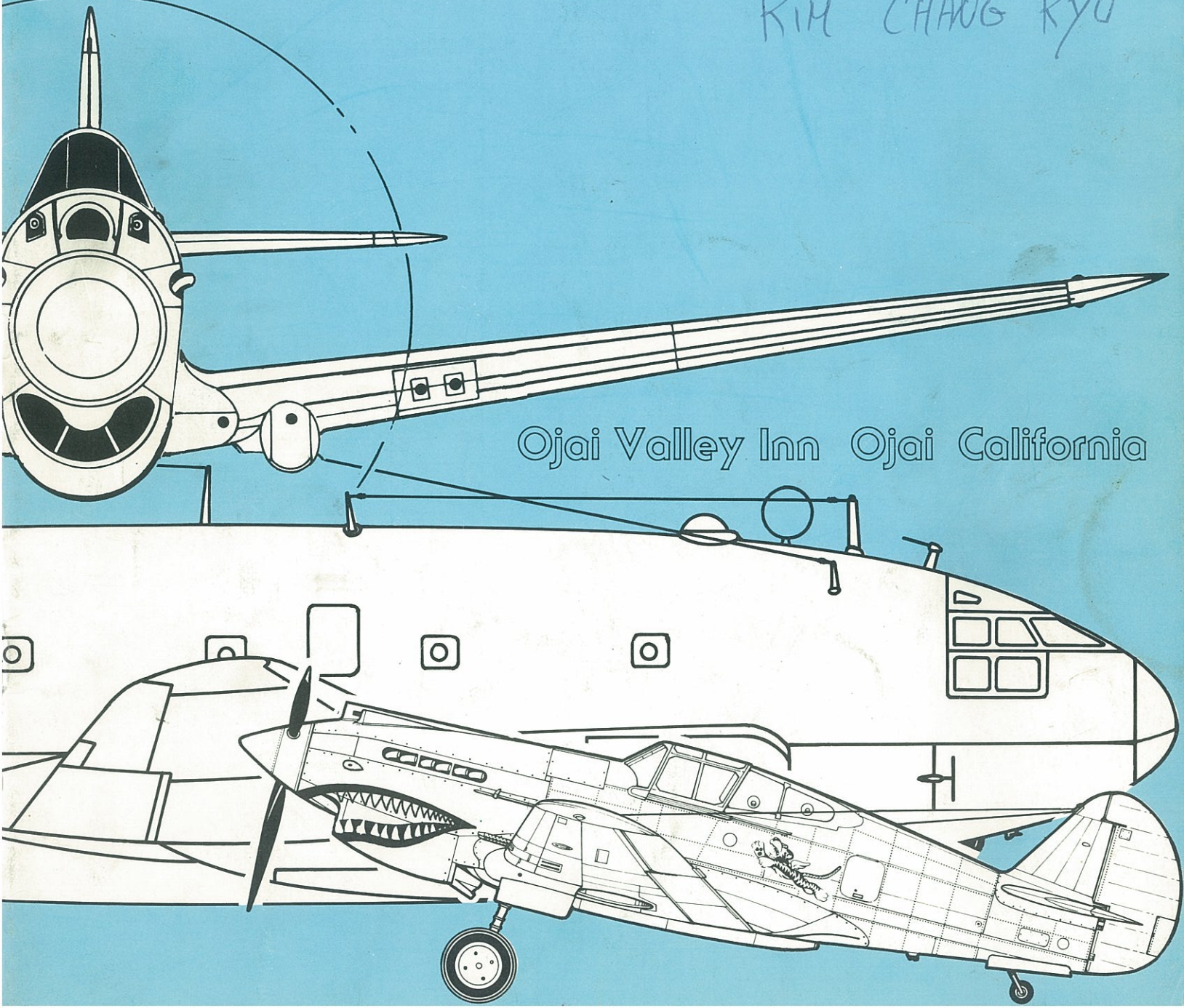


OJAI 1979

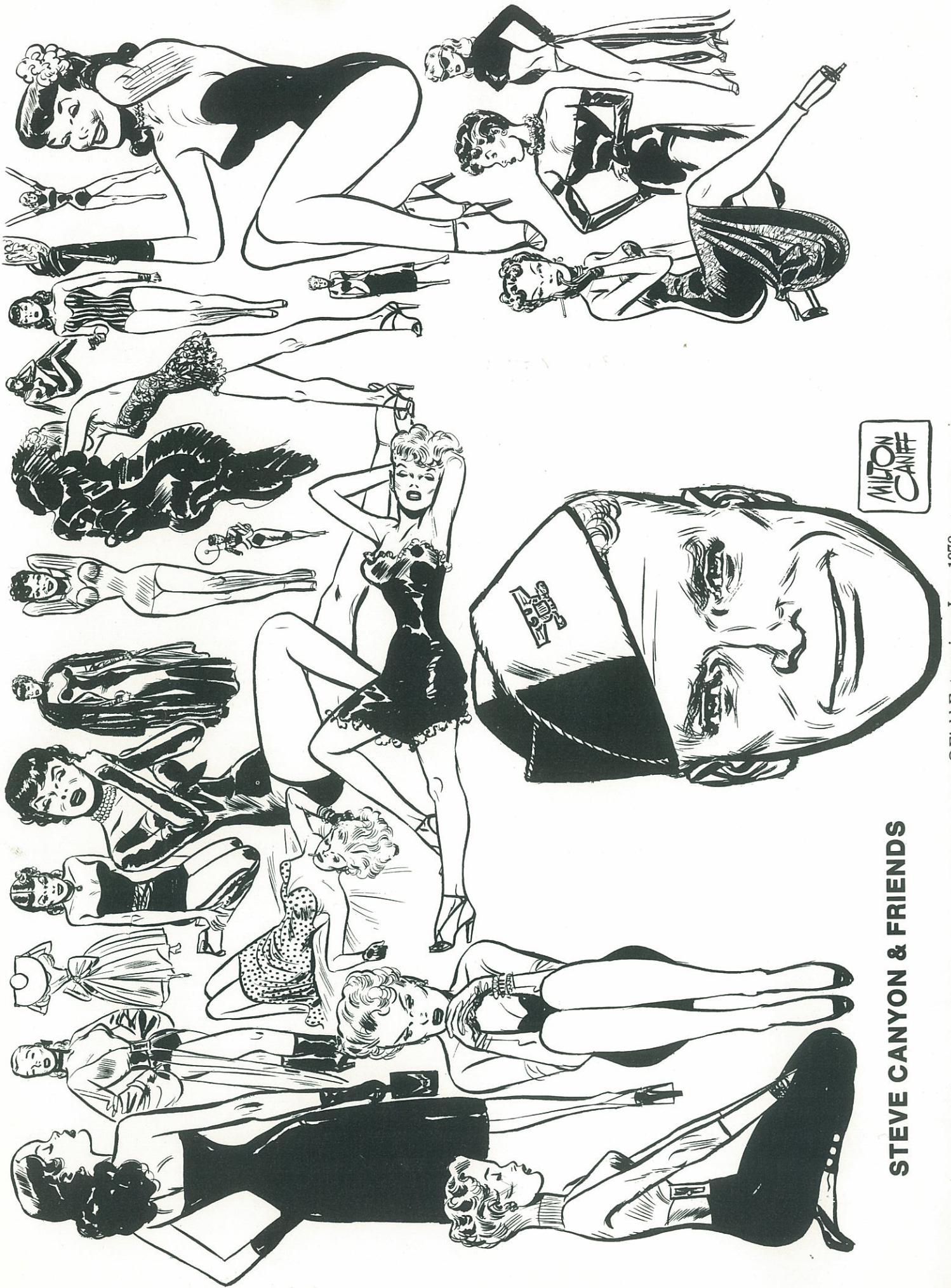
AVG/CNAC REUNION

TO: GLENN

김창규
KIM CHANG KYU



Ojai Valley Inn Ojai California



MILTON
CANIFF

STEVE CANYON & FRIENDS

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FLYING TIGERS

(AMERICAN VOLUNTEER GROUP • CHINESE AIR FORCE)
INCORPORATED

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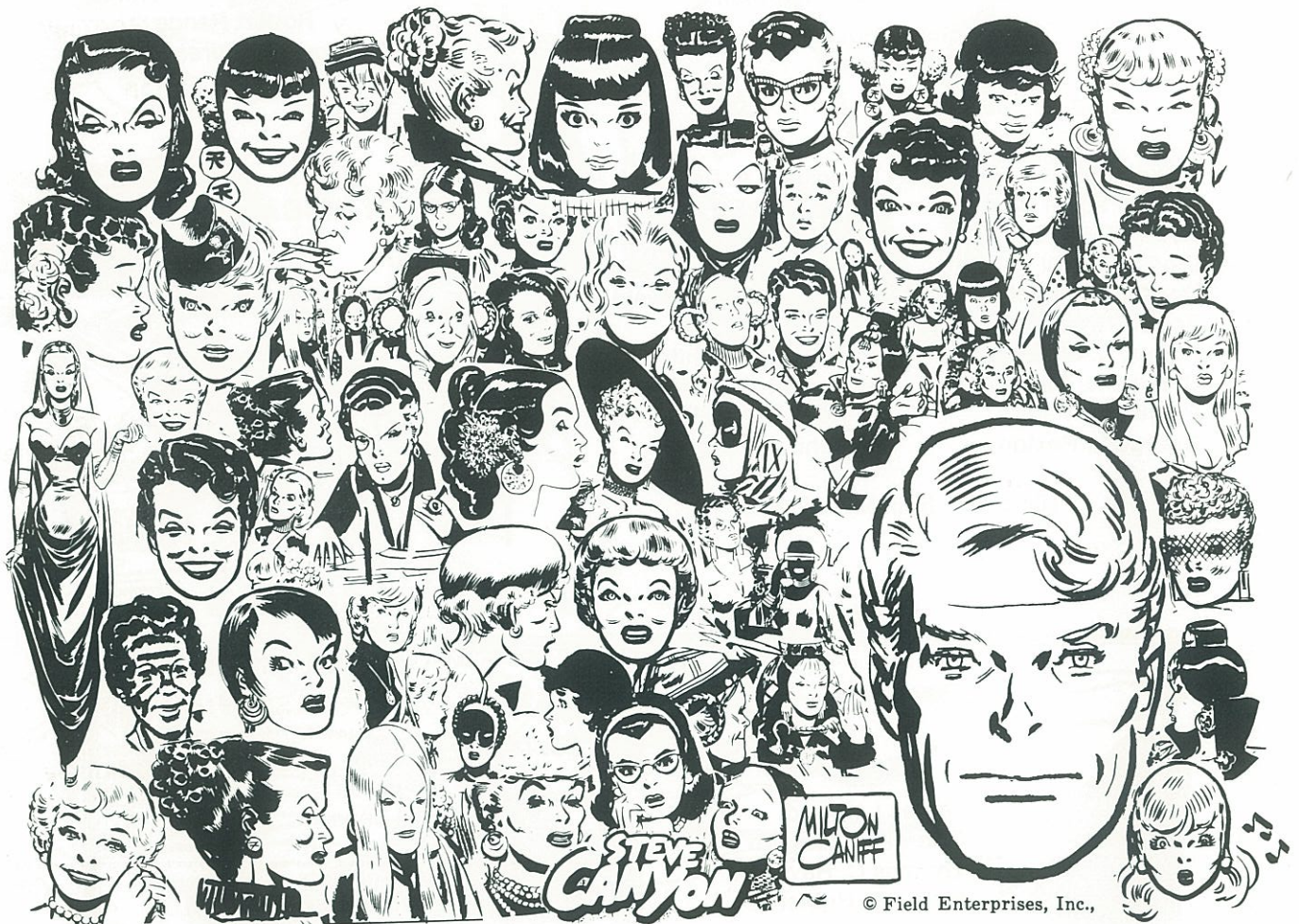
 MS
Doc "Rich" & The COMMANDER

*** SPECIAL AWARDS ***

At the banquet on Friday night
there will be two special awards made.

Captain Kim Chang Kyn of Korean Air Lines will be presented with an AVG-CNAC Airmanship Award in recognition of his outstanding display of professional airmanship on April 21, 1978. His Boeing 707 was attacked and badly damaged by a Russian jet fighter, without warning, at 35,000 feet. From this altitude, Captain Kim brought the crippled plane down to a crash landing, saving the lives of all passengers and crew members, who had not been killed or injured by the Russian attack. This landing was accomplished at night, on a frozen lake!

Mr. Milton Caniff, the CNAC banquet guest speaker, will be presented with an award expressing our appreciation of his morale building factor during many of the dark days of World War II. Milt and his strips have been closely associated with the AVG and CNAC activities, and many were the letters we received from home containing those strips to lighten our day. He has also been a steadfast supporter for all these postwar years.



