversary of the formation of the CNAC Association. That event was preceded earlier this year by a small dinner, also at the former House of Chan location, enjoyed by 3 third generation CNAC associates, also organized and attended by Eve Coulson. In addition, as if that is not enough, we will be gathering in San Francisco to celebrate and remember the life and times of CNAC with an exhibition at the San Francisco Airport Museum. The efforts of John Hill, Craig Chinn and the many CNAC contributors have made this important work possible. With sincere gratitude, I thank each one of you who made this exhibition possible.

Please come, join us in San Francisco, and help us celebrate the story of CNAC. We have a great program planned for you and hope to see you there for this historic event September 3rd- 7th.

Sincerely,

Peggy Maher

President, CNAC Association

ANSON LISK

(Editor's note: We lost another of our cherished original members this spring, Anson Lisk. His son, John Lisk, provided us with this account of his life. More about Anson on the cnac.org website, including one of his beautiful watercolors of planes flying the Hump. Send John a note at 7032 E. Edgemont Street, Tucson, AZ 85710)

Dad requested that no obituary be written about or for him. There was no service for him, again at his request. That being said, his life was lived in a similar fashion, preferring to stay out of the limelight as much as possible. He was born in Pasadena, CA., on July 4th, 1918, the middle child of three by Katherine (Kate) Smith-Lisk and Anson Lisk Sr. He got interested in flying through his older sister whose boyfriend was a pilot. He pestered the two of them mercilessly until the boyfriend agreed to take him flying. At age sixteen he became the youngest person to be licensed in the state of California. He had to wait until he was eighteen to get his commercial license. Dad's parents sent him to the University of Arizona to try to get him away from surfing (another of his passions) after struggling for two years at Long Beach State College. He loved the University of Arizona, the climate, his fellow students, and being a member of the Phi Delta Theta fraternity. Dad graduated from the U of A in 1941 with a degree in agriculture. As WWII was spinning up, he landed a job with the Ryan Aircraft Company as a civilian instructor for the Army Air Corp. Ryan was one of many aircraft companies contracted to provide basic flight training. In 1944 the Army had a sufficient quantity of pilots and so the flight school at Ryan Air Field was closed and its instructors released. Dad then applied for a job with Pan American and was interviewed in New York City (I believe) and then sent to San Francisco for his flight test. That led to his contract with CNAC. In 1945, at the end of the war, he was released from CNAC. He returned to Tucson to be reunited with Katharine (my mom) and myself. He continued private flying in a Vultee BT-13 purchased as surplus after the war. He held a variety of jobs as a contractor and later as an architect with a firm in Tucson. Toward the end of the 1940's my mother's father talked my father into taking over his enterprises in Mexico. The family moved to the state of Sonora, Mexico, where dad was heavily involved in real estate and farming until the mid-seventies. By then, my mother had passed away and his obligation with the Mexican government and the seed companies he contracted with were satisfied. He continued flying privately until he finished in Mexico at which time he sold his airplane. He remarried twice more, outliving both wives. He passed away on March 25th, 2014, just shy of his 96th birthday.



MOON CHIN TRAVELS TO TAIWAN TO ACCEPT AWARD



As reported in the Taipei Times on June 4, 2014, by *Shelley Shan*: The Ministry of Transportation and Communication awarded a First-Grade Transport Professional Medal to 101-year-old Moon Fun Chin for his outstanding contributions to the nation's civil aviation industry.

Chin, who flew in from San Francisco to accept the award in person, said in a speech that he was honored to witness the development of the nation's civil aviation industry. Chin was the first recipient of a commercial aviation license in Taiwan and cofounded the first civil carrier in 1951, Civil Aeronautics Administration Director-General Jean Shen said.

"He was one of the rare people who knew not only how to fly and repair an aircraft, but also how to manage an airline company," Shen said. "In the 1930s, he accomplished many impossible missions, despite the poor navigation equipment at the time."

