

1985 AVG-CNAC REUNION

AMERICAN VOLUNTEER GROUP • CHINA NATIONAL AVIATION CORPORATION



OJAI VALLEY INN • OJAI, CALIFORNIA
JULY 4th, 5th, 6th, 1985



AMERICAN VOLUNTEER GROUP • CHINESE AIR FORCE
INCORPORATED

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IN MEMORIAM

Since Our Last Reunion

Olga Greenlaw — AVG

Wm. C. McDonald — CNAC

Thomas D. Delley — AVG

Preston B. Paull — AVG

Robert J. King — AVG/CNAC

Walter Roncaglione — CNAC

We extend our deepest sympathy



1985 AVG-CNAC REUNION PROGRAM



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

THURSDAY JULY 4

10:30 AM
Bus leaves Hacienda Hotel for Ojai

12 NOON
Luncheon

6:30 PM
Hayride to Tiger Glen

7:00 PM
Boeing Cocktail Party

8:00 PM
Outdoor Steak Fry
Western Dancing
Casual Dress



FRIDAY JULY 5

MORNING
Breakfast at your convenience
Golf Tournament Starts
Tennis Tournament Starts

12 NOON
Luncheon

3:30 PM
CNAC Business Meeting

7:00PM
Johnson & Higgins
Cocktail Party Hosted
by Mr. & Mrs. Matthew Gormley
Mr. & Mrs. George Westfall
Mr. & Mrs. John White

8:00PM
CNAC Banquet
Speaker
Gerhard Neumann
(Herman the German)