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1979 AVG-CNAC REUNION PROGRAM



WEDNESDAY, JULY 4

- 10:00 AM** Bus leaves L.A. for Ojai
- 12 Noon** Luncheon
- 7:00 PM** Boeing Cocktail Party
Hosted by Mr. and Mrs. Ray McEwen
- 8:00 PM** Opening Dinner
Buffet Style

THURSDAY, JULY 5

- Morning** Breakfast at your convenience
- 12 Noon** Luncheon
- 2:00 PM** Bridge Tournament
- 7:00 PM** Johnson & Higgins
Cocktail Party at Tiger Glen
Hosted by: Mr. Matthew Gormley
Mr. Jack White
Mr. Ron Wilson
- 8:00 PM** Outdoor Steak Fry
Western Dancing
Casual Dress

FRIDAY, JULY 6

- Morning** Breakfast at your convenience
Golf Tournament Starts
Tennis Tournament Starts
- 12 Noon** Luncheon
- 3:30 PM** CNAC Business meeting
- 7:00 PM** Pratt & Whitney Cocktail Party
Hosted by: Mr. & Mrs. Bob Nowak
Mr. & Mrs. Bill Raabe
- 8:00 PM** CNAC Banquet
Award to Capt. Kim Chang-Kyu
Guest Speaker
Mr. Milton Caniff

SATURDAY, JULY 7

- Morning** Breakfast at your convenience
Completion of Golf & Tennis Tournaments
- 12 Noon** Luncheon
- 3:30 PM** AVG Business meeting
- 7:00 PM** Flying Tiger Line
Cocktail Party
Hosted by Mr. & Mrs. Joe Healy
- 8:00PM** AVG Banquet and Presentation of
Flying Tiger Pilot Award to
Robert W. Prescott posthumously

SUNDAY, JULY 8

- MORNING** Breakfast for Survivors
- 1:00 PM** Bus leaves for Los Angeles

FLYING TIGER PILOT AWARD WINNER

ROBERT WILLIAM PRESCOTT—visionary and stalwart pioneer of the air cargo industry, colorful World War II fighter ace, founder and president of Flying Tiger Line—is the 1979 awardee of the Flying Tiger Pilot Award.

Bob was born in Ft. Worth, Texas on May 5, 1913. After high school, he joined his father in the trucking business. In 1934 he moved to California, attended Compton Junior College and entered Loyola Law School, Los Angeles.

He left school in 1939 to enlist in the U.S. Navy as an aviation cadet, training at Pensacola, Florida. He was commissioned as an ensign in 1940, and served as a flight instructor until September, 1941, when he resigned his commission to join General Claire Lee Chennault's American Volunteer Group (AVG) in China.

When the AVG was disbanded in July, 1942, he returned to the United States and began flying with the Intercontinental Division of Trans World Airlines. He was co-pilot of the famous "Mission to Moscow" flight of Ambassador Joseph E. Davies in 1942.

Later that year he returned to China as a captain with the China National Aviation Corporation, flying military supplies into China from India over the famous "Hump." He completed more than 300 flights over the treacherous Himalayan route.

He returned to the United States in November, 1944 and on a trip to Acapulco, Mexico, met a group of Los Angeles businessmen associated with Samuel B. Mosher, Los Angeles oil pioneer and magnate. Prescott sold them on the transcontinental route across the United States. They agreed to match whatever capital he could raise, and Bob was appointed to find aircraft and set up the airline that was to become Flying Tiger Airline.

He found 14 Navy surplus Budd Conestoga cargo aircraft and collected \$89,000 from friends who had flown with him in China. This sum was equalled by Mosher's group. A month or so later, he landed his first three loads. Flying Tiger Line was off the ground.

A four-year fight for official government certification ended in 1949 with approval of the nation's first commercial all-cargo route. Twenty years later, in mid-1969, Flying Tigers was awarded the first scheduled transpacific all-cargo route. Last year, Congress and the President approved the deregulation of the air-

freight airlines which now enables Flying Tigers to offer expedited freighter service to all 50 states, Puerto Rico and the Virgin Islands.

Bob had witnessed his original fleet of World War II surplus aircraft grow into a multi-million dollar fleet of Boeing 747 and stretched DC-8 jetfreighters.

