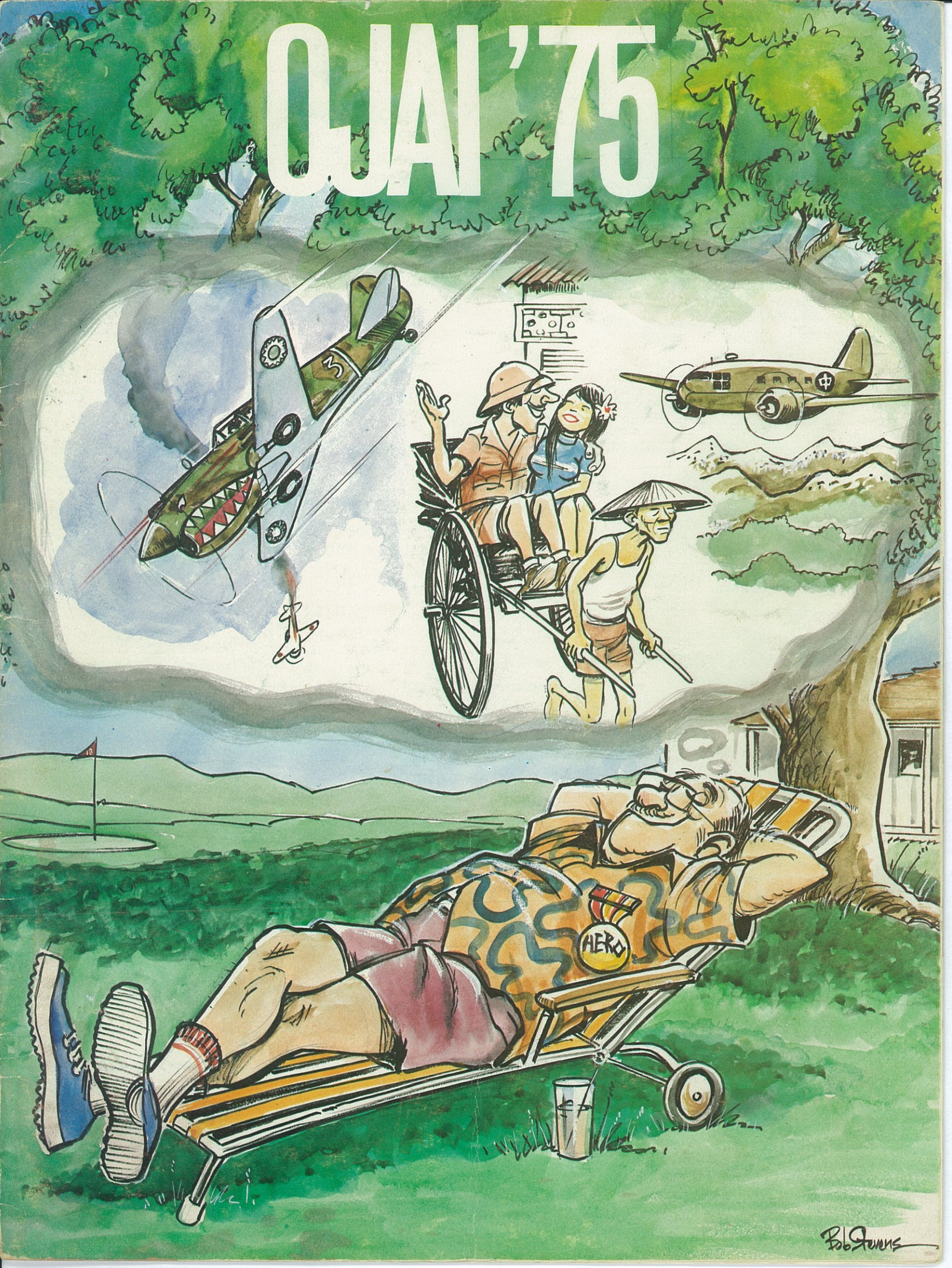


QJAI '75





Flying Tigers

Officers and Executive Committee

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USAF (Decd.)
Honorary Permanent Chairman

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John R. Rossi, President
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American Volunteer Group Chinese Air Force

Please direct all correspondence to:
Donald L. Rodewald
1220 North Fifth Street
Burbank, California 91504

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CNAC



中國航空股份有限公司

China National Aviation Corporation Association

W.C. "Bill" McDonald, Jr.
Permanent Chairman

President, Harold Chinn
Vice President,
Secretary, Reginald Farrar
Treasurer, Robert Rengo

With the passing of Z. Soldinski,
Vice President Harold Chinn
assumed the office of President.