As always, we are so very proud of Moon, for his accomplishments, not to mention his stamina, adventurous spirit, and willingness to keep moving!



photos courtesy of John Gong (Art Chin's grandson/Susan Ennis son)

Moon Chin

CNAC ASSOCIATION DINES AT 52nd and 7th AVENUE, NYC...AGAIN

On May 15, 2014, fifteen souls arrived to celebrate the 60th birthday of the CNAC Association at Rosie O'Grady's, the exact location of the first post-war gathering of CNAC employees in 1954. It's not that they didn't like the food the first time...actually, I don't know why it took 60 years for us to get back here. We toasted Doc Farrar with a rum and Coke in honor of what he did to get the CNAC Association established. We felt fortunate to have Peter Goutiere with us, particularly as he had attended the first party in 1954. It was fantastic that Margaret Mun Soong, another original, joined us. It was great to meet people who had not previously, or recently, attended a CNAC event. We enjoyed learning about each others' connections to CNAC. It was a great evening!

We will do it again.

Next year, Rosie O'Grady's, Friday May 15th, 2015. Mark your calendars!

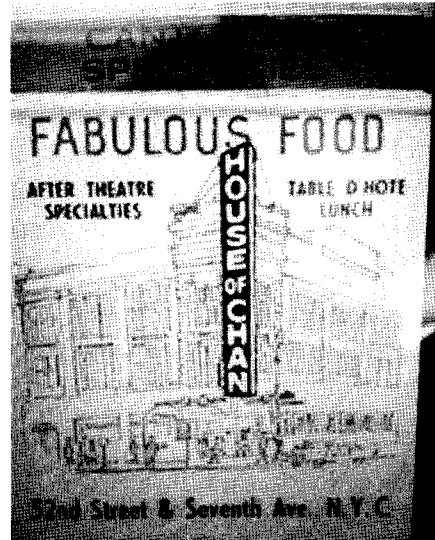


Around the table, starting on the left: 1) Mary Farrar, widow of "Doc" Reg Farrar, 2) Eve Coulson, daughter of Captain Bert Coulson, 3) Ben Barrett, grandson of Harold Bixby (CNAC/PAA 1933-1938), 4) Mac Mc Morris, husband of Clare Tweedy McMorris, 5) Marianne Mercedes Cowden, daughter of Tony Mercede, ground ops for Flying Tigers (Tony was a friend of CNAC Captains Aleck Gingiss and Gen Genovese) 6) Miles Soboleski, grandson of Captain Peter Goutiere, 7) CNAC stewardess Margaret Mun Soong, 8) Captain Peter Goutiere, 9) Clare Tweedy McMorris, daughter of CNAC exec Gordon Tweedy, 10) Catherine Farrar, daughter of Reg Farrar. In addition, though not pictured, Steven Avampato and his wife joined us for a drink. They live in Midland, Texas and were in town with a high school history class on tour--perfect timing to join us! He is the grandson of C.C. Lieu. His mother is Joan Avampato. Also not pictured were Andrew Obussuth, friend of Mary Farrar, Lucy Obus, daughter of Eve, granddaughter of Captain Coulson, and Nelson Obus, Eve's husband.

SEARCHING FOR THE HOUSE OF CHAN

by Eve Coulson

For the past year or so, I'd been hoping to finally find the precise location of the House of Chan, site of the first CNAC Association reunion. I knew it was somewhere around 52nd and 7th Avenue, just a short walk from my son and daughter's apartment; I asked my son to go over one day and look for clues. I expected we might never find it, or discover that it was now a dry cleaners. It wasn't until Tom Moore found an image of a matchbook cover that we had the key piece of information we needed. Right at the NW corner of the intersection, easy to find, House of Chan became Rosie O'Grady's about 40 years ago! Amazingly, the building's structure and façade are virtually unchanged, almost unheard of for a two story building in midtown Manhattan.



This discovery led to a mandatory culinary reconnaissance mission involving Eli Obus (Bert Coulson's grandson), Eve Coulson (Bert's daughter), Miles Soboleski (Pete Goutiere's grandson), and Lucy Obus (Bert's granddaughter). The morning of our rendezvous, I thought about the close relationship between Goutiere and Coulson, in Calcutta, and how unlikely and wonderful it was that their grandchildren were about to enjoy having a meal together, 70 years later.



Peter and Bert
India, 1944



Eli, Eve, Miles, and Lucy
Rosie O'Grady's, February 2014

AN EPIC STORY OF THE GORDON TWEEDY FAMILY

by Captain Peter Goutiere (written in June 2014)

During the operation of the China National Aviation Corporation (CNAC) around the years 1944-45, a Mr. Gordon Tweedy came to join CNAC in Calcutta as an executive official. He and his wife Mary settled down to a new life in Calcutta.