During that time he was many times recognized as a leader in air transportation. He was a member of the board of the Transportation Association of America and had been a member of the Board of Directors of the Air Transport Association since 1969. In 1973 he was named "Man of the Year" by the National Defense Transportation Association for outstanding contributions to the field of transportation. He was active in civic affairs, was a trustee of the City of Hope, held regional industrial chairmanships in the United Crusade and was an honorary member of the Air Line Pilots Association and the Wings Club of New York. Last year, Northrop University conferred an honorary Doctor of Science degree upon him.



THE FATHER OF AIRFREIGHT



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—Maj. Walter W. Irwin
World speed record in F-104—1404 MPH
- 1962—Maj. Robert M. White
First pilot to qualify as an astronaut in an airplane—X-15
- 1964—Col. Lee, Chinese Air Force
For distinguished classified mission
- 1965—Col. Robert L. Stephens, Lt. Col. Daniel Andre, Pilots of the YF-12A to new world speed and altitude records
- 1967—Maj. General Charles R. Bond, Jr., 35 year career in military aviation from fighter pilot to Commanding General
- 1969—Col. Thomas P. Stafford
Apollo 10 Commander
- 1971—William P. Lear, Sr.
Aircraft and Electronics Pioneer
- 1973—Lt. Gen. 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
- 1977—Gen. Chas. E. Yeager, USAF
First man to break the sound barrier, and first to fly at twice the speed of sound

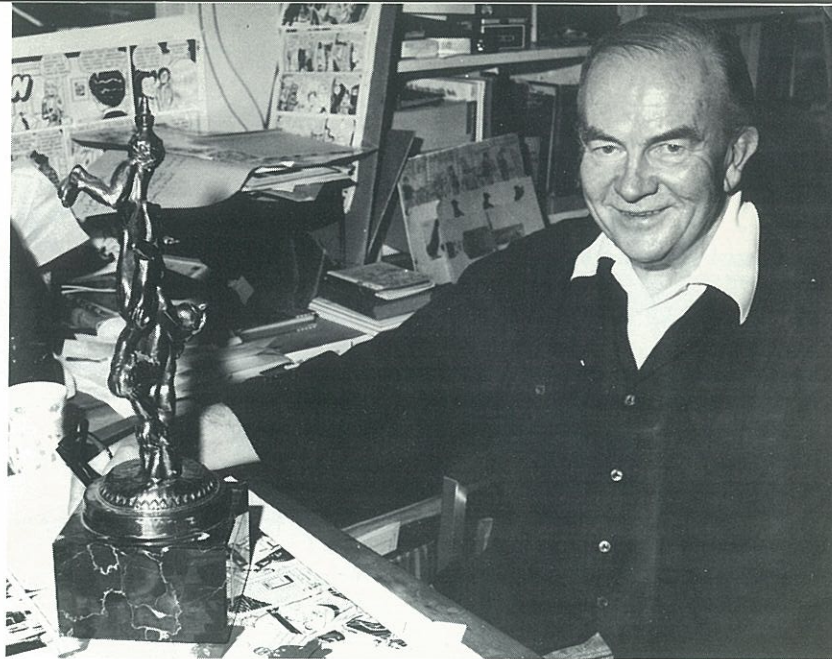
GUEST SPEAKER

Milton Caniff is undoubtedly the most honored cartoonist in the business. Seven days a week, month in and years out he puts before the eyes of 30,000,000 readers an exciting story, superbly illustrated. He is unexcelled in his line as an artist and a story-smith.

Caniff was born in Hillsboro, Ohio, February 28, 1907. His father was a printer, and Milt smelled printer's ink early. At 13, while still in high school, he was an artists apprentice on the Dayton Journal Herald. Later, at Ohio State, he worked on the Columbus Dispatch.

Milton came to New York to work for the Associated Press in 1932, drawing the comic strips "Dickie Dare" and "The Gay Thirties." In 1934 the New York Daily News hired him to create a new type of strip—this turned out to be his famous "Terry and the Pirates."

In 1942 the Army invited Caniff to draw a cartoon to be distributed to U.S. Military personnel all over the world. Before the end of the war, "Male Call," featuring Miss Lace, was being published weekly in over 3000 papers and read by troops of



MR. MILTON CANIFF

all the allied nations. For this he received the highest citation that the Department of the Air Force awards to civilians, The Exceptional Service Award.

In 1947 he began "Steve Canyon," which is distributed internationally by Features Syndicate and the Field Newspaper Syndicate, and appears in more than 600 newspapers.

After many years in New York, Caniff now lives in Palm Springs, California with his wife, "Bunny."