1975 Joint AVG-CNAC Reunion Program

Thursday, July 3rd

10:00 A.M.:
Bus leaves Marriott Hotel,
Los Angeles Airport, for Ojai

12:00 NOON:
Luncheon

AFTERNOON:
Enjoy yourselves!

7:00 P.M.:
Boeing Cocktail Party
at Tiger Glen
Mr. & Mrs. Cliff Heckard
(Hosting)

8:00 P.M.:
Outdoor Western Steak Fry
Informal, blue jeans,
Western dress, casual.
Music and dancing.

Friday, July 4th

MORNING:
Breakfast at your convenience
Golf Tournament starts

10:00 A.M.:
CNAC Business Meeting

LUNCHEON:
At your convenience

AFTERNOON:
Reunion movies in the lounge
More Golf

7:00 P.M.:
Cocktail Party (No host)

8:00 P.M.:
CNAC Banquet,
Dick Merrill Speaker

Saturday, July 5th

MORNING:
Breakfast at your convenience
Last round of
Golf Tournament

LUNCHEON:
At your convenience

3:30 P.M.:
AVG Business Meeting

7:00 P.M.:
Flying Tiger Line
Cocktail Party —
Hosts & Hostess:
Bob and Anne-Marie Prescott
Presentation — China War
Memorial Decoration

8:00 P.M.:
AVG Banquet
Golf Awards
Flying Tiger Pilot Award to
Neil Armstrong,
NASA Astronaut

Sunday, July 6th

12:00 NOON:
Bus leaves for
Los Angeles



Neil A. Armstrong

1975 Flying Tiger Pilot Award Winner



Neil A. Armstrong holds the distinction of being the first man to walk on the moon. That historic date was July 20, 1969. He was 38 years old, and in the 20th year of a career in aviation and space.

Born in Wapakoneta, Ohio, on August 2, 1930, he graduated from Purdue University in 1955 with a degree in aeronautical engineering and also studied in the graduate school of the University of Southern California. Prior to his college education, he flew as a naval aviator from 1949 to 1952 and chalked up 78 combat missions during the Korean action.

His career in space began in 1955 when he joined NASA's Lewis Research Center (then NACA Lewis Flight Propulsion Laboratory), later transferring to the NASA High Speed Flight Station (now Flight Research Center) at Edwards Air Force Base, California. He served as an aeronautical research pilot for NACA and NASA and as project pilot on the X-15, he flew that aircraft to an altitude in excess of 200,000 feet at approximately 4,000 miles per hour.

Other flight test work included piloting the X-1 rocket airplane, the F-100, F-101, F-102, F-104, F5D, B-47, the paraglider and others. He participated in launches of more than 100 rocket airplane flights as pilot of the B-29 "drop" aircraft.

In 1962, NASA selected him as an astronaut and he served as backup command pilot for the Gemini 5 flight. He was command pilot for the Gemini 8 mission, launched on March 16, 1966, and performed the first successful docking of two vehicles in space. The flight was marked by a malfunctioning of an OAMS thruster and the crew demonstrated exceptional skill in a safe return of the spacecraft to earth. He later served as backup command pilot for the Gemini 11 mission and was backup commander on Apollo VIII.

His landing on the moon was made with Edwin E. Aldrin, Jr., lunar module pilot. Armstrong, as spacecraft commander for Apollo XI, the moon ship, spent two hours and 40 minutes with Aldrin in extravehicular activity, collecting lunar surface samples and evaluating the life-supporting mobility unit. Third member of the crew was Michael Collins, command module pilot. This was his second space flight, giving him a record of 206 hours in space.

Mr. Armstrong is now Professor of Aerospace Engineering at the University of Cincinnati. He is married to the former Janet Shearon of Evanston, Ill., and they have two sons.

He adds the Flying Tiger Pilot Trophy to the Chanute Award in 1962; the AIAA Astronautics Award, 1966; the NASA Exceptional Service Medal, the John J. Montgomery Award and the Presidential Medal for Freedom.

