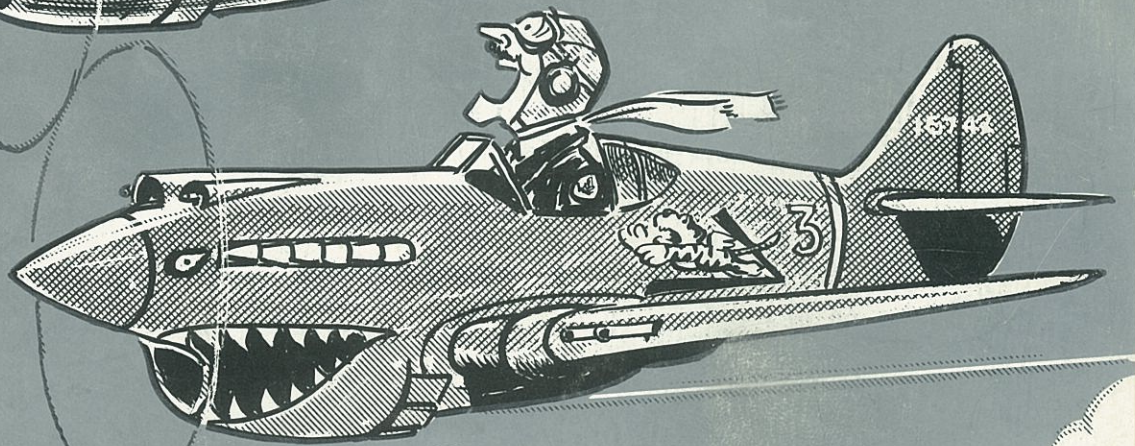
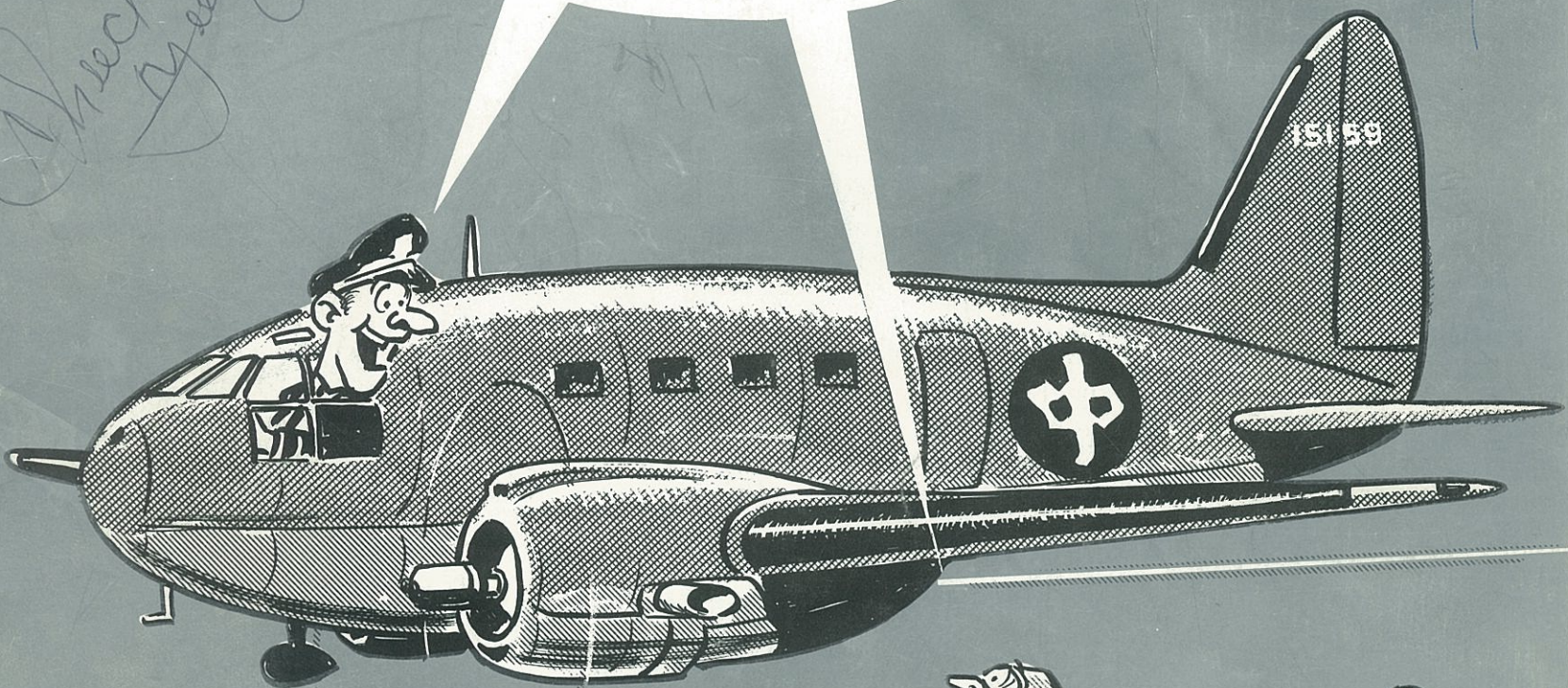


OJAI '77!

