

CNAC ASSOCIATION



CANNON BALL

JULY 4, 1979

REG FARRAR
EDITOR

319 EUCLID AVE., LOCH ARBOUR, N.J.
07711

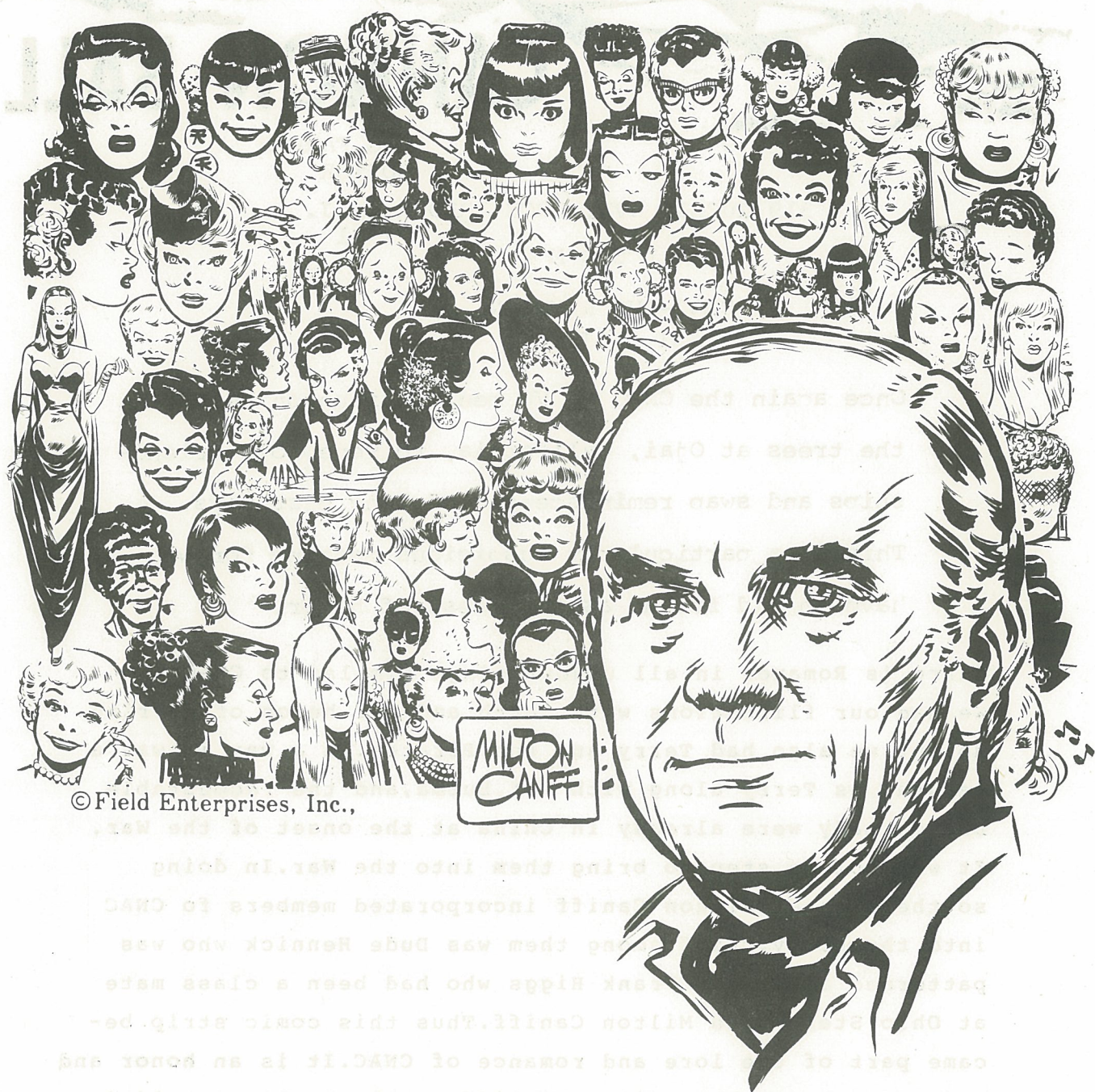
W E L C O M E

CNAC-AVG REUNION
OJAI CALIF.