I, Peter Goutiere, as a pilot for CNAC, would sometimes meet Mr. and Mrs. Tweedy at the well-known "300 Club" on Theatre Road, at other times at our main office at Dum Dum Airport. In this manner I got to know Gordon and his wife Mary quite well.

One day on my return from flying the "Hump" and back to Calcutta for my rest period, I met Mr. Tweedy at our CNAC office. He mentioned that he would like some information about the area known as Kashmir. Having been there once on vacation, I was happy to oblige. He mentioned that he was planning a trip there with his wife Mary. I was not certain of when they planned to make that visit to Kashmir. I told Mr. Tweedy to make certain it would not be during the rainy monsoon period! I was also aware that his wife Mary was pregnant. Mr. Tweedy had mentioned that they would be flying there on a US Air Force plane. I learned that the plane would be a Beachcraft C-45. It is a small, twin engine, about half the size of our C-47s!

So it was, the Tweedys were on their way one sunny morning from Dum Dum Airport, headed for Kashmir via New Delhi on the C-45 plane as passengers. We pilots were getting around Calcutta as usual! I had now joined the Royal Calcutta Golf Club, along with my good friend Roy Farrell who was a great golfer. One fine day Roy and I got to the club for a round of golf. The club sported a sort of "basha" type building: wide open with a thatched roof. This is where the golfers would meet before teeing off. We were in no rush to tee off as we sat to enjoy our gin and ginger beer!! It's a well-known drink all over India! As we sat and talked, our CNAC Chief Pilot, Captain MacDonald showed up. He, too, was a member of the club and joined us. After a few moments, Captain MacDonald turned to us and said: "Have you heard the latest news?" "No, what news?" He then stated the following: it seems that the Tweedys had been on the US Air Force C-45 out of New Delhi and headed for Kashmir with a couple other passengers. Halfway there, along the foothills of the Himalayas, they were on instruments. The pilot soon became lost. He now gave orders for all on board to don their parachutes! He wasted little time and told everyone to jump (bail) out. "Wow!" This they did and landed safely and were rescued by local villagers. This became quite a story for CNAC!

During our carousing about Calcutta and permission to visit the US Air Force nightclub at the Karnani Estates Building, we of CNAC would make quite a few friends. Two that Roy and I met were General Hacket and General Neyland. In so doing, General Hacket also knew about the bail out near Kashmir and the

Tweedys. He found out also that Mrs. Tweedy was pregnant at that time! Unbeknownst to any of us, the General had gone to the well-known jewelry store called Hamilton's Jewelers. Here he had them make a special brooch. It was to be a jeweled caterpillar!

In the meantime, we pilots kept our flying schedules and returned to Calcutta. Then, we learned that Mary Tweedy had just delivered a baby girl! A lot of us wished Gordon Tweedy the best; but "No Cigars"! However, our good friend General Hacket now showed up at the Tweedys' place. Here some of us had already gathered around Mary Tweedy and her newborn baby girl, who was now about a week old. General Hacket then produced his surprise present of the jeweled caterpillar brooch and had Mary pin it on the little girl's diapers! It was a great pin and what a surprise to all! We then wished Gordon and Mary our best "health and happiness".

The reason that the General had that special caterpillar pin made, is this: when people have bailed out of an airplane, as did the Tweedys, one can join what is known as the Caterpillar Club, an informal association of people who have successfully used a parachute to bail out of a disabled aircraft. The name "Caterpillar Club" simply makes reference to the silk threads that made the original parachutes, thus recognizing the debt owed to the silk worm. So here is this little, one week old baby girl, now a member of that club! We all thought that was really neat.

The war ended August 15, 1945, with a lot of celebrations. Roy and I visited our officers club. It was great. Next day Roy Farrell said goodbye and left for the states. I continued flying for CNAC and moved to Shanghai, China, at our new base. The Tweedys also moved to Shanghai, where a second daughter was born in 1947. Eventually they relocated to New York, where Mary Tweedy resumed her career with Time/Life (she had also worked for Time/Life in Calcutta). The beginning of 1952 I went to fly for National Airlines in Miami. Also with National was Syd Wilson, Sam Sharp and others whose names I have long forgotten.