*J. H. Doolittle*

*J. H. Doolittle*

*Chuck Yeager*



*Bob Stevens*

American Volunteer Group — China National Aviation Corporation

Ojai Valley Inn — Ojai, California — 1977

# FLYING TIGERS

(AMERICAN VOLUNTEER GROUP • CHINESE AIR FORCE)  
INCORPORATED

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*Since Our Last Reunion*

Ernest Allison  
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Lawrence Kwong

William Pawley  
James E. Regis  
Van Shapard

Arthur C. Young

**1977  
REUNION PROGRAM**

*Please register in lobby  
as soon as possible after  
arrival*



**THURSDAY, JUNE 30TH**

10:00 AM  
Bus leaves Los Angeles for Ojai  
12 NOON  
Buffet Luncheon  
7:00 PM  
Boeing Cocktail Party at Tiger Glen  
Hosted by Mr. & Mrs. Carl Munson  
8:00 PM  
Outdoor Steak Fry — Square Dancing  
Casual Dress

**FRIDAY, JULY 1ST**

MORNING  
Breakfast at your convenience  
Golf Tournament starts  
10:00 AM  
CNAC Business Meeting  
12:00 to 2:30 PM  
Buffet Luncheon  
AFTERNOON  
Movies in Lounge  
7:00 PM  
Pratt & Whitney Cocktail Party  
Hosted by Mr. John J. Bohuslaw  
8:00 PM  
CNAC Banquet — Dr. Young, Speaker

**SATURDAY, JULY 2ND**

MORNING  
Breakfast at your convenience  
Last round of golf tournament  
12:00—2:30 PM  
Buffet Luncheon  
3:30 PM  
AVG Business Meeting  
7:00 PM  
Flying Tiger Line Cocktail Party  
Hosted by Bob & Anne Marie Prescott  
8:00 PM  
AVG Banquet and Presentation  
of Flying Tiger Pilot Award to  
Brigadier General Charles E. Yeager  
Toastmaster — R. T. Smith

**SUNDAY, JULY 3RD**

MORNING  
Breakfast at your convenience  
12:00 — 2:30 PM  
Buffet Luncheon  
AFTERNOON  
Movies in Lounge  
7:00 PM  
Johnson and Higgins Cocktail Party  
Hosted by Mr. & Mrs. Doug Strauss  
8:00 PM  
Farewell Dinner  
Buffet Style

**MONDAY, JULY 4TH**

MORNING  
Breakfast for Survivors  
12:00 NOON  
Bus leaves for Los Angeles

## 1977 FLYING TIGER PILOT AWARD WINNER



GEN. CHUCK YEAGER

Brigadier General Charles E. "Chuck" Yeager, USAF, Retired, was the first man in history to break through the sound barrier in the Bell XS-1 on October 14th, 1947. On December 12th, 1953 he became the first man to fly at twice the speed of sound in a Bell X-1A.

Chuck Yeager was born in 1923 at Hamlin, West Virginia. With the outbreak of World War II he enlisted in the Air Corps as a private, trained as a mechanic, qualified as a "flying sergeant," and received a battlefield commission.

Serving in the 357th Fighter Group of the 8th Air Force, Yeager soon became a premier fighter pilot. His P-51 was shot down over France in 1944. He was returned to action by the French partisan underground, after an exciting trip.

One of the highlights of a very eventful career was his shooting down five Me-109's on a single escort mission. When the war ended Chuck had flown 61 missions and shot down 13 enemy aircraft. He was then retrained as a military test pilot.

On December 8th, 1976 he received a special congressional silver medal from President Ford at the White House. The medal is the equivalent to a noncombat Medal of Honor.

Chuck now adds the Flying Tiger Pilot Trophy to the Mackay Trophy in 1948, the Collier Trophy in 1948 and the Harmon Trophy in 1954.