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
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



In Memoriam

We pause at our 33rd Anniversary Reunion to pay a special tribute to Generalissimo Chiang Kai-shek. His death this spring removed the last central leader among the Allied Nations of World War II. It was under his leadership that the American Volunteer Group was created, and his widow, Madame Chiang Kai-shek always referred to the AVG as "my boys."

A staunch ally of the United States, the Generalissimo was foremost among the leaders of the free world in his opposition to Communism. As the dedicated leader of the Nationalist Chinese for more than four decades, he fought unceasingly for the causes of the Republic of China and established its government in Taiwan as among the most advanced of the nations of the world.

It was the Generalissimo's custom to send a letter of greetings to each reunion, in which he referred with emphasis to the record achieved by the AVG in its defense of China. In 1964, our 22nd Anniversary Reunion was held in Taipei, with the Generalissimo and the Madame hosting a state dinner for the Group.

IN MEMORIAM

Since Our Last Reunion

AVG

Gil Bright
John Carter
Matt Kuykendall
Frank Lawlor
Arvid Olson
Joe Peedon
Joe Sweeney
Earl Wagner

CNAC

King Clouse
Pete Lucas
Walter "Pappy" Quinn
Z. Soldinski
Chuck Sharp



We reproduce this photograph from the 1964 Reunion in Taipei, when the Generalissimo and the Madame hosted a state dinner for the AVG in the Grand Hotel. Seated are the Generalissimo and the Madame and standing behind them, from left to right, are Dick Rossi, AVG President; Anna Chennault, widow of the AVG Commander; Claire Lee Chennault; and Anne-Marie Prescott and Bob Prescott, President of the Flying Tiger Line, formed by Prescott and a group of airmen who flew for the AVG.



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 Boothe 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 1975 and 33 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 four pilots lost in combat, 11 more in strafing or bombing actions, 45 airplanes in combat through accidents, and 45 more by accidents, bombing or capture by enemy ground forces.

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

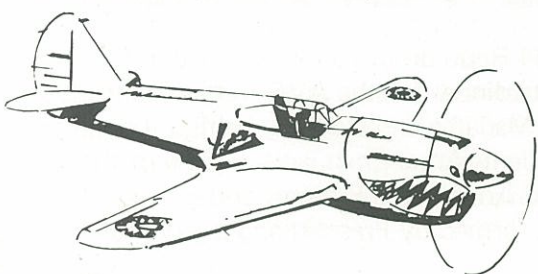
and Marine Corps ranks, they were shipped to Burma, where 100 P-40 fighters were sidetracked from other military assignments for their use.

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.



HEY, YOU CLOWNS!
C'MON DOWN. I'VE GOT
19 SURROUNDED
HERE!



Major Battles Fought by the AVG

The General Headquarters of the Chinese Air Force has published a 61-page booklet recording the history of the "Chinese Air Force American Volunteer Group." After detailing the origin and organization of the AVG and sketching the career of its commander, Claire Lee Chennault, the booklet details the major battles of the group. A summary follows:

December 20, 1941

Report from CAF air defense intelligence network was received at 0925 hours stating that 10 Japanese planes took off from Hanoi and attempted to raid Kunming. 27 P-40 planes of AVG took off between 10:20 and 11:25 hours and engaged the enemy in intense air combat. The combat result was that 3 enemy planes were shot down and 2 or 3 more probably shot down. This was the first air battle fought by AVG against the Japanese planes.

December 23, 1941

At 10:30 hours, 54 enemy bombers accompanied by pursuit planes attempted to bomb Mingaladon. Since there was no air raid warning facilities available, 14 P-40s of the 3rd Pursuit Squadron and 16 RAF Brewsters were ordered all of a sudden to intercept the enemy aircraft. They were attacked by the P-40s and Brewsters and 6 of them were shot down.

December 25, 1941

A large formation of enemy planes crossed the Burma border for Rangoon. 12 P-40s of the 3rd Pursuit Squadron and a number of RAF Brewsters went up to intercept the enemy. At 12:10 hours, 60 enemy-type 97 bombers and 18 Zero pursuit planes were sighted. They were intercepted over Thongwa. The chase was continued until 15 miles over the Gulf of Martaban. 13 enemy fighters and 4 bombers were confirmed to be shot down.