MISS FLYING TIGER 1979—GAYLE HEMINGWAY

Our Miss Flying Tiger for 1979 is Miss Gayle Hemingway. She was born in Bibeiina, Italy, outside of Florence. Her father was Ernest Hemingway.

Gayle is an avid aviation enthusiast. Performing as an actress and dancer is her profession. In her spare time, between TV and film engagements,

she spends time with the LAUGHING ANGELS FLYING CIRCUS, touring as their wing walker and general 'do whatever needs to be done' in the true spirit of the old time barnstormers.

The wing walking is made easier by her perfect "C.G.," resulting from a five foot, four inch frame supporting 36"-23"-35" statistics. Bombs away!

A Brief 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 Channault'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.



... BUT DONT FORGET THAT EVERY BULLET YOU SHOOT, EVERY GALLON OF GAS AND OIL YOU BURN WAS BROUGHT HERE BY TRANSPORT PILOTS WHO FLEW IT IN OVER THE WORST TERRAIN IN THE WORLD! YOU MAY GET THE GLORY— BUT THEY PUT THE LIFT IN YOUR BALLOON!...

© CT-N-Y-N-S

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MILTON CARIFF

CREW CHIEF
Palm Springs
August 1972

STEVE CANYON SALUTES ALL YOU HUMP JOCKS — PIONEERS ON A ROUTE WHERE THE AIR WAS THIN AND THE ROCKS WERE NOT!

A brief history of the American Volunteer Group—the Flying Tigers



The year was 1941. The thunder of war shook the world.

In China, war already had become a way of life as the Chinese struggled in a "now-you-see-it, now-you-don't" conflict with Japan.

There was a man in the United States, a former Army captain, called Claire Lee Chennault. When he retired from his career as a military pilot in the mid 1930s, he wrote a book about his concept of aerobatics.

The text came to the attention of the Chinese, desperately looking for answers to their unequal battle against the Japanese in the skies.

In 1937, the Chinese asked Chennault to help them develop an airforce. Claire Lee Chennault went to China to do what he could to help a nation in distress.

Now, in 1941, Generalissimo Chiang Kai-shek authorized Chennault to bring together a group of American airmen to help train the Chinese. With the consent of President Roosevelt, members of the American Armed Forces were permitted to volunteer for duty with the new service in China. The tour of duty was to be one year's service.

The group, drawn from the U.S. Army, Navy and Marine Corps, straggled into China, 87 pilots and 165 ground personnel.

In Burma some 100 P-40 fighter planes sidetracked from other military assignments, awaited them, some of those aircraft that had seen better days.

The new group of Americans joining the Chinese formed into three squadrons: Adam and Eve, the Panda Bears and Hell's Angels. With Chennault urging them on with the sense of haste

born of desperation and necessity, they went into intensive training.

War is not an orderly program, however. With barely three months of training as fighting units, the Tigers' first test came over Rangoon during the Christmas season.

In those minutes in the skies over Burma that took on the elastic dimensions of centuries compressed, the untried catch-as-catch-can American force not only survived the Japanese assault but repulsed the enemy, causing heavy losses.

Like the victory of Lexington 165 years before, news of the Americans' achievement electrified the world and gave courage to the faltering Allied forces, thus far repeatedly defeated by the Axis powers.

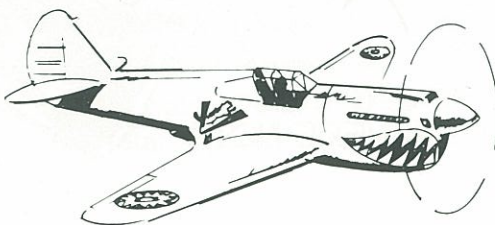
In the days immediately following, between Christmas and New Year's Eve of 1941, the Americans shot down officially 75 planes, with a loss of two Tigers pilots and six planes of their own.

Never before had there been such a total air victory in the history of aerial combat. The name "Flying Tigers" burned itself into the pages of world history for all time.

In the seven months of combat that followed, the 85 surviving pilots and their tiger-toothed P-40s shot down, by official count, 299 enemy planes. They destroyed another known 240 Japanese aircraft. In addition, Tigers estimated a kill of upwards of a thousand aircraft which could not be confirmed officially, but which pilots recounted having watched disappear into the mountains or sea.