### Previous award winners:

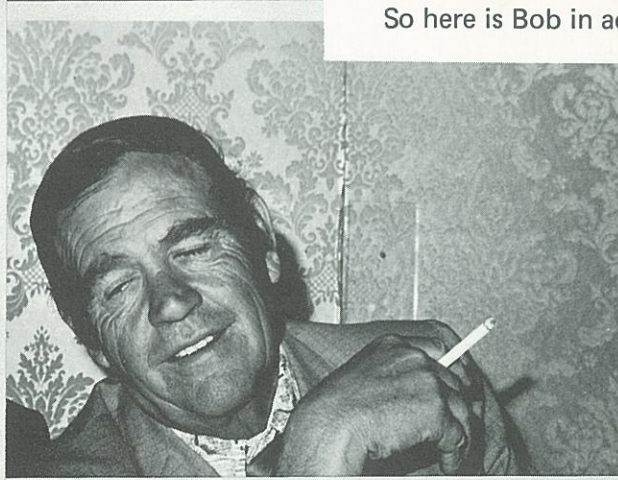
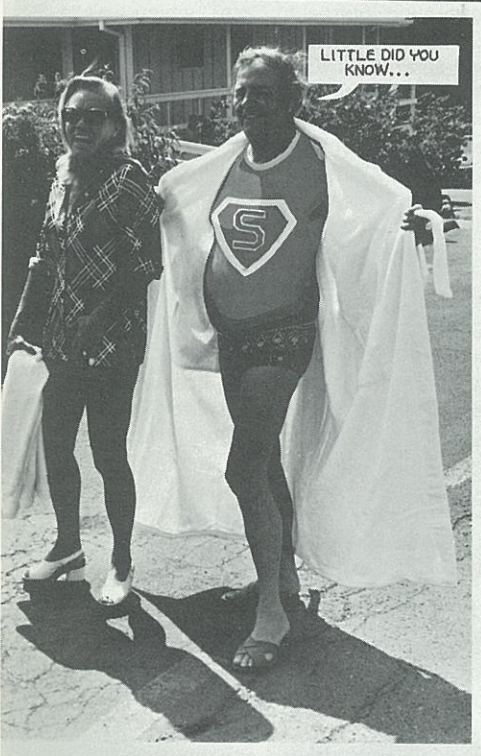
- 1952 — Capt. Russell J. Brown  
First American pilot to down a MiG — Korea
- 1954 — William B. Bridgeman  
Pioneer pilot on the X3
- 1956 — George F. Smith  
First pilot to survive supersonic bailout
- 1957 — A. M. "Tex" Johnson  
First pilot to fly the 707
- 1958 — Lt. General Claire Lee Chennault
- 1959 — Major Walter W. Irwin  
World speed record in F-104 — 1404 mph
- 1962 — Major Robert M. White  
First pilot to qualify as an astronaut in an airplane — X-15
- 1964 — Colonel Lee, Chinese Air Force  
For distinguished classified mission
- 1965 — Colonel Robert L. Stephens, Lt. Colonel Daniel Andre, pilots of the YF-12A to new world speed and altitude records
- 1967 — Major General Charles R. Bond, Jr.  
35-year career in military aviation from fighter pilot to Commanding General
- 1969 — Colonel Thomas P. Stafford, Astronaut  
Apollo 10 Commander
- 1971 — William P. Lear, Sr.  
Aircraft and Electronics Pioneer
- 1973 — Lt. General Samuel C. Phillips, USAF Director,  
Apollo Manned Lunar Landing Program
- 1975 — Neil A. Armstrong, Astronaut  
First man on the moon, Commander of Apollo XI, the Moon Ship

# BOB PRESCOTT

On this page of our 1977 reunion, we pay a special tribute to Bob Prescott. Thoroughly believing in the Chennault concept that nothing works better than a team functioning efficiently, Bob opened many doors for us over the years in the staging of our reunions. None of us will ever forget the rides on Tiger planes, the cocktail parties, Bob's annual adlibbing as master of ceremonies and narrator of films and slides, the unstinting help given us by Flying Tiger Line men and women without which there might never have been the first reunion.

But most of all, the reunion was a place to have a minimum of speeches and formality and a maximum of fun, relaxation, stories that grew by the years and parties that will never end our memories.

So here is Bob in action amid unforgettable scenes.

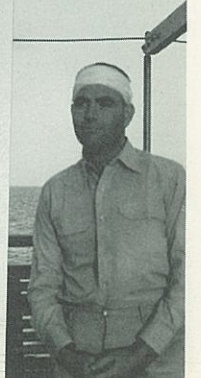


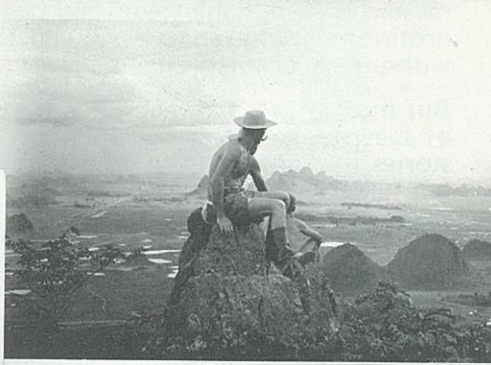
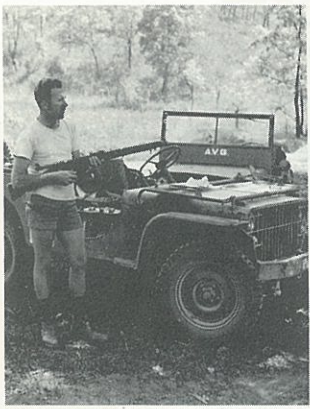
*Bob Prescott*  
R. W. Prescott,

whose photo and signature appear above is a member of the first American volunteer group.