January 10, 1942

6 P-40s led by Newkirk, Squadron Leader of the 2nd Pursuit Squadron, and 6 RAF Buffaloes raided enemy base. 24 enemy aircraft and 3 trucks were destroyed.

January 17, 1942

An unknown number of enemy planes were on their course for Mengtze from Yu Huang Ko. At 10:05 hours, AVG planes were ordered to take off. 3 enemy-type 97 heavy bombers were sighted 15 miles northeast of Mengtze. Our planes dived from the rear and attacked the lead ship, which was falling down in flames. All the 3 enemy planes were shot down.

January 23, 1942

Japanese planes raided Rangoon twice today. The first raid was made by 25 planes. 5 AVG planes took the air and shot down 5 enemy planes. The second raid was conducted by 24 bombers escorted by 30 pursuit planes. 10 AVG planes took off. 17 enemy planes were shot down and 10 more probably.

January 28, 1942

40 enemy fighters raided Rangoon at 13:00 hours. 16 P-40s of the 1st and 2nd Pursuit Squadrons took off to intercept. 10 enemy planes were shot down.

January 29, 1942

A large formation of enemy bombers escorted by a considerable number of 1-97 pursuit planes raided Rangoon. Planes of the 1st and 2nd Squadrons engaged the enemy in the vicinity of Rangoon. It was estimated that 16 enemy planes were shot down, but 11 were confirmed and one more force landed on our airfield and crashed.

February 6, 1942

A large number of enemy pursuit planes raided Rangoon. Planes of the 1st Squadron engaged the enemy. It was estimated that 7 enemy planes were shot down, but 3 of them were confirmed.

February 25, 1942

A large number of enemy bombers escorted by a considerable number of pursuit planes raided Rangoon. Planes of the 1st and 2nd Pursuit Squadrons in conjunction with RAF planes engaged the enemy over Rangoon. 5 enemy bombers and 18 pursuit planes were shot down. In addition, 6 enemy planes were shot down by RAF.

February 26, 1942

At 12:00 hours, enemy planes raided Rangoon. Planes of the 1st Pursuit Squadron took off in a hurry with the result that 9 enemy planes were shot down. In the afternoon, planes of the 1st Pursuit Squadron attacked the aerodrome at Moulmein with the result that 2 were destroyed on the ground and 9 more were surprised and destroyed while attempting to take off.

March 18, 1942

AVG planes raided Moulmein aerodrome. 15 enemy planes were burned, 10 destroyed and 5 badly damaged.

March 24, 1942

6 P-40s of the 1st and 2nd Pursuit Squadrons raided aerodrome at Chieng Mai in Thailand. It was confirmed that 7 enemy pursuit planes and 8 bombers were destroyed

and 10 more probably destroyed.

April 8, 1942

Air-raid warning was given in Loiwing at 13:15 hours. 12 P-40s of the 3rd Pursuit Squadron encountered some 20 Zeros over the aerodrome. The result of combat: 11 enemy planes were shot down and 6 more probably.

April 10, 1942

Air-raid warning was given in Loiwing at 15:00 hours. Enemy Zeros were sighted approaching. 7 P-40s of the 2nd and 3rd Pursuit Squadrons took off immediately to be ready for combat. They engaged the enemy at 15:45 hours and 4 enemy planes were shot down and 2 more probably.

April 12, 1942

3 P-40s of the 2nd and 3rd Pursuit Squadrons took off from Loiwing and encountered 6 enemy observation planes and light bombers all of a sudden when arriving over Toungoo. Then, they encountered a large number of enemy heavy bombers. AVG planes attacked the enemy separately and shot down 4 of them in combat.

May 5, 1942

At 12:05 hours, pilots of 7 P-40s of AVG received radio message when they were on their way to conduct offensive patrol stating that 10 enemy Zeros and 35 medium bombers were over the aerodrome. The P-40s immediately proceeded to make interception with the result that 7 enemy pursuit planes were shot down and 3 more probably.