SUNDAY JULY 7

MORNING
Breakfast for Survivors

1:00 PM
Bus leaves for Los Angeles

SATURDAY JULY 6

MORNING
Breakfast at your convenience
Completion of Golf & Tennis
Tournaments

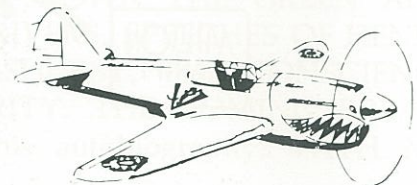
9:30 AM
Bridge Tournament

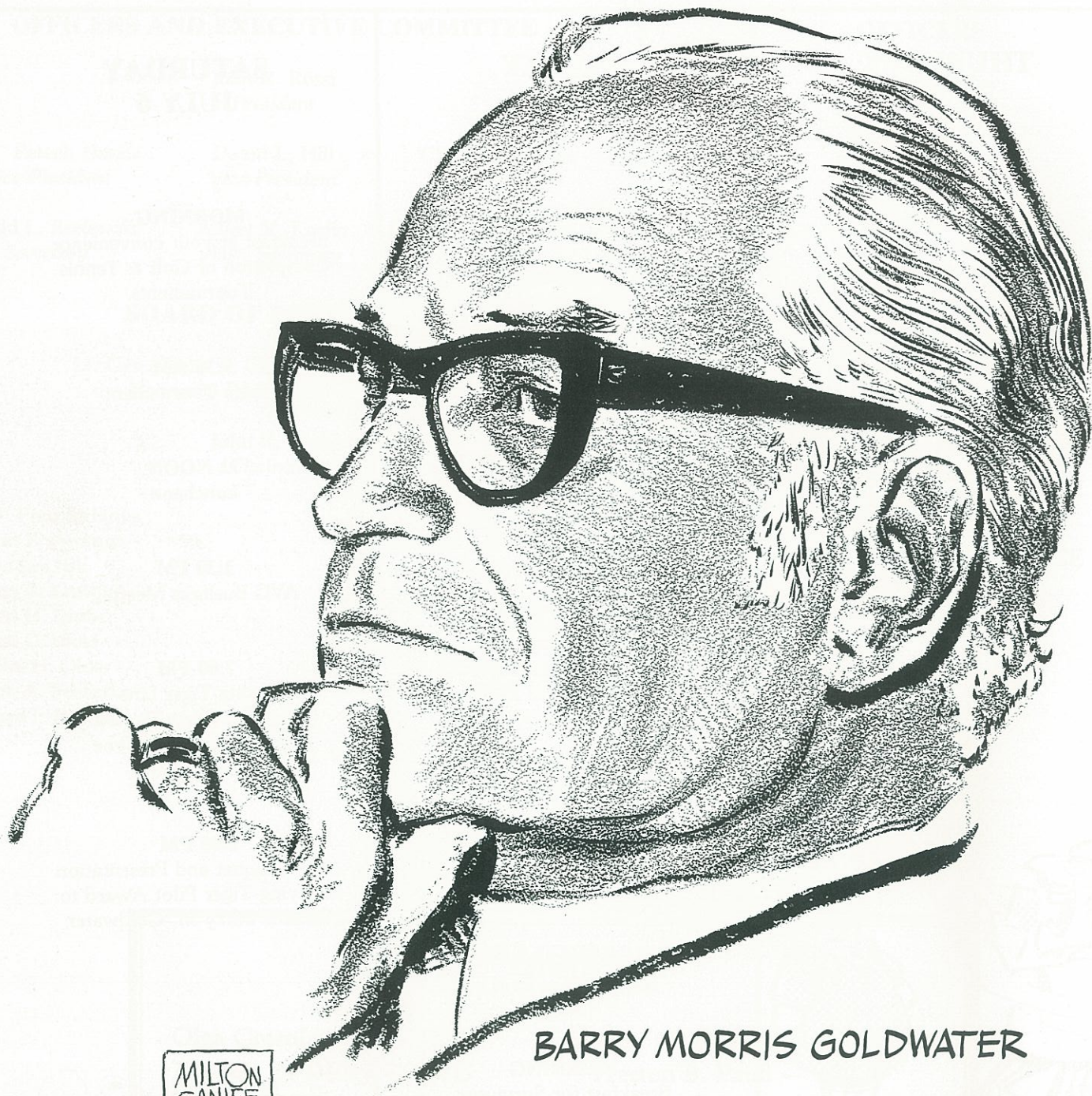
12 NOON
Luncheon

3:30 PM
AVG Business Meeting

7:00 PM
Flying Tiger Line
Cocktail Party Hosted
by Mr. & Mrs. Wayne
Hoffman

8:00 PM
AVG Banquet and Presentation
of Flying Tiger Pilot Award to
Senator Barry M. Goldwater





MILTON
CANIFF

BARRY MORRIS GOLDWATER

FLYING TIGER PILOT AWARD WINNER

BARRY GOLDWATER

Barry M. Goldwater was born in Phoenix, Arizona on January 1st, 1909. He was educated in the public schools of Phoenix and the Staunton Military Academy in Virginia. He attended the University of Arizona for one year.

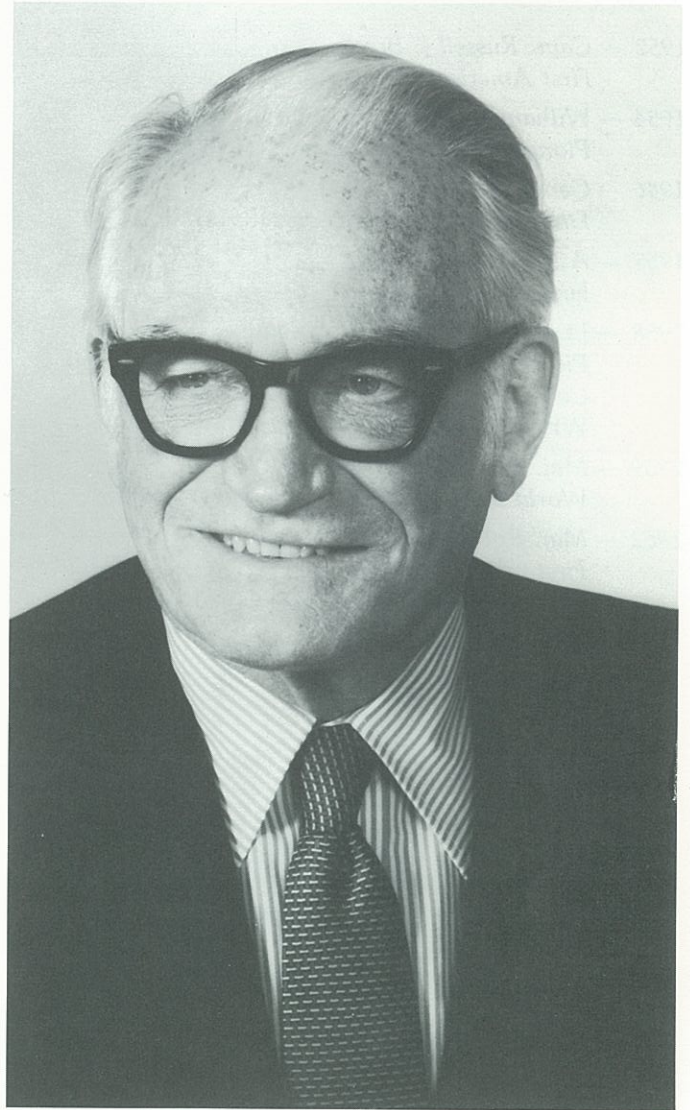
Senator Goldwater is a World War II veteran who flew with the ATC to India and China, and is a retired Major General in the United States Air Force Reserve.