Once again the CNAC & AVG meet in reunion beneath the trees at Ojai, California, to renew old friendships and swap reminiscences of long past days. This is a particularly auspicious meeting for we have an old friend as our guest of honor.

There is Romance in all undertakings similar to CNAC We had our flittations with death and our heros of derring do;but we also had Terry and the Pirates.In a way it was a natural as Terry along with Pat,Burma,and the redoubtable Dragon Lady were already in China at the onset of the War. It was only a step to bring them into the War.In doing so the creator Milton Caniff incorporated members fo CNAC into the story.Chief among them was Dude Hennick who was patterned after our Frank Higgs who had been a class mate at Ohio State with Milton Caniff.Thus this comic strip became part of the lore and romance of CNAC.It is an honor and a rare treat to have Milton Caniff at the Reunion at Ojai this year.Mr Caniff went on to other works but he left us with a tradition

No epitath could ever have been more poignant than that which the artist drew for Frank Higgs when Dude Hennick left the pages of the newspapers all over the world.



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HENNICK'S

MILTON CANIFF

Frank (Junior) Higgs really was the Dude of the Ohio State campus in the late nineteen twenties. JOE COLLEGE incarnate!

The Varsity letter was for golf.

I called him HENNICK after the (then) most popular beerery on the OSU scene — where he practically lived.

(Yes, we actually wore derbies — and spats!)

HENNICK'S



BEAT
MICHIGAN
RALLY
TONIGHT
BONFIRE
ON
OVAL
7:30 PM

MILTON
CANIFF

... About MILTON CANIFF

By BOB CONSIDINE

Seven days a week, month in and year out, Milton Caniff performs a ceaseless miracle. He puts before the eyes of perhaps 30,000,000 readers an exciting story, superbly illustrated. It is a story involving one of the most remarkably realistic characters in modern literature - full Colonel STEVE CANYON, USAF - and the airman's assorted friends and enemies.

The vitality of a STEVE CANYON strip arrests attention from all ages and in all climes. Happy Easter is as much of an institution in Kyoto, let's say, as Poteet is favored in Syrian 'teen-age circles. As for STEVIE B. himself, there isn't a man alive who doesn't envy his character, integrity, muscles and molls. Breathes there a wife who hasn't secretly sighed, upon looking up from some entrancing feat of derring-do by STEVE and seeing her own husband, "Why didn't I shop around a little more?"

Milton Caniff has done more for the Air Force than any person since Billy Mitchell. The depth and breadth of STEVE'S adventures are such that they are assayed daily in the Pentagon. So many of the jams in which STEVE finds himself show up later in real life, to pester real airmen and bedevil U. S. relations with the enemy, that the strip has become required reading in Washington. Air Force files actually list "Colonel Canyon" and his goings and comings are followed carefully. (His file number is AO #041044).

So much for STEVE CANYON'S position in the military. For the rest of us he is a winged beau-sabreur, the stuff from which Walter Mitty's headiest dreams were made. Much has been made of the fact that only recently did STEVE'S creator journey to the Far East which since 1934 has served as the entrancing backdrop of so many sequences. That's like carping at Jules Verne for never having spent Five Weeks in a Balloon, for never making A Journey to the Center of the Earth, for hesitating to go along with the others From the Earth to the Moon, for refusing to accompany Captain Memo Twenty Thousand Leagues under the Sea and being skeptical about Phileas Fogg's headstrong Tour of the World in Eighty Days.

Caniff has long been the most conscientious craftsman in his field. In the early days of his "Terry and the Pirates", suggested to him by the late great Captain Joe Patterson of the N. Y. DAILY NEWS 26 years ago, Caniff haunted

museums, libraries, old book stores and hock shops in exhaustive search for the right phrase, the proper shape of a sampan's sail, the cut of a mandarin's cloak, the curve of either a scimitar or a sultan's favorite.