May 12, 1942

6 P-40s of AVG took off from Kunming to raid the aerodrome at Hanoi. They attacked and strafed the aerodrome in which about 60 planes were parked. It was confirmed that 1 enemy transport and 15 pursuit planes were destroyed and at least 35 more damaged. In addition, 2 P-40s conducted reconnaissance patrol over the area southwest of Paoshan and destroyed and burned 1 transport and 1 pursuit plane in the nearby airfield.

June 12, 1942

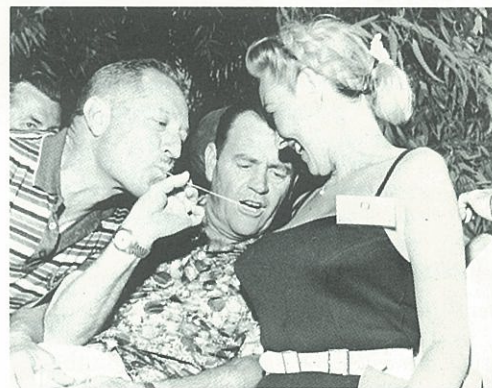
At 05:00 hours, 6 enemy pursuit planes and 7 bombers were sighted over Kwangning. After joining up with 5 other bombers, they approached Yangtang airfield at 06:00 hours in three-tier formation and encountered 11 AVG planes. Then, intense air battle ensued and 8 enemy aircraft were shot down.



1942 – Toungoo



1959 – Rhonda's First



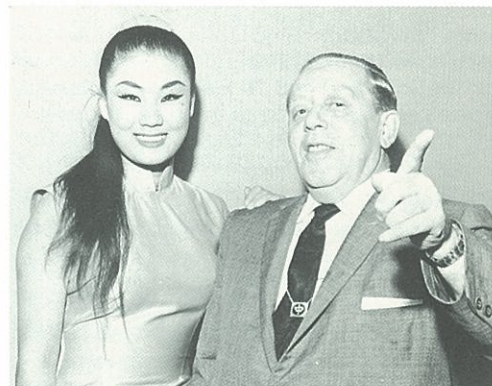
1952 – First Reunion



1957 – Chennault's Last

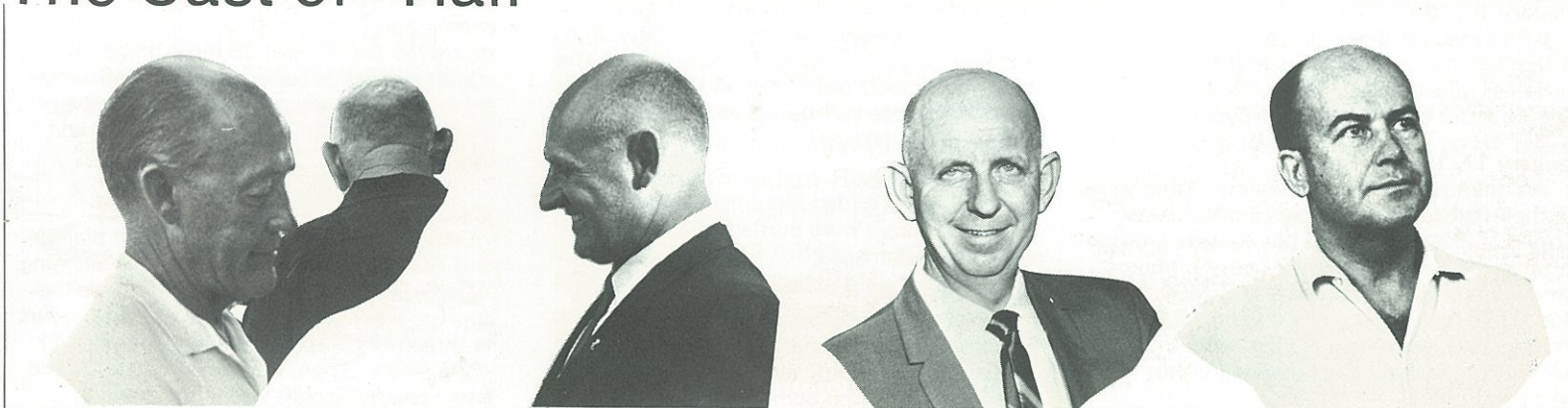


1961



1963

The Cast of "Hair"