He began his political career in 1949, when he was elected to the City Council of Phoenix on the reform ticket. In 1952 he was elected to his first term in the United States Senate, defeating the then Majority Leader of the Senate. He was reelected in 1958, and did not seek reelection to the Senate in 1964, as he was chosen as the Republican Presidential nominee. He was again elected to the United States Senate in 1968, and was assigned to the Senate Armed Services Committee and the Senate Aeronautical and Space Sciences Committee. Senator Goldwater is now serving his fifth term as a United States Senator.

During World War II Barry Goldwater had a variety of assignments, both domestically and overseas. In August, 1943, he participated in the first flight of P-47's across the North Atlantic. He also served as Chief Pilot, ATC, of the "crescent" and "fireball" supply routes to the China-Burma-India theater.

After World War II, he served in the Arizona Air National Guard, where he organized the 197th Fighter Squadron. He was Chief of Staff for the Arizona ANG. Following this service, he transferred from the ANG to the USAF Reserve in 1953. He continued to keep up his flying and Air Force career until his retirement in 1967. During this time he had a variety of Mobilization Assignments, including Chief of Staff, 4th AF, Hamilton AFB, California. He also flew the SR-71 at MACH 3.

Senator Goldwater has devoted a lifetime of service to his country and to military aviation. He is a dedicated patriot.



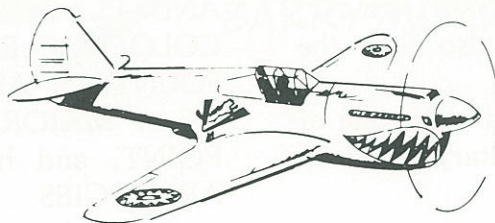
Besides all his other activities, Barry Goldwater is the author of numerous books, including: THE CONSCIENCE OF A CONSERVATIVE, WHY NOT VICTORY?, WHERE I STAND, THE FACE OF ARIZONA, PEOPLE AND PLACES, DOWN THE GREEN AND COLORADO RIVERS, SPEECHES OF HENRY FOUNTAIN ASHURST, THE CONSCIENCE OF A MAJORITY, THE COMING BREAK-POINT, and his autobiography, WITH NO APOLOGIES.

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
- 1946 — George F. Smith
First pilot to survive supersonic bailout
- 1957 — A.M. "Tex" Johnson
First pilot to fly the 707
- 1958 — Lt. Gen. Claire Lee Chennault
Pioneer in developing Fighter Pilot Tactics and
Commander of the Flying Tigers and also the
WWII 14AF
- 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 air-
plane — 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. Gen. 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 Pro-
gram
- 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



- 1979 — Robt. W. Prescott
Distinguished combat career and pioneer in com-
mercial air freight
- 1981 — Robert A. "Bob" Hoover
Foremost precision pilot, WWII combat pilot
with more than 35 years of outstanding aviation
achievements.
- 1983 — Gen. James H. Doolittle, USAF
A lifetime of pioneer contributions to aviation
progress and innovations, including the Doolittle
Tokyo Raid.