*C. L. Chennault*

你  
織  
員  
志





The 1977 Reunion of AVG/CNAC is especially rich in memories. On this and the following pages, pictures tell a story none of us will ever forget. But lest some historic dates in the history of AVG/CNAC escape us, we mention here some on which to fix our memories.

First there was 1932 and early 1933. It is 45 years ago that Pan American acquired the operating interest in CNAC which was to figure so largely in the turbulent years which followed.

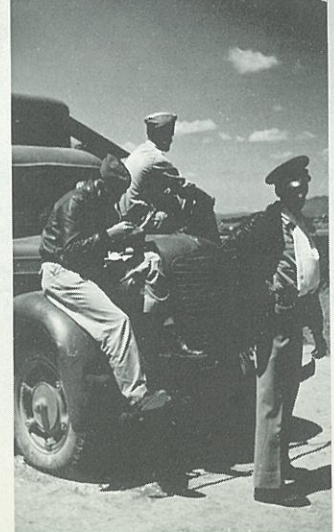
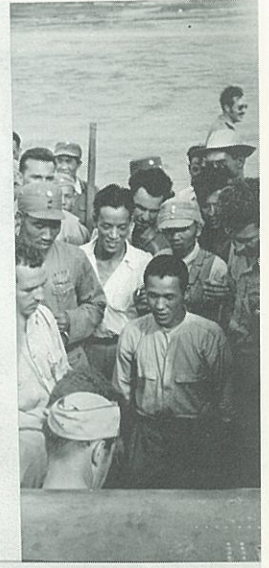
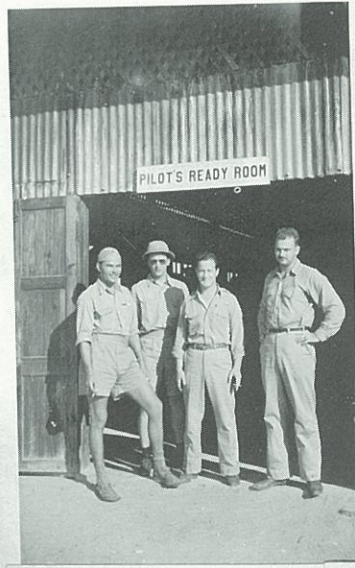
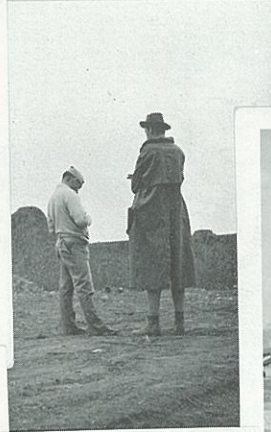
Then, in 1937, General Chennault accepted the invitation of the Chinese government to reorganize its Air Force and came to China in the summer of 40 years ago to begin an epic task which has gone down in the history books of World War II.