1964 - Return to China



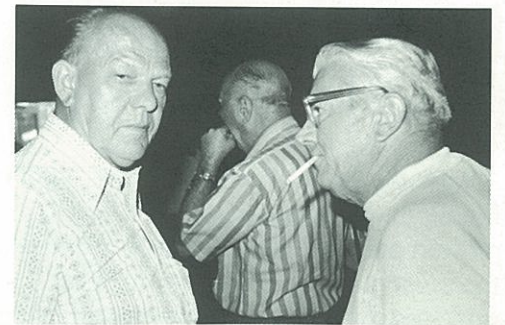
1965



1967



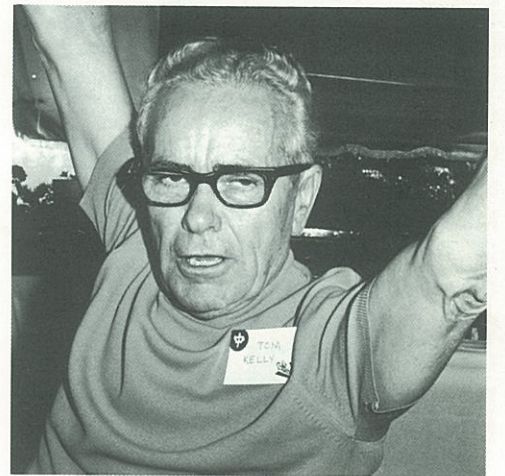
1969



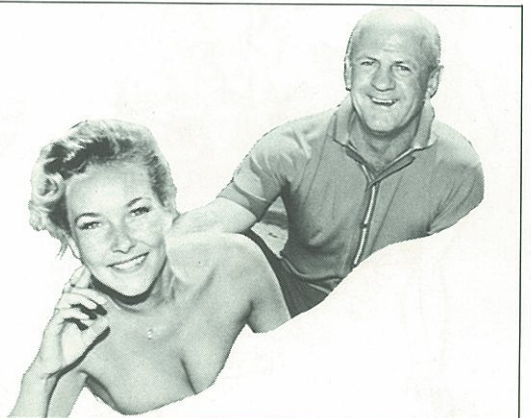
1966 - At Majorca



1971



1973 - Leading Us In Prayer





Rhonda Fleming Miss Flying Tiger

Miss Flying Tiger for 1975 is Rhonda Fleming, whose career as a star of motion pictures, TV and stage is one of the most glamorous among the great actresses of Hollywood and Broadway. She also holds the distinction of being the first lady to star twice as Miss Flying Tiger at the biennial reunion of the American Volunteer Group and China National Aviation Corporation associations. Miss Fleming was first Miss Flying Tiger at the 1959 reunion in Ojai, California, where the two famous groups of pilots and ground crew members meet every two years in remembrance of the brilliant military record they contributed to the Allied Forces in World War II.



Dick Merrill, Guest Speaker

Dick Merrill is one of those rare pioneers who became a living legend in his lifetime. His career in aviation, with a flying record that precedes World War I, began at the controls of a tiny Jenny with an OX-5 engine.

He barnstormed the U.S., flew as a captain on Eastern Airlines starting in 1928, logged 41,700 hours and eight million miles in the air and still passes a pilot's rigid physical examination although he is past the age of 80.

Dick's most memorable record was set in 1936 when, with entertainer Harry Richmond as a passenger, he made the first round trip flight across the Atlantic, from the U.S. to Ireland and return. His single engine Vultee carried a load of ping pong balls for buoyancy in case of a forced landing at sea.

A History of CNAC —

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 by Pan American World Airways.

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.

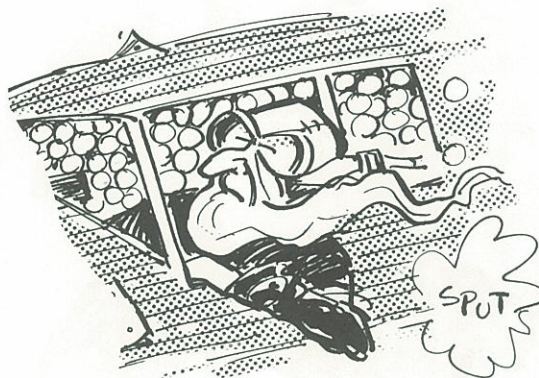
Many Tigers and their supplies were flown to Claire Lee Chennault's bases during the days of the American Volunteer Group's service in 1941-42 as CNAC and its men became the lifeline for the AVG.