One tends to shudder when he recalls that Caniff (a handsome, good-natured and virile bloke) almost became an actor about the time he was attending Ohio State University and working part-time on the Columbus DISPATCH. With the aid of friends, who reminded him that actors don't eat regularly, Caniff broke himself of this awful malady. The Associated Press beckoned him to New York to draw strips it called DICKIE DARE and THE GAY THIRTIES. Captain Patterson, a man with almost a fetish for strips, launched him on his own with TERRY.

But the artist's soul within Caniff demanded that he create something of his own and his own alone. That's why STEVE CANYON was born in 1947, one year before anyone save Milt and a few friends knew what STEVE was going to look like, or engage in. 125 newspapers contracted to buy the strip from King Features Syndicate and the Chicago Sun-Times Syndicate. (Today STEVE CANYON appears in 647 newspapers).

BOB CONSIDINE

CASK OF WINE

To many who came out to India and China, CNAC was a job. To many of us after it was over it was also an experience. Indeed it was a unique experience which has colored our lives ever since

CNAC was the investment of our adventure. It was not a cause and was unlike the loyalty to country or school. The CNAC Association serves as an assembly point where old friends and associates can meet, relive some of the old days, and discuss some of the new, renew old friendships and make new ones.

What CNAC as a Company did, or did not do for us, or to us, is now unimportant. The old bosses are now our friends. They are just beginning to find out what really went on over there. How well you did your job, or what you did then, have little to do with our club. At times we honor some of us who did outstanding things, but this is not our purpose

We have gradually begun to discover that earning a salary for work done produced byproducts which we could not recognize at the time. To name a few of the contributions of CNAC, it can be said we were pioneers in commercial aviation, particularly in the Orient. We gave China a source of transportation quite unobtainable in any other way at the time. Guys like Allison, Chili Vaughn, Bond, Soldinski and Eric Just, did that. Then came the war years when CNAC established the feasibility of supplying some of China's needs by air and then did it (later joined by the Americans and ATC. The link is hard to evaluate but it came after the U.S. Army decided this air operation was impractical. It may have had vast psychological effects which, coming as it did, maintained moral after the Japanese closed the coast of China. Some evidence supports this. One thing is true, however, CNAC pioneered and established the 1st successful air lift in history. The Berlin airlift was a tea party by comparison. Could they have done it without us! Yes, but we had shown the way.

Then after the war we helped serve a great country's aviation need. The ingenuity and valor of individual exploits are legendary (possibly only to us) but so was the accomplishments of our group. The men and women who worked there, for whatever cause, and how little or great, contribute to history. It may not be recognized as such by many, but it is so.

No one was too big or too small. We were all there. Our motives varied, as did the circumstances which brought us there. This was enough, as was enough, we are all CNAC. Special circumstances brought us there and special circumstances made the role of some more dramatic or spectacular. We had the Scoffs, the Robertsons, the Mah's, and we also had the rest of us-CNAC, all.

Today, like a group of aging ingenus, we gather once in a while to recapture some of those days of long ago when we were young. And sitting under the big tree at Ojai, or at the pool, or the bar, we relax and for a moment catch the Unicorn.

To all of you who have not come to one of the reunions, large or small, join the party. We miss you. The CNAC Association holds us together and makes it possible to relive these memories. It is no one single person's club. It belongs to us all. What we do just happens. Those few who seem to sit at the head table at the banquets are there by their own initiative. They picked up the ball and ran with it. They have no monopoly on anything. Few of these men would qualify as Mr. CNAC. Then again, no one would, for we are all CNAC.

It is my hope that the CNAC Cannonball will form a spark in the memory of each of us that will ignite a fire which will sweep away indifference. You may not like us, but we love you all. As our future diminishes with our future diminishes with our years, our memory of the past is magnified. We tend to dwell less on the present and more on the past. To some the future vanishes, the present dissolves into unreality, and the past becomes golden. We turn backwards from whence we came and head back home.

The wine is mellow.

BY MARSHALL BERGES

MILTON CANIFF

HIS COMIC-STRIP HEROES BECAME HOUSEHOLD WORDS BUT THEIR CREATOR STILL HAS A "\$50-A-WEEK MIND."