Around the beginning of May 1954, word came around that CNAC was planning a large get together and reunion in New York City. It was scheduled for May 15, at a place called The House of Chan. Syd Wilson, Sam Belief and myself decided to go. We flew up as extra crew on a National flight to LaGuardia Airport. I think it was the Lexington Hotel where we stayed. That evening at the restaurant, we met a great number of our old CNAC people. A lot came over from Newark Airport where Flying Tiger Freight Lines was operating. Bus Loane, Carey Bowles, Dick Stratford, Doc Farrar, Pappy Quinn, Bob Prescott and Roy Farrell, to mention a few.

Beginning of 1955 I left National Airlines and headed for Beirut, Lebanon. There I flew for a local airline, Air Laban. It was a most interesting flying job. However, by mid-1962 I was back in the States and joined the Federal Aviation Administration (FAA). By 1966 I was now based at Kennedy Airport with the FAA.

CNAC continued to have reunions in NYC. I attended several at another place called Ruby Foo's Chinese Restaurant. CNAC was now having reunions in different parts of the States. Las Vegas was one, then San Diego. After that they started several at San Francisco. Finally at Burlingame! Time has marched on and most of my flying friends of CNAC have departed this world and flown to "Hogy Taw". God Bless them. As for myself? I retired from the FAA in December 1990 in Miami. My wife Evelyn and I finally moved up here to Katonah, NY to be with her two daughters and their husbands. Life here is simple and easy going with Evelyn looking after me. Old age is creeping up and slows me down! For any long trips I usually do with my grandson Miles. He is a great young man and helps escort me.

Earlier this year, I received a message on my computer from our lovely young CNAC president, Peggy Maher. It was to announce that our CNAC group planned a reunion in New York City, to commemorate the anniversary of CNAC's first get together of May 15, 1954.

"Oh my goodness me!" I was sure taken aback. "WOW!" The message continued to state that they planned to have it at the original location of the House of Chan restaurant on 52nd Street. It is now called Rosie O'Grady's. As many as possible were encouraged to attend. I immediately called Miles, who lives in New York City, to see if he could come and escort me for the great event.

On May 15th, around 4 PM, Miles met me at the Katonah railroad station and we headed for Grand Central Terminal. From there we took a taxi to Rosie O'Grady's! As I told Miles, it will be hard to believe I was here some sixty years ago. As we entered, the place was fairly full of people. I did not recognize a soul. The large oval bar brought back some memories. Miles immediately ordered our drinks of scotch! It all seemed to have changed.

The headwaiter informed us that a CNAC group was gathering in a certain section. We followed him to where I recognized Eve Coulson with a group of young people. I did not recognize any of them. Eve had us all seated at a long table. I was then introduced to Eve's husband Nelson and their lovely daughter. In time I met the whole group and had known their dads. A little later, as I was seated with Miles on my right, a young, cute blond lady sat at my left. I chatted with the young lady and the others. At the same time I was trying to figure out where we all sat those sixty years ago!

After some time the meal was served, with wine! When the meal was over, the young girl on my left said, "I understand you were born in India". I acknowledged that was correct. She then said that she was born in Calcutta! I now took notice with full attention to her. I then asked her name. She replied, "My name is Clare Tweedy!" I was dumb struck! I asked, "Were your folks Gordon and Mary Tweedy?" "Yes," was her answer. I turned to Eve Coulson and said, "I think I know the story of this lovely girl!" I turned back to Clare and

said, "I remember when a General Hacket pinned a jeweled broach on your diapers. Do you still have that caterpillar broach?"

"Yes, I still have it!"

I was completely amazed. I wasted little time in hugging and kissing this girl. Oh my goodness! After nearly seventy years, here, sitting beside me was that one-week-old baby girl!! Before I knew it, time had flown by, and time for Miles and I to catch the train home to Katonah.

Editor's note: Clare Tweedy McMorris, one of the newest members of the CNAC Association family was given an advance copy of this story (it seemed only fair). Her response, "Loved reading Peter's story! I've never heard anything other than a general pinned a caterpillar to my diaper. The whole piece is so special--as it was special to meet him in New York! While we remained in contact with the pilots of the 'downed' plane for many years, I have never met any of the CNAC guys. So looking forward to September."

Anyone with access to the Internet should look for a story written by Clare's mother, Mary Johnson Tweedy, "Expectant Mother's Parachute Jump" which appeared in the October 15, 1945 issue of LIFE starting on page 67 (you can search for it using the unlikely combination of "expectant mother" and "parachute"). Until I read it, I assumed the adventure ended when they landed safely from parachuting out. Wrong. For starters, they landed in snow!