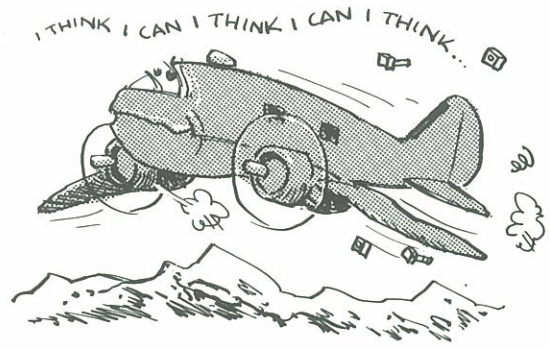
Early in 1942, CNAC pilots pioneered the world-famous "Hump" route, the last link the world's longest military supply line, which extended from India to China.

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





the China National Aviation Corporation

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!"



Pilot Roster

March 19, 1943

W.C. McDonald, Operations Asst. (PAA)
 Robert Pottschmidt, Operations Asst. (PAA)
 Frank Higgs, Chief Pilot (PAA)
 Royal Leonard (PAA)
 Robert Angle (PAA)
 Paul Kessler (PAA)
 Sydney de Kantsow (Canadian citizen)
 Moon Chin (U.S. citizen)
 Donald Wong (U.S. citizen)
 George Huang (British)
 Harold Chen (Canadian)
 K.Y. Liang
 M.K. Lo
 Ed Chin
 Hugh Chen
 Gordon Poon
 Robert Hedman (AVG)
 Robert Moss (AVG)
 Eriksen Shilling (AVG)
 Van Shapard (AVG)
 C.J. Rosbert (AVG)
 Allen Wright (AVG)
 E.W. Loane (AVG)
 C.H. Laughlin (AVG)
 Robert Raines (AVG)
 Einer Mickelson (AVG)
 Clifford Groh (AVG)
 William Bartling (AVG)
 Richard Rossi (AVG)
 Carl K. Brown (AVG)
 L.J. Hall (AVG)
 Weldon Tutwiler
 Richard Snell
 Charles Sundby (R.A.F. Ferry Command — Danish citizen)
 Ace Richards (R.A.F. Ferry Command)
 R. Hoyer (R.A.F.)
 Charles Sharkey (R.C.A.F.)
 Alfred Oldenburg (R.C.A.F.)
 Edward Leatherbury (R.C.A.F.)
 Douglas Cunningham (R.C.A.F.)
 Russell Johnson (R.C.A.F.)
 Joseph Dionne (R.C.A.F.)
 James Lane (Air Transport Auxiliary)
 Aleck Gingiss (A.T.A.)
 Joseph Genovese (A.T.A.)
 Richard Newmeyer (A.T.A.)
 Julius Petach (A.T.A.)
 George Robertson (A.T.A. and PAA-F)
 William Cooper (A.T.A. and PAA-F)
 Raymond Allen (A.T.A. and PAA-F)
 Orin Welch (PAA-F)
 James Fox (PAA-F)
 James Gregg (PAA-F)
 Samuel Anglin (PAA-Africa)
 Charles Hammell (PAA-Africa)
 Peter Gutierre (PAA-Africa)
 Raymond Hauptman (PAA-Africa)
 E.C. Kirkpatrick (PAA-Africa)

To Our Flying Heroes

The "Flying Heroes" was the description applied to the AVG as the date for disbandment approached in the summer of 1942. The affection of the Chinese for their American compatriots was expressed in the following message:

"To Our Flying Heroes:

Guardians of the air, you heroes of the American Flying Tigers and the Chinese Divine Hawks:

After our long expectation and to our great cheerfulness, you have annihilated eight Japanese vultures in the air above Kwelin on June 12. This is the most brilliant merit of air combat that has ever been achieved at Kwelin. You have once more created your great glory of extinguishing the enemy in the air. We, the 300,000 citizens in Kwelin, are especially stimulated and delighted! While considering the cooperation between the U.S.A. and

China for the common resistance against aggressive violences, this is a particularly incomparable glory. We are sure that all the people of China and the Allies will take this to be an ever lasting token of remembrance.