Outnumbered as much as eight to one, living under primitive conditions with shortages of food and military supplies, their planes held together by the determination and resourcefulness of their devoted ground crews, that handful of pilots checked the Japanese invasion of China.

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



AUTOGRAPHS

To
OLIVER

MILTON
CANIFF



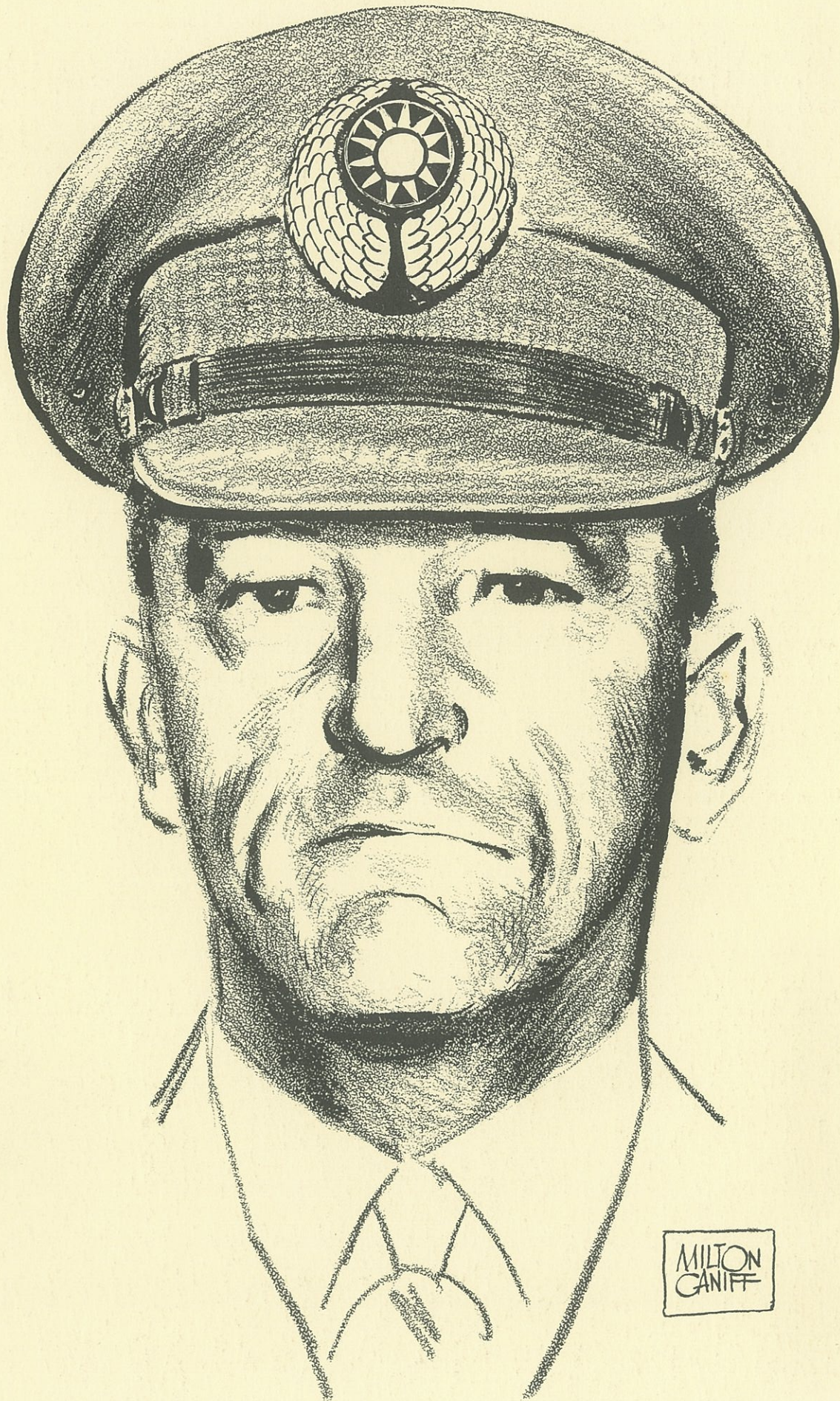
MISS LACE

The AVG and CNAC Associations 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 & HIGGINS
PRATT & WHITNEY AIRCRAFT CO.

We wish to thank young Joe Rosbert who designed and prepared the program cover.

And the distinctive artwork inside the program needs no identification—thank you, Milton Caniff.



MILTON
GANIFF