CHANCE MEETING OF CNAC 100 PILOTS

This past April, Craig Chinn spoke by phone with CNAC Captain Foster McEdward, who lives in Vermont. and his daughter Pennie McEdward Rand. Craig had sent an article about his father, Harold Chinn and Foster flying the survey route to Batavia. Both men flew CNAC 100. Foster McEdward's flew it in the United States, when it was known as N8009. His daughter later reported by email how delighted Foster was to hear from Craig, and how fondly he remembered Craig's parents, Harold and Rose. Pennie wrote:

"He recalled in detail the last time that he saw them, which I think he mentioned to you on the phone. It was in San Francisco on a bus. He was riding in one, they were riding in the other. Both buses were going in the same direction. They smiled and waved enthusiastically to one another as they rode along side by side for a short while. He said he can even remember their faces in detail and the lovely blue dress your mom was wearing. He speaks very highly of your parents. And he even remembers the day you were born! Amazing how one can recall such vivid memories from over 60 years ago!"

Of the former CNAC 100, she wrote that her father "loved that plane dearly as if it was his own. He is thrilled to learn that it is now in a museum earning the respect it deserves and sharing its legacy with all who climb aboard."

FROM THE "IN THE WORKS" DEPARTMENT
by Ben Barrett

Ben Barrett from Great Barrington, Mass. is working on a book on his grandfather, Harold M. Bixby. Ben joined us at Rosie O'Grady's in New York City in May when we celebrated the 60th birthday of the CNAC Association and he will be coming to the reunion in September.



My grandfather, Harold M. Bixby, who, as a representative of Pan American, worked in tandem with William Langhorne Bond for Pan Am and CNAC in China from 1933 until August 1937, when he and his wife and four daughters had to flee Shanghai when the Japanese invaded. He continued on with CNAC after August of 1937 but his work took him to Manila, Macao and Hong Kong instead of China.

As stated in his book "Topside Ricksha", Bixby's mission was to:

- 1) represent PAA's ownership of the minority interest in CNAC (China National Aviation Corporation), the acquisition of which interest was then under negotiation, and
- 2) do "missionary work" in the furtherance of Pan Am's ambitious and seemingly visionary project of flying the Pacific.

I have been working on the book off and on for about 5 years now, and am starting to pull the final draft together. Researching the work has taken me to the Library of Congress, St. Louis' Missouri Historical Museum, and the Museum at San Francisco's airport.

I had hoped to be done in time to launch the book in September at the CNAC reunion, but that goal has been extended due to a recent exceptional find: Harold's flight log book from 1924 to 1965. The logbook is a treasure beyond

words. It lists each flight taken, from where to where, in what plane, powered by what engines, weather and notes about who joined him, or why he was going. It lists 198 countries and colonies visited, number of equator crossings, and how many times around the world he flew. The total hours exceed 5700. The last entry is November of 1965 when he flew to Ft. Myers and ultimately Captiva Island in Florida where he passed away. It is a gold mine of a find for corroborating dates and places without doubt.

The book is a biography of sorts, but goes beyond that and includes many, many historical details and milestones reached over his lifespan. There are original photos taken from the late 1920s at Lambert Field where he was a principle backer of Lindbergh's flight (Harold was wearing his St. Louis Chamber of Commerce hat when he suggested naming the plane "The Spirit of St. Louis") on though many photos of China in the 1930s, and more "modern" photos up into the 60s.

Topics to be covered are: Early St. Louis aviation at Lambert Field in St. Louis, The 1923 Air Races in St. Louis, Charles Lindbergh, early Air Mail, TAT/Maddux years, his years in China, namely 1933-1937, his Pan American years from 1933-1955 and his post Pan Am years including his efforts with Ding Darling to secure the lands for the wildlife sanctuary on Sanibel Island, FL.

Personal letters, documents, accoutrements, photos, historic milestones and other aviation related memorabilia should make this an interesting read for history and aviation buffs alike. Anyone who would like to make contributions to the book whether documents, stories or memories is encouraged to contact me at ben@berkshirevener.com, or by calling me directly days at 413-644-9696. I would love to hear from anyone with additional information.