Today, we, the 300,000 citizens in Kwelin, are presenting you our heartiest congratulations and highest respects to your comfort. And we are expecting your continual achievements of greater and richer merits with your inexhaustible heroism and bravery.

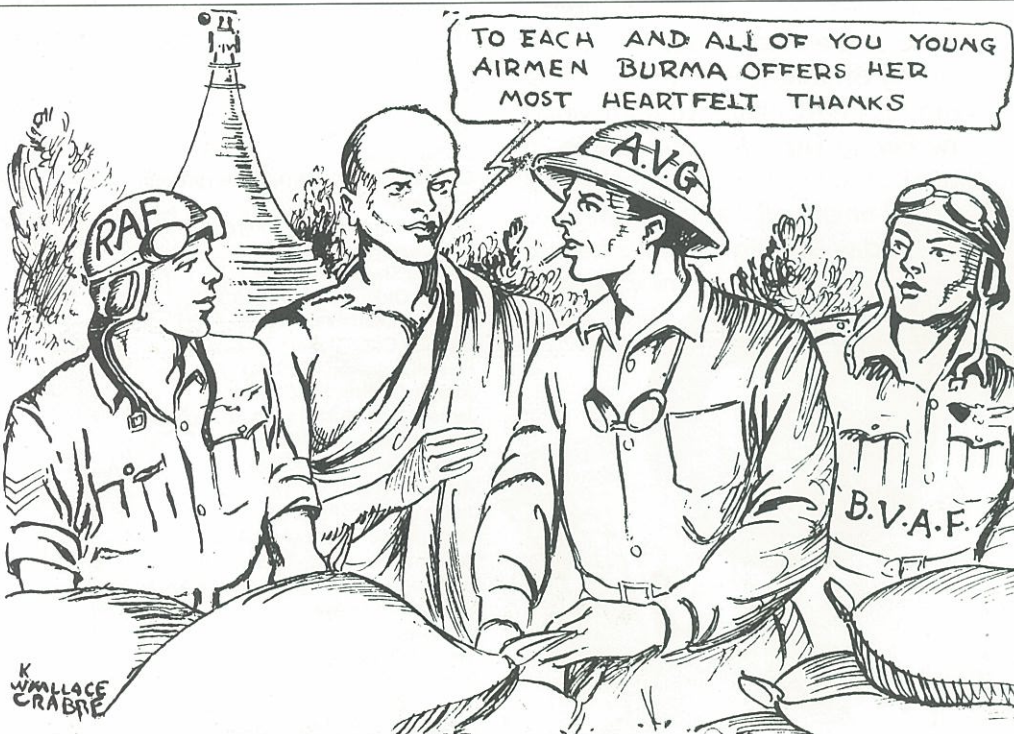
Let us yell:

Long live the American Flying Tigers!

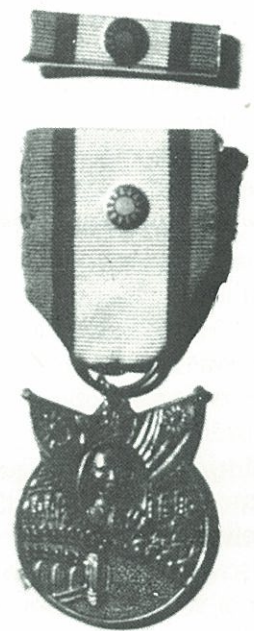
Long live the Chinese Divine Hawks!

Long live the cooperation between the U.S.A. and China!

The Kwelin Airmen Comforting Evening Party — June 20, 1942."



This cartoon was printed in the Rangoon Gazette in 1942.



Award of a long-lost Chinese decoration for service in China between 8 December 1941 and 2 September 1945 will be made at the 1975 Reunion. Described as the "China War Memorial Decoration" (Kang Chan Chi-nien Chang), the order for the decoration, awarded in 1945 at the close of the war, was lost in the confusion of troops returning home and the political problems confronting the Chinese Nationalist Government. Discovered by Graham Kidd and through the efforts of Anna Chennault, the issuance of the order was established last year and Ambassadoe James E. Shen, of the Republic of China, presented the first award posthumously to Lt. Gen. Claire Lee Chennault.