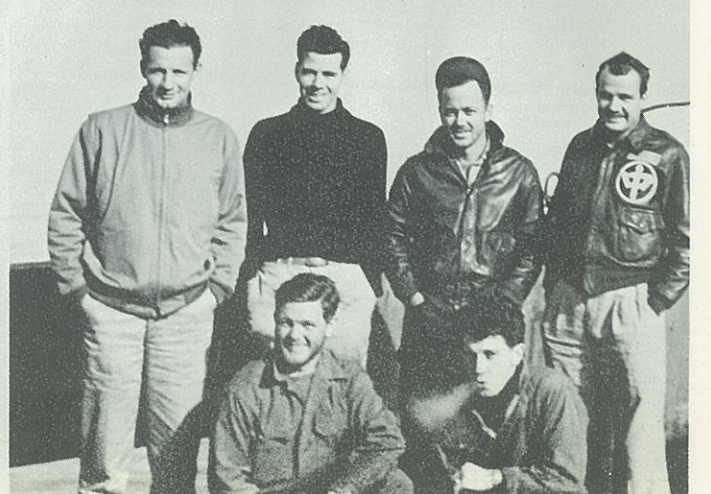
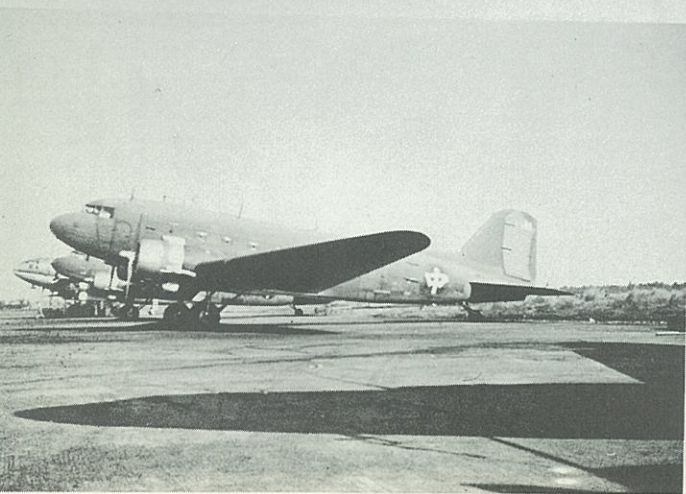
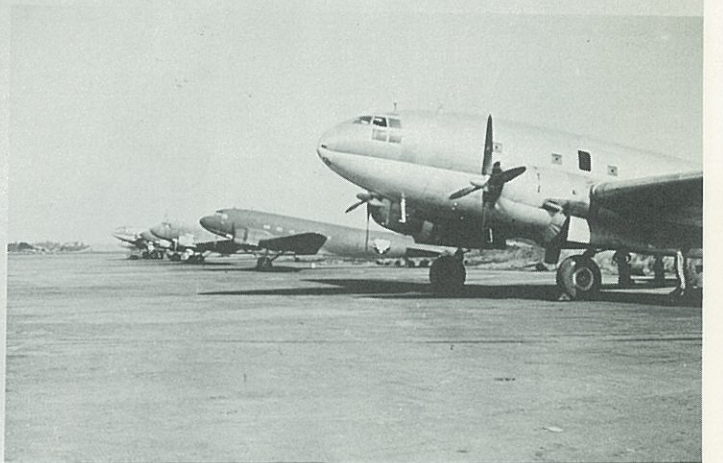
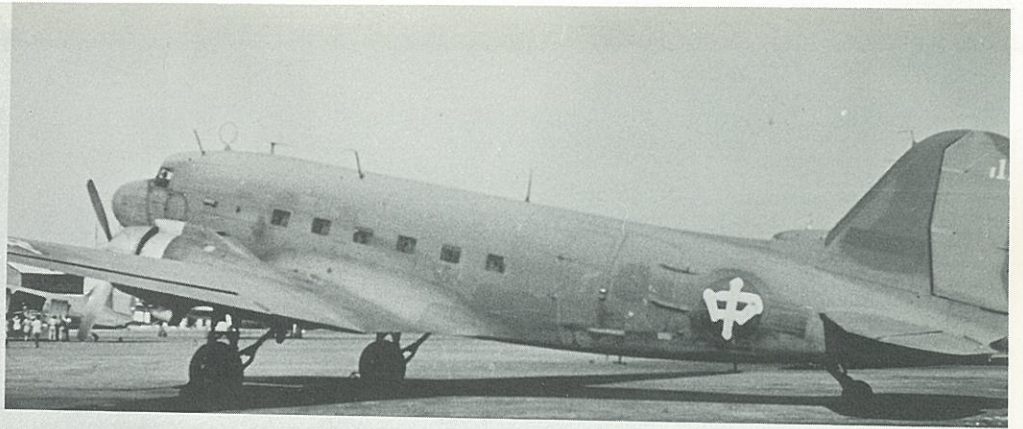
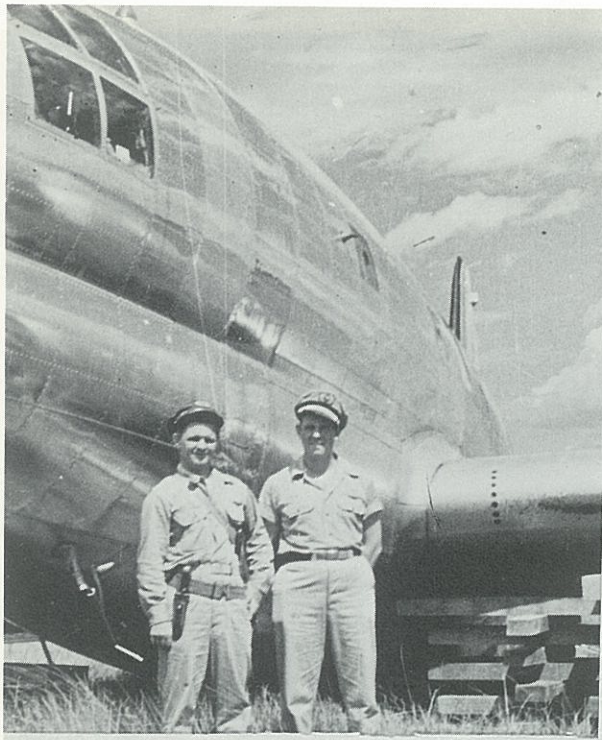
In 1942, or 35 years ago, the AVG completed its spectacular mission in China, which has become a legend in military history.

And it was 25 years ago this summer, in 1952, that we began the first of our reunions, commemorating the days of AVG and CNAC in China.

Lastly, we welcomed to our 1957 reunion for the last time, our Commander of the China Days. It was 20 years ago this summer that the General was with us for the last time.

While these are poignant memories, filled with nostalgia, they are great memories charged with the fire and spirit of the two groups, still indomitable, more vivid each year and much more graphic now than any of us might have imagined in those distant China days.