CHINA'S WINGS PRESENTATION ABOARD U.S.S. HORNET

Greg Crouch, author of *China's Wings*, appeared with Moon Chin on May 26, Memorial Day this year aboard the U.S.S. Hornet. As he put it, "There's an excellent connection between the Hornet and Moon Chin. The Doolittle Raid took off from the Hornet (CV-8) on April 18, 1942, bombed Japan in the famed *Thirty Seconds over Tokyo* raid, and carried on to land in China. A few weeks later, on May 5, 1942, CNAC superstar Moon Chin flew Jimmy Doolittle out of China, an event recounted in *China's Wings*.

We were saddened to learn of the death of Greg's father, Robert Lucas Crouch, on June 11, 2014. A pilot, a professor of economics, an absolutely fascinating, well educated and accomplished human being. You can learn more about his life at <http://gregcrouch.com/2014/robert-lucas-crouch-an-obituary>

IMPORTANT EVENTS OF 1954

(According to Wikipedia, the free encyclopedia)

January 14 – Marilyn Monroe marries baseball player Joe DiMaggio.

January 21 – The first nuclear-powered submarine, the USS *Nautilus*, is launched in Groton, Connecticut, by First Lady of the United States, Mamie Eisenhower.

February 10 – After authorizing \$385 million over the \$400 million already budgeted for military aid to Vietnam, President of the United States Dwight D. Eisenhower warns against his country's intervention in Vietnam.

February 23 – The first mass vaccination of children against polio begins in Pittsburgh, Pennsylvania, United States.

March 1 U.S. officials announce that a hydrogen bomb test (Castle Bravo) has been conducted on Bikini Atoll in the Pacific Ocean.

RCA manufactures the first color TV set (12-inch screen; price: \$1,000)

April - Bill Haley & His Comets record "Rock Around The Clock", thus starting the Rock and Roll craze.

April 1 -The U.S. Congress and President Dwight D. Eisenhower authorize the founding of the United States Air Force Academy in Colorado.

April 4 – The legendary symphony conductor Arturo Toscanini experiences a lapse of memory during a concert. At this concert's end, his retirement is announced, and Toscanini never conducts in public again.

April 7 – Dwight D. Eisenhower gives his "domino theory" speech during a news conference.

April 11 – This day is denoted as the most boring day in the 20th century by True Knowledge, an answer engine developed by William Tunstall-Pedoe.

April 22 – Senator Joseph McCarthy begins hearings investigating the United States Army for being "soft" on Communism.

May 14 – The Boeing 707 is released after about two years of development.

May 15 - CNAC ASSOCIATION BORN at the House of Chan in
New York City*

May 17 *Brown v. Board of Education* (347 US 483 1954): The U.S. Supreme Court rules unanimously that segregated schools are unconstitutional.

May 20 – Chiang Kai-shek is reelected as the president of the Republic of China by the National Assembly.

***Not actually listed on Wikipedia, but shouldn't it be?**

June 9 – McCarthyism: Joseph Welch, special counsel for the United States Army, lashes out at Senator Joseph McCarthy, during hearings on whether Communism has infiltrated the Army, saying, 'Have you, at long last, no decency?'

June 14 – The words "under God" are added to the United States Pledge of Allegiance. West Germany beats Hungary 3–2 to win the 1954 FIFA World Cup.

July 15 -- The maiden flight of the Boeing 367-80 (or Dash 80), prototype of the Boeing 707 series.

June 16 – July 4 – the 1954 FIFA World Cup is held in Switzerland

September 3 – The last *new* episode of *The Lone Ranger* radio program is broadcast, after 2,956 episodes over a period of 21 years.

September 11 – The Miss America Pageant is broadcast on television for the first time. (a more innocent time, when September 11 connoted feminine beauty...)

September 17 – William Golding's novel *Lord of the Flies* is published in London.

September 30 – The USS *Nautilus* (SSN-571), the first nuclear-powered submarine in the world, is commissioned into the U.S. Navy.

Texas Instruments announces the development of the first commercial transistor radio. The Regency TR-1 goes on sale the following month.

November 3 – The first *Godzilla* film premieres in Tokyo.

November 10 – U.S. President Dwight D. Eisenhower dedicates the USMC War Memorial (Iwo Jima memorial) at the Arlington National Cemetery.

November 30 – In Sylacauga, Alabama, a four-kilogram piece of the Hodges Meteorite crashes through the roof of a house, badly bruises a napping woman, in the first documented case of an object from outer space hitting a person.

December 1 – The first Hyatt Hotel, The Hyatt House Los Angeles, opens on the grounds of Los Angeles International Airport. It is the first hotel in the world built on an airport property.