© P.N.S.

The desert sky is dark when Milton Caniff plunges into his pool for an early morning swim. He begins early because his workdays—frequently 12 to 14 hours—are too long for a late starter. Cartoonist Caniff is the creator of *Steve Canyon*, a comic strip sold to 650 newspapers throughout the world. Millions of readers have followed the strip daily since it first leaped from Caniff's pen 27 years ago.

Despite his success (or because of it), Caniff finds it difficult to take a day off, achieving that feat only by careful advance planning. He lives in a world of his own invention, sketching out characters (who must be interesting and believable), backgrounds (which must be authentic), putting in dialog (which must tell a great deal in a few words).

Although he reads newspapers carefully, and indeed finds plot ideas in world events, Caniff is much too busy to read books for pleasure. His blonde soft-spoken wife, Bunny, often reads to him at night while he is putting the finishing touches on a comic strip panel. Caniff recalls, "Bunny read *Gone With The Wind* to me. I heard every character in the book through her voice. When the movie was made, other people heard Vivien Leigh and Clark Gable, but I kept hearing the dialog as Bunny had read it to me."

Caniff began drawing as a schoolboy in Ohio, doodling and sketching on odd scraps of paper that his father, a printer, brought home from work. In the eighth grade, Caniff took a correspondence course in cartooning. He also showed an early flair for storytelling. As a Boy Scout, the chore he liked best was to tell campfire stories, linking each night's tale with a narrative hook into the next night's episode.

Caniff studied portrait art at Ohio State University and helped to pay his way by working as an artist's apprentice on newspapers.

He also acted in school plays and in stock companies. Graduating into the depression of 1930, he considered taking up acting as a career. But a veteran cartoonist cautioned, "Stick to your inkpots, kid. Actors don't eat regularly."

Caniff went to New York, where Capt. Joseph Patterson, publisher of the *New York Daily News*, hired him to create a new kind of comic strip. It became *Terry and the Pirates*. A dozen years later Caniff turned *Terry* over to others and created *Steve Canyon*.

With Bunny, his high school sweetheart, Caniff lives in a sprawling white stucco house in Palm Springs, huddled close to the San Jacinto mountains. The Caniffs moved to the desert in 1970, bidding farewell to New York without too many tears. Caniff was unable to learn the age of the house, but he fell in love with its spacious arrangement of garden, pool and privacy. The Caniffs redecorated the house, hanging pictures painted by artist-friends.

After the morning swim they have coffee together before a roaring fireplace in the peach-walled living room. Then Caniff heads several blocks away to a duplex house converted into a studio. There, surrounded by research files, photographs (he frequently snaps pictures of friends, to use as reference for his cartoons), stacks of books, model airplanes, Caniff works over his drawing board.

Reinforced by frequent cups of steaming hot coffee, not pausing to go out for lunch but having a sandwich sent in on a tray, taking time out to refresh himself with a quick nap in the afternoon, Caniff works through until 6 p.m. After dinner with Bunny he continues work in a smaller studio at home.

There, as he talks with a visitor, blue-eyed, silvery-haired Caniff draws pictures in the air, moving his hands swiftly as if he is giving shape to the people and situations in his imagination.

March 15, 1943

REPORT ON CNACEQUIPMENT (3/15/43)

11 C-53's (Lend Lease)
8 C-47's (Lend Lease)
2 DC-3's (CNAC)
21 Total Units

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(Under the original Lend Lease program for China, a total of 32 transports were to be delivered to CNAC - 14 C-53's and 18 C-47's. To date, the 14 C-53's have been delivered; CNAC lost one and the Commission took two leaving the present total of 11. Of the 18 C-47's, 10 have been delivered. CNAC lost one and the Commission took two leaving the present total of 8 for CNAC. 8 more C-47's are to be delivered by June, 1943 at which time 29 units will be in operation. It is also understood that 4 and possibly 8 additional C-47's may be soon assigned to CNAC for operation within China. Of the 19 Lend Lease aircraft already delivered to CNAC, 10 were delivered by PAA Ferries and 9 by CNAC personnel.)