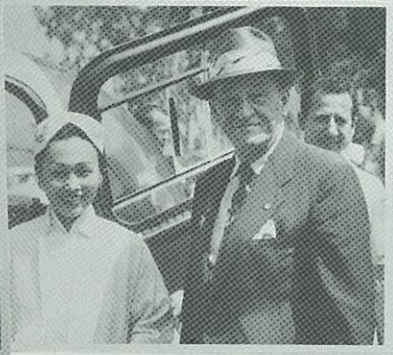
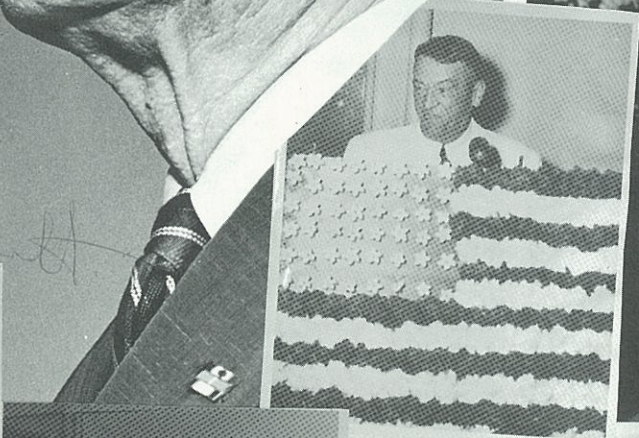












## Miss Flying Tiger



### NICOLE MARTEL

Miss Flying Tiger comes to us from Canada. She is a top singer and actress. She has delighted thousands from Canada to Australia. Nicole entertains in French and English.

And look at these statistics:

Five Feet Six Inches

115 Pounds

OUI, OUI 37-22-36!!! NUFF SAID

## CNAC Guest Speaker



### DR. ARTHUR N. YOUNG

Arthur N. Young is a native of Los Angeles, a graduate of Occidental College and with a Ph.D. in economics from Princeton and in law from George Washington University. In 1929 he became Financial Adviser to China, having previously been the Economic Adviser of the State Department.

In China he was soon actively drawn into aviation. After the Japanese bombed Shanghai in 1932 Chiang Kai-shek and T. V. Soong asked him to negotiate with the United States for an aviation mission. This led to the Jouett mission for training Chinese Air Force pilots.

When war began in 1937 he was further active in both civil and military aviation. He took active part in CNAC as a director. Also in Chungking he lived for a time with General Chennault. In Washington he worked closely with him in preparing plans for the Flying Tigers, and in Burma in helping them to get organized.

NO! NO!  
BLUNIONHEAD-YOU SAY  
"TALLYHO"...THEY SAY  
"BONZAI!"



## A Brief History of the Original Flying Tigers

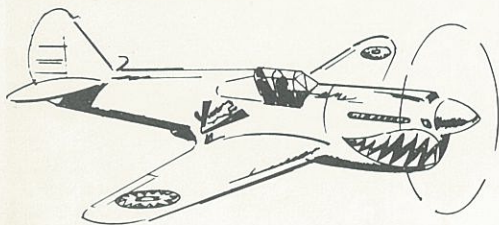
In all the history of aerial combat, there had never been such a total air victory as this. For Chennault, it was a long-sought vindication of the tactics for aerial combat which he had sought to pioneer in America's aerial forces before the war. They were to be universally accepted only after Chennault's Tigers had made living proof of his concepts. History records the tributes of the war leaders—Roosevelt, who hailed their exploits as one of the great records of war—Churchill, who called the Tigers' repulse of the enemy a feat comparable to that gained in the Battle of Britain—and Chiang Kai-shek, who saluted their deeds "as one of the great military feats free men have accomplished for the cause of righteousness."

"The Flying Tigers were a blazing beacon of ultimate victory," wrote Clare Booth Luce. "For this happy revelation of them in our darkest hour their story is deathless."

### American Volunteer Group — Chinese Air Force

It is the summer of 1977 and 35 years have passed since General Claire Lee Chennault and his band of 252 men and women—pilots, ground crews and staff—passed into history in war-torn China.

Behind, they left an imperishable record, which many authorities have called a conquest without parallel in the annals of air battles.



In seven months of combat, this group of 87 pilots, with a fleet of 100 airplanes, shot down, by official count, 299 enemy aircraft, destroyed another known 240 planes and scored a total estimated kill of upwards of a thousand aircraft. Many of these could not be confirmed officially or by estimate, but pilots felt reasonably certain they had disappeared in the mountains or sea or were caught in strafing raids.

AVG losses totaled fifteen pilots, four in combat and eleven in bombing or strafing actions. A total of forty-five airplanes were lost through combat action, accidents, enemy bombing or ground actions.

How the Flying Tigers came into being is a story as unusual as what happened to them between their first battle in December, 1941, and their disbandment in July, 1942.