December 2 – Red Scare: The United States Senate votes 67–22 to condemn Joseph McCarthy for "conduct that tends to bring the Senate into dishonor and disrepute."

December 4 – The first Burger King opens in Miami, Florida.

The TV dinner is introduced by the American entrepreneur Gerry Thomas.

New York City Ballet founding ballet master George Balanchine's production of *The Nutcracker* is staged for the first time in New York City, and it became a tradition there, still being performed annually as of 2010.

WILLIAM GRAY HELLING

(Editor's note: This account of Bill Helling's life story was taken from the obituary written by daughter Jan Helling Croteau. You can sent her at note at 91 Union Wharf Road, Tuftonboro, NH 03816)

William (Bill) Gray Helling passed away on Thanksgiving at the age of 91 on Thursday, Nov 28, 2013, in Colorado Springs. Bill was born April 29, 1922 in Anaheim, California when the tree lined neighborhoods gave way to acres of orange groves. His childhood was marked by a geological event when he survived the 1933 earthquake that leveled various areas of Anaheim. He talked about being with his dad that day and how the two grabbed one another as the earth shook and started running toward home. Bill said his feet barely touched the ground as his father raced down the street. When they rounded the corner they were both relieved to see their house still standing and his mother out in the yard, as shaken as the earth beneath their feet, but okay.



Bill attended Santa Ana Junior College, and, as an extra-curricular activity, he enrolled in a flight class taught by the US Army Air Corp. Within a year, Bill had received his pilot's license and was also certified to become a flight instructor. He knew his future had changed when on December 7, 1941, Pearl Harbor was attacked. Bill was soon recruited by the Army Air Corp. He taught glider pilots for three years at 29 Palms, California, where he became a captain and was the youngest flight instructor on base. Twenty-nine Palms was the first glider school in the US and he helped train the glider pilots who later participated in the invasions of Burma, North Africa and Normandy.

In 1944 the Army Air Corp released their glider pilot instructors from active duty with the stipulation that the instructors continue flying with any commercial airline. (Pilots were in short supply in those days.) He was only 22 and as he said, "I was single, and a free spirit and I wanted to do more for the country than fly domestic airlines." When he discovered that Pan American Airlines was contracting with China to help fly supplies over the Himalayas, he was intrigued.

Bill traveled to New York City, took an elevator to the top floor of the Chrysler building and signed his name on the dotted line. Within a week he was on his way to Calcutta, India to join CNAC. He flew a C-47 through the mountains of India and China. He lost many friends and colleagues to those daring flights

between Calcutta and Dinjan, Kunming and Chunking, China. He became a captain soon after joining CNAC and was one of its youngest pilots. The supplies he transported ranged from drums of high-octane gasoline, to gold bricks.

When the war ended in 1946 he left CNAC and traveled back to the US by ship. He and his four friends could not believe their luck when they easily found passage on a ship out of Calcutta to New York. Once on board they found the reason it was so easy to book tickets on this particular transport vessel. Two days into the trip the ship's captain announced that the entire hull of the ship was full of ammunition. There were sailors at all times on the look-out for mines and when the ship came to the Suez Canal, which was usually a three week wait for ships to pass through, all the other vessels got out of way. It took a month to get back to New York and another few weeks to travel across the country but soon he was home. Bill received the Distinguished Flying Cross, for his outstanding service and extraordinary achievement in the US Air Corp during WWII.

Bill enrolled at University California Los Angeles where he graduated with a degree in Political Science in 1950. During his time at UCLA, he was set up by a friend to go on a blind date. That's how he met his future wife. They both told the story from different angles. Bill said he was not eager to take out a girl whom he had never seen but thought, "What the heck, if she was a toothless, old lady I would have politely bowed out." Peg said she came downstairs to meet him with her slippers on because her last blind date was with a man who was 3 inches shorter than she and she wanted to wear heels but did not want to tower over her next blind date.

In 1948 Bill married Margaret (Peggy) Lynn of Santa Monica, California and together they had three children. Soon after graduating from UCLA, Bill joined North American Aviation and worked his way up to being the assistant to the Presidents, Lee Atwood and Dutch Kindelburger. In 1960 he and his family moved to Colorado Springs where his career shifted to real estate development and construction.