MISS FLYING TIGER 1985



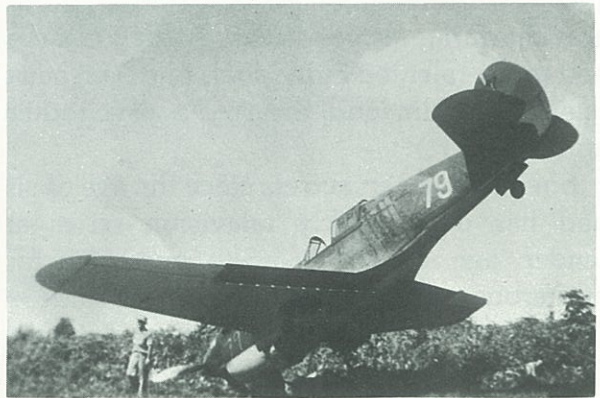
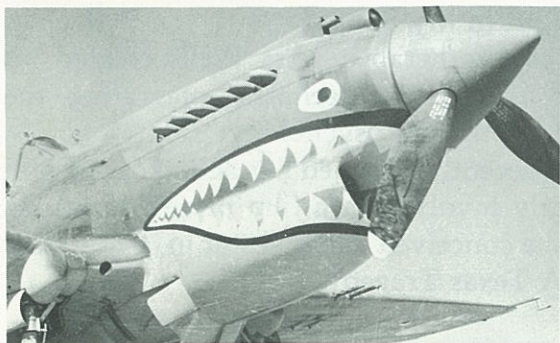
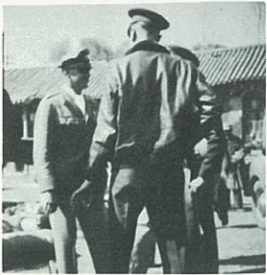
Our Miss Flying Tiger for 1985 is the lovely and charming Ashley Wells. Ashley is a creative and multi-talented individual. She is an actress of television, film and theatre, a psychotherapist and a writer.

She has been an actress since the age of six and had her own weekly television series at the tender age of eleven. She guest starred on numerous shows such as "Rawhide" and "Gunsmoke." She also traveled with several

theatre companies with starring roles in "Barefoot in the Park," "Suddenly Last Summer" and "A Girl in My Soup."

As a psychotherapist Miss Wells created innovative therapeutic technics integrating the world of acting and psychology.

Ashley recently resumed her acting career and is currently involved in a film project based on an idea she conceived and will star in, tentatively titled, "A Texas Tragedy."





A BRIEF HISTORY OF THE AMERICAN VOLUNTEER GROUP—

THE FLYING TIGERS



In all the history of aerial combat, there had never been such a total air victory as this. For Chennault, it was 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.

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.

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 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' big test came over Rangoon during the Christmas season.

Chennault, recapping later the story of his group 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 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.

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.



1st SQUADRON



2nd SQUADRON



3rd SQUADRON

A Brief History of CNAC— the China National Aviation Corporation



Long before the men who came to be known as the Flying Tigers reached Ragoon, 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 the 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.