In the mid-30s, an Army captain, Claire Lee Chennault, had retired from a pioneer military flying career and had written a book about his concept of aerobatics. The text came to the attention of the Chinese, then engaged in a hit-and-run war with Japan. The beleaguered Chinese asked Chennault to help them develop an air force, and in 1937, he went to China.

Four years later, with war spreading over the globe and the Chinese situation critical, Chennault was empowered by Generalissimo Chiang Kai-shek to seek a core of American airmen to help train the Chinese. President Roosevelt consented to allow members of the American Armed Forces to volunteer for duty with Chennault. A total of 252 men—87 pilots and 165 ground personnel—signed up for a year's service. Recruited from Army, Navy and

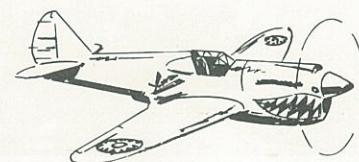
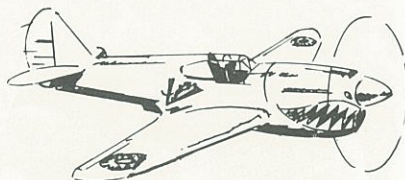
Marine Corps ranks, they were shipped to Burma, where 100 P-40 fighters were sidetracked from other military assignments for their use.

Formed into three squadrons—Adam and Eve, Panda Bears and Hell's Angels—they had experienced hardly three months of training as fighting units before the aroused Japanese hit them at Christmastide of 1941 over Rangoon.

The fact that they not only survived the Japanese assault but repulsed the enemy with heavy losses electrified the Allied side of the war, which had been repeatedly defeated by the Axis powers. The American victory was once more, as at Lexington some 165 years earlier, a shot that was heard around the world, and the Tigers flew on through the Burma skies to an everlasting place in American history.

Often out-numbered as much as eight to one and fighting under primitive conditions with shortages of both food and supplies, their planes held together by the determination and resourcefulness of ground crews, this handful of less than one hundred pilots checked the Japanese invasion of China.

Chennault, recapping later the story of his group of rough and ready fighting men whose military informality recalled the stories of early American Indian fighting days, said that while the AVG was blooded over China, it was their aerial exploits above Rangoon between Christmas and New Year's Eve of 1941 which put the stamp of history upon them. In the first nine days of initial combat with the enemy, the Tigers shot down officially 75 planes with a loss of only six of their own, and only two pilots.



# A History of CNAC — the China National Aviation Corporation

Long before the men who came to be known as the Flying Tigers reached Rangoon, a small group of experienced transport pilots were flying a commercial operation in China which had been established several years before the start of World War II with Pan American World Airways holding an operating interest.

When the World War spread to China, CNAC personnel were pressed into service to fly supplies and personnel to areas cut off by the enemy from land routes.

Many Tigers and their supplies were flown to Claire Lee Chennault's bases during the days of the American Volunteer Group's service in 1941-42 as CNAC and its men became the lifeline for the AVG.

Early in 1942, CNAC pilots pioneered the world-famous "Hump" route, the last link in the world's longest military supply line, which extended from India to China.

It was the world's first major airlift, and it was a pilot's nightmare.

The 500-mile route traversed some of the most treacherous country in the world. Flying with few or no radio aids over inadequately charted areas, under constant harassment from enemy fighters, CNAC pilots had not even the satisfaction of being able to shoot back. Their C-47s and later C-46s were unarmed.

In addition to its regular commercial operations, CNAC carried military supplies between India and China under a

Chinese Government contract arranged in 1942 with the U. S. Army, which supplied Douglas C-47 and C-53 planes and, later, Curtiss C-46 transports. During the war, CNAC and the U. S. Army Air Transport Command carried approximately 10 and 90 percent respectively of the total amount of lend-lease supplies flown across the Hump. From April 1942, when the Burma Road was lost, to April 1945, CNAC made more than 35,000 trips over the Hump. In 1944 it flew almost 9,000 round trips, or 10,000,000 miles, over this route, transporting approximately 35,000 tons of lend-lease, and also strategic, materials. During the war it also transported to Northwest China considerable amounts of strategic materials destined for Russia. Carrying 38 percent of all strategic air cargoes on world routes in 1944, CNAC ranked second only to the Air Transport Command, which carried 57 percent. CNAC also played an important role in the Burma campaign by dropping food to Chinese expeditionary forces, evacuating besieged Chinese and British troops, and supplying the Ledo Road project with men, equipment, medical supplies, and food. Between October 22, 1944, and January 21, 1945, it made 523 trips, dropping 1,836,970 pounds of rice to road-builders.

To fill their ranks, CNAC added many Tiger pilots to their number when the AVG was disbanded, as well as other commercial pilots recruited in the United States and China. Some of the new pilots never had flown anything bigger than a Cub. Most of them never

had been at the controls of multi-engine equipment nor were they familiar with instrument flying.