PRESENT OPERATING ROUTESFreight (Lend Lease planes)

Sadiya-Kunming

Passengers and Airmail (2 CNAC planes and 1 Lend Lease plane)

Calcutta-Sadiya-Kunming-Chungking (3 times weekly)

Chungking-Chengtou (3 times weekly)

Chungking-Kweilin (3 times weekly)

Chengtou-Lanchow (2 times monthly if load warrants)

Proposed Operating Routes

Chungking-Urumtchi

(The opening of this service is dependent upon the assignment of the 4 or possibly 8 additional Lend Lease C-47's to CNAC referred to above.)

FLIGHT PERSONNELSenior Pilots

CNAC has a present total of 58 Senior Pilots or American "Senior Pilots-in-Training". Of this group 14 are in the States on leave but will soon return ferrying new aircraft to India. (A complete roster of Senior Pilots is shown on the last page).

Copilots

Chinese Copilots are employed from the various Chinese Government schools in accordance with immediate needs.

Radio Operators

CNAC has a total of 175 operators which is sufficient to man all aircraft and ground stations. Additional personnel are also available from Chinese Government schools.

MAINTENANCE FACILITIESPersonnel

16 Americans (10 are former PAA-Africa employees) head a group of 350 Chinese mechanics. American mechanics are stationed at Calcutta,

Sadiya and Kunming assisted by Chinese. Chinese mechanics are stationed at all bases in China.

Station Facilities

Calcutta is the chief maintenance and overhaul base and is equipped to completely maintain DC-3 type equipment, accessories and instruments. Facilities are being gradually installed for the overhaul of P and W 1830-92 engines. The greater share of this engine overhaul work is presently being handled by the Army. CNAC will also soon be able to overhaul Wright G103A engines.

Inventories and Spare Parts

This has been the most pressing problem due to the Army's refusal to release to CNAC Lend Lease spares and parts. Through the admirable work of the China Defense organization in Washington, this situation is being corrected as rapidly as surface vessels can bring the spare parts reorders to India consigned in a manner that will insure their ultimate delivery to CNAC for use on the Chinese Lend Lease planes.

OPERATIONS

Personnel

C. L. Sharp, Operations Manager, is in charge of the company's operations from Calcutta. H. L. Woods, Divisional Manager, is responsible for operations from Sadiya. A former PAA-Africa Airport Manager is stationed at Kunming and is responsible for dispatch from there. We have also employed a former Pensacola flight instructor to aid CNAC's Operations Department and are seeking two or three additional qualified operations men.

Performance

In January CNAC completed 226 round trip freight flights between India and China in addition to the operation of the scheduled passenger trips between Calcutta and interior Chinese cities. Average daily plane utilization was 4.1 hours.

In February CNAC completed 317 round trip freight flights between India and China in addition to the scheduled passenger trips. Average daily plane utilization was 5.4 hours.

It is anticipated that plane utilization figures will continue to rise as the spare parts situation improves.

COMMUNICATIONS

Personnel

3 Americans (1 was a former AVG Communications engineer; 1 was the former PAA Ferries Chief Maintenance Engineer) head a group of 175 Chinese ground and flight operators.

Equipment

20 ground stations are presently in operation in China and India and each station is equipped with 3 to 7 transmitters. 3 additional ground stations are now awaiting installation on the Chungking-Urumtchi extensions. 4 large 3KW transmitters of the latest model are now enroute to India to augment CNAC installations. With the Lend Lease equipment also being furnished, current facilities are believed adequate for present and foreseeable needs.