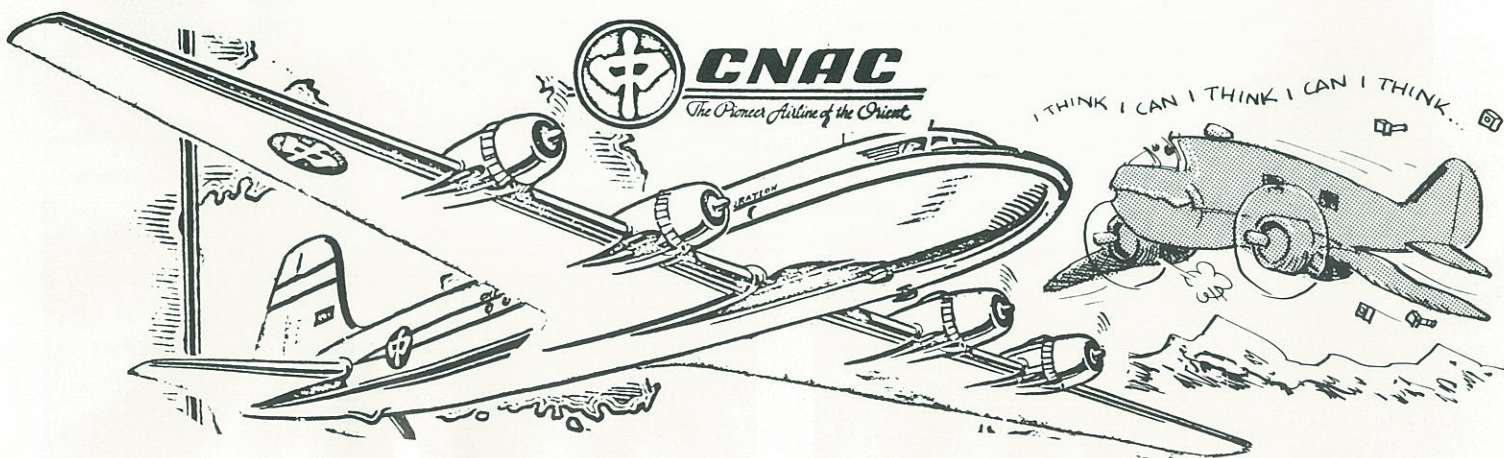
In addition to its regular commercial operations, CNAC carried military supplies between India and China under a Chinese Government contract arranged in 1942 with the U.S. Army, which supplied Douglas C-47 and C-54 planes and, later, Curtiss C-46 transports. During the war, CNAC and the U.S. Army Air Transport Command carried approximately 10 and 90 percent respectively of the total 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 of 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 a few with as many as 700 trips.

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



RODE DOES IT!

After overcoming numerous obstacles, the least of which was the flying, Rode landed at Oakland International Airport, to complete his record-setting flight around the world.

With all the hassels connected with obtaining insurance, equipment, maps, fueling enroute, landing permits, over-flying clearances, the actual flying was relatively a piece of cake.

On his arrival at Oakland International Airport Sunday, the 11th of November,

Rode became the first paraplegic to fly a single engine airplane around the world. A couple of Pacific overwater hops were close to fourteen hours duration. That is a long flight!

When Rode has the time to settle down and prepare a full report on his trip, we will get it out to the group. It was a long and interesting trip.

We all want to congratulate Rode on this feat, and let him know how proud of him we are.



AT OAKLAND



AT TUCSON

On the opposite page are pictures of Rode's arrival and reception at Oakland International Airport, plus a picture of his plane on exhibition at the Valiant Air Command Airshow at TICO Airport in Florida.



GUEST SPEAKER



Born in 1917 and educated at Mittweida's INGENIEURSCHULE in Germany, Gerhard Neumann flew to China in 1939 to maintain German military equipment for the Chinese Nationalist Air Force. After internment by the British as "enemy alien" at the start of World War II in Hong Kong, he was helped to slip into Free China by Mr. WM. L. Bond of CNAC in 1940. He led a Chinese truck convoy over the rugged Burma Road, started his own auto and truck repair shop in Yunnan, and joined Claire Lee Chennault's original Flying Tigers, and American Volunteer Group of the Chinese Air Force, as engineering specialist on December 7, 1941.

Following disbandment of the AVG in 1942, Neumann enlisted (even though he had never been to the United States) in the Army Air Corps following special permission from the U.S. Secretary of War. That same year, he put into first-class flying condition a crashed Japanese Zero fighter plane, the first to fall into Allied hands. In recognition of this important work and his activities as agent with the OSS (military intelligence) Master Sergeant Neumann was made a citizen of the United States by a Special Act of Congress.