In his youth Bill was an avid tennis player, winning championships in southern California while in high school. He played weekly well into his 50's. His love of flying continued throughout his life. He was an enthusiastic storyteller and his flying adventures during the war made for some lively narratives. He wrote about his experience for the CNAC website He was predeceased by his wife of 63 years, Peg Helling. He leaves his three children, William Helling Jr., Jan Helling Croteau, and David Helling, their spouses, seven grandchildren, and three great grandchildren.

OLIVER GLENN

A little over a year ago, on July 5, 2013, we lost Oliver Glenn. The CNAC website (cnac.org) provides the following information about Captain Glenn (including the photo at right, from 1945):

Born in 1918, he received his aeronautical engineering degree from Oregon State University in June 1940, and entered flight training at Pensacola in Class 152C. Receiving his wings and commission in May 1941, he stayed at Pensacola as a flight instructor until May 1942. He was ordered to Patrol Squadron VP-61 commissioning at NAS Alameda, California operating PB4Y's. He flew in the Aleutian Islands from August 1942 until September 1943, participating in the Battle of Attu in May 1943.



Leaving VP-61 in October 1943, he retrained in PB4Y-1's at NAS North Island, San Diego. He was ordered to VB-109 at Apamama in the Central Pacific in January 1944, replacing the squadron's first of three combat losses.

After this second combat cruise, he was ordered to flight instructor duty in PB4Y's in OTU-4 Miami. Released to inactive duty August 1945, he became a copilot for TWA. Leaving TWA, he went to China to fly for CNAC. He participated in the evacuation of Mukden, Peking, Tientsin, Shanghai and other cities ahead of the advancing communist armies. Returning to the U.S. in June 1949, he joined Lockheed as an aero engineer and retired June 1990, including 14 years in the "Skunk Works". Maintaining his Ready Reserve status at NAS Los Alamitos, he retired from the reserve in 1967. (You can find more about Oliver Glenn on the CNAC website, cnac.org, on his page which is in the Pilots section, including four long and fascinating letters he wrote between 1999-2001)

Recently, we learned from Glenn's son Larry that an article, "On Thin Ice: A Memoir of the Aleutian Campaign" (derived from a letter written by Glenn) appeared in the Fall 2013 issue of *Foundation*, a publication of the Naval Aviation Museum, Pensacola. In it he recounts his experiences with Patrol Squadron (VP) 61 during the Aleutian Campaign to John Hale Cloe, author of *The Aleutian Warriors: A History of the 11th Air Force & Fleet Air Wing 4*. Nicolas Thrasher, *Foundation's* Editor in Chief, has made the article available on their server at: <http://www.navalaviationmuseum.org/nnam/documents/oliver-glenn-foundation-magazine.pdf> (Check the cnac.org website for a clickable link)

We will greatly miss Oliver Glenn's presence at our reunions.

CNAC Association 2014 Reunion

September 3-6, 2014 (depart Sept 7 after breakfast)

Embassy Suites Airport – Waterfront Hotel

150 Anza Boulevard, Burlingame, CA 94010

For room reservations call 1-650-342-4600 group code CNA

Important: You must book your rooms by August 12 (or until our block of rooms is sold out) for the special rate of \$142 plus tax, available during the reunion dates Sept. 3-6. Be sure to tell the agent that you are with the CNAC Association, group code CNA. Room rate includes breakfast, happy hour, and shuttle service to and from the airport.

Questions? Contact Valerie Kendrick 707-459-5165 or Peggy Maher 830-896-5030

SPECIAL THIS YEAR!!

SFO Museum at San Francisco International Airport

2014 CNAC Exhibition

“The History of China National Aviation Corporation”

SFO Museum-International Terminal

The efforts of the CNAC veterans, families, friends and John Hill and the staff of the SFO Museum have made this important and exciting event possible.

Your support has been and continues to be vital to keeping alive CNAC’s history and the memories of the lives and times of the men and women of CNAC. Please plan to join us this year. We look forward to seeing you!

CNAC Association Reunion 2014 Registration

Name(s): _____

Address _____

Phone _____ Email _____

Required Registration Fee for # of Person Attending

Everyone must register _____ X \$60.00 = _____

Hotel Banquet Meal Saturday Evening _____ X \$65.00 = _____

CNAC 2014 Dues (disregard if already paid) _____ X \$40.00= _____

Please Make Check Payable to CNAC Reunion 2014 TOTAL ENCLOSED _____

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Preparing the CNAC Exhibition at the SFO Museum