CNAC PILOT ROSTER

March 19, 1943

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1. W. C. McDonald, Operations Asst. (PAA)
2. Robert Pottschmidt, Operations Asst. (PAA)
3. Frank Higgs, Chief Pilot (PAA)
4. Royal Leonard (PAA)
5. Robert Angle (PAA)
6. Paul Kessler (PAA)
7. Sydney de Kantsow (Canadian citizen)
8. Moon Chin (U. S. citizen)
9. Donald Wong (U. S. citizen)
10. George Huang (British)
11. Harold Chen (Canadian)
12. K. Y. Liang
13. M. K. Lo
14. Ed Chin
15. Hugh Chen
16. Gordon Poon
17. Robert Hedman (AVG)
18. Robert Moss (AVG)
19. Eriksen Shilling (AVG)
20. Van Shapard (AVG)
21. C. J. Rosbert (AVG)
22. Allen Wright (AVG)
23. E. W. Loane (AVG)
24. C. H. Laughlin (AVG)
25. Robert Raines (AVG)
26. Einer Mickelson (AVG)
27. Clifford Groh (AVG)
28. William Bartling (AVG)
29. Richard Rossi (AVG)
30. Carl K. Brown (AVG)
31. L. J. Hall (AVG)
32. Weldon Tutwiler
33. Richard Snell
34. Charles Sundby (R.A.F. Ferry
Command - Danish citizen)
35. Ace Richards (R.A.F. Ferry
Command)
36. R. Hoyer (R.A.F.)
37. Charles Sharkey (R.C.A.F.)
38. Alfred Oldenburg (R.C.A.F.)

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- 39. Edward Leatherbury (R.C.A.F.)
- 40. Douglas Cunningham (R.C.A.F.)
- 41. Russell Johnson (R.C.A.F.)
- 42. Joseph Dionne (R.C.A.F.)
- 43. James Lane (Air Transport Auxiliary)
- 44. Aleck Gingiss (A.T.A.)
- 45. Joseph Genovese (A.T.A.)
- 46. Richard Newmeyer (A.T.A.)
- 47. Julius Petach (A.T.A.)
- 48. George Robertson (A.T.A. and PAA-F)
- 49. William Cooper (A.T.A. and PAA-F)
- 50. Raymond Allen (A.T.A. and PAA-F)
- 51. Orin Welch (PAA-F)
- 52. James Fox (PAA-F)
- 53. James Gregg (PAA-F)
- 54. Samuel Anglin (PAA-Africa)
- 55. Charles Hammell (PAA-Africa)
- 56. Peter Gutierre (PAA-Africa)
- 57. Raymond Hauptman (PAA-Africa)
- 58. E. C. Kirkpatrick (PAA-Africa)

MEDICAL

CNAC's Medical Department is headed by an experienced American physician formerly attached to the medical staff of the American Volunteer Group. We are hopeful that permission will be obtained from the Atlantic Division in the immediate future to transfer a second physician from Fisherman's Lake to India. One dispensary is now in operation at Calcutta while the assignment of a second physician will permit CNAC to open a second unit at Sadiya.

COMMISSARY

CNAC operates its own messes at Calcutta and Sadiya. Hundreds of tons of American canned goods, butter, coffee, milk and meat are presently enroute to India to supplement the diets of the personnel.

Vegetable seeds have also been shipped to India in large quantities and it is believed that they can be successfully cultivated. To supervise the establishment of a Commissary Department, we are hopeful of being able to obtain the services of a former PAA-Africa Port Steward, who is presently employed by A and O as an Airport Clerk. Messes at Kinmin and Chungking are to be organized soon. The messes at Calcutta and Sadiya, daily serving 500 and 300 meals respectively, are under the supervision of two American women. Canteen supplies are also presently enroute to India to permit the establishment of a company canteen at Calcutta supplying such articles as candy, cigarettes, cigars, liquor shaving supplies and other items in the nature of "luxuries".

STORES AND LOCAL PURCHASING

An experienced Pan American storekeeper, released to CNAC by the Eastern Division, has organized and supervises company stockrooms at Calcutta and Sadiya.

LINK TRAINER INSTRUCTION

CNAC has purchased a Link Trainer and related air conditioning equipment to provide instrument instruction to all flight personnel. This instruction will be directed by two experienced Link Operators, one obtained from PAA Ferries and the other from the Easter Division.

Owen F. Johnson

MEDICAL
CWA's Medical Department
formerly attached to the
American Volunteer Group.
are hopeful that
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COGNIZABLE
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STORES AND
An experienced
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Sadiya.

LINK
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will be
Tories at



DRAGON LADY