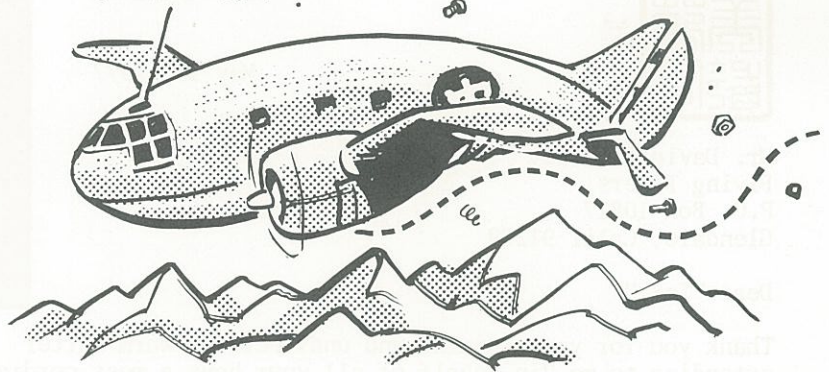
Now they were called upon to fly day and night over the world's roughest and highest terrain in all kinds of weather 16 to 20 hours daily. A trip and a half a day was not uncommon for the men. Many of the pilots—the ones who came back—returned from the war years with 500 trip records—and some with as many as 700 trips.

It was a cruel and demanding operation, from which many CNAC crews and their planes never returned.

"I'll tell you one thing," one former Tiger remarked, "those guys had guts, flying unarmed planes across enemy territory, over some of the roughest country in the world in lousy weather, with none of the modern navigational aids we rely on today.

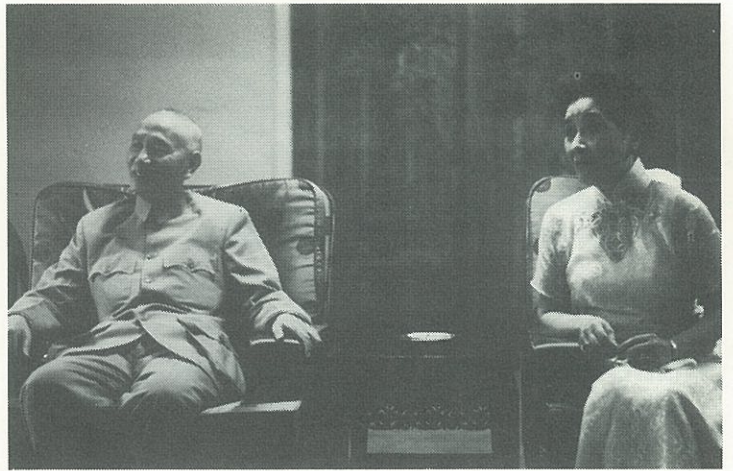
"Without CNAC there would have been no Flying Tigers . . . and maybe no China!"

STOP SAYIN' "and WE  
AIN'T EVEN HALF WAY  
THERE YET"!





May 11, 1977



Mr. David L. Hill, President  
Flying Tigers  
P.O. Box 10817  
Glendale, Calif 91209

Dear "Tex,"

Thank you for your genuine and unaffectedly warm letter extending to me "in behalf of all your boys a most cordial welcome to be with us." I was most touched by your kind invitation on behalf of "my boys." The more so do I feel proud that after all of 35 years had elapsed, all of you still remember me with so much affection and devotion. The invisible yet golden bond that binds us to our common cause of yesteryear - fighting against arrogant militarism, aggression and enslavement successfully - stands the test of time, and unfortunately we see again in our present times another and more subtle, more malevolent form of conquest, worldwide in its dimensions, in the Communist spectre. I wonder whether you all could not spend the time most beneficially in exchanging views and ideas informally on the world situation confronting the Free World wherever you meet.

I do wish so much to attend, especially as Ojai in the mountains, as you describe it, would be an ideal, scenic and halcyonic place to meet all of you again after an absence of thirteen years when I was last in your midst, so that we can again exchange views and renew friendships. But unfortunately, I have not been well.

Last year, unfortunately, I had a severe attack of herpes zoster, and when I went back to Taiwan for the anniversary

- 2 -

of the President's passing I again fell down, resulting in difficulty of locomotion and was laid up for many a month. It is only recently with intense exercise and physiotherapy have I been able to ambulate at all with the aid of a cane.

Therefore I regrettably have to say that I must forego the pleasure of being with you this year and hope that I will be in better health come next year.

Please be good enough to convey to all my friends in the Flying Tigers my fond hopes for their continuing good health and warmest regards.

Cordially,

(Madame Chiang Kai-shek)

A U T O G R A P H S

*The AVG and CNAC wish to acknowledge and thank their friends who have contributed to make this reunion possible. We are indebted to the following companies for their generous interest in our reunion:*

**Boeing Commercial Airplane Co.  
Flying Tiger Line  
Johnson and Higgins  
Pratt & Whitney Aircraft Co.**