After discharge from the Air Force in 1945, he worked as an automobile mechanic in California, then joined Douglas Aircraft Research and Development Laboratories in December 1945. He returned to China to work for General Chennault's new civilian airline in Shanghai. The Chinese Communists' advance on the mainland of China initiated Neumann's unprecedented 10,000-mile Jeep trip across Asia in the winter of 1947/48, accompanied by his American wife and their Airedale terrier.

Neumann joined General Electric's fledgling Aircraft Gas Turbine Division in Lynn, Massachusetts in 1948 where he developed the Variable Stator Compressor

system which is now standard in most jet engines around the world. In 1951, he became closely associated with the development of America's only nuclear aircraft engine.

During 1953, Neumann led the development of the prototype of the famed J79 jet engine of which over 18,000 were built. He became General Manager of the Jet Engine Department in Cincinnati, Ohio (1955), the Small Aircraft Engine Department in Lynn, Mass. (1961). Neumann was elected a Corporate Vice President in 1963 and became the Group Executive of the Aircraft Engine Business Group in 1968.

After having led and dramatically enlarged General Electric's jet engine business for over seventeen years (military, commercial, marine and industrial) he retired at the end of 1979.

Eight patents have been awarded to Neumann, and he is the recipient of America's three top aviation awards:

The Collier Trophy (1958)

The Goddard Award (1970)

The Daniel Guggenheim Medal (1979)

Neumann is a member of the National Academy of Engineering; and Honorary Member of the Faculty of the Industrial College of the Armed Forces in Washington, D.C.; a Knight of the French Legion of Honor (1977); and Honorary Fellow of the American Institute of Astronautics and Aeronautics (1978): a recipient of the International Institute's Golden Door Award (1981); a recipient of a Doctor of Humane Letters Honorary Degree (1983); and a member of the Hall of Fame of General Electric's EPCOT Center of the Walt Disney World at Orlando, Florida (1983).

Gerhard Neumann and his wife Clarice reside near the Atlantic Ocean in Swampscott, Massachusetts. He is the author of the book, "Herman the German" published by William Morrow (1984).

AUTOGRAPHS

^{"RED"}
H. Craus

Be "Pat" Pottolunco

Jeanne

Hill Musgrove

Felix The CAT Smith

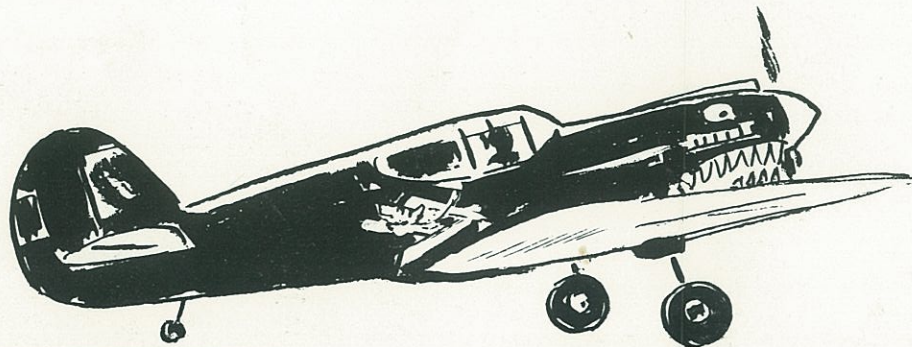
R.C. "Moose" Hoop

Al Oedenberg

Bob Conrath

CHRISTY HAWKS

Corey Bowles CNAC



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

We also wish to express our appreciation to individuals who have contributed much time and talent to this reunion. Our thanks to Milton Caniff for his artwork and support, Colleen Ferguson, and to Al Cormier, who has faithfully set up our decor these many reunions, and to Bob Andrade and his graphic arts class, and to Doug Sherman of Passport Communications for the printing.

We are especially thankful to Wayne Hoffman for his continuous staunch support, which contributes so much to the success of these reunions.



General Claire Lee Chennault as he looked in China in 1941 when the American Volunteer Group began its historic defense of the Burma Road. This was one of the "ID" pictures which was required of each member of the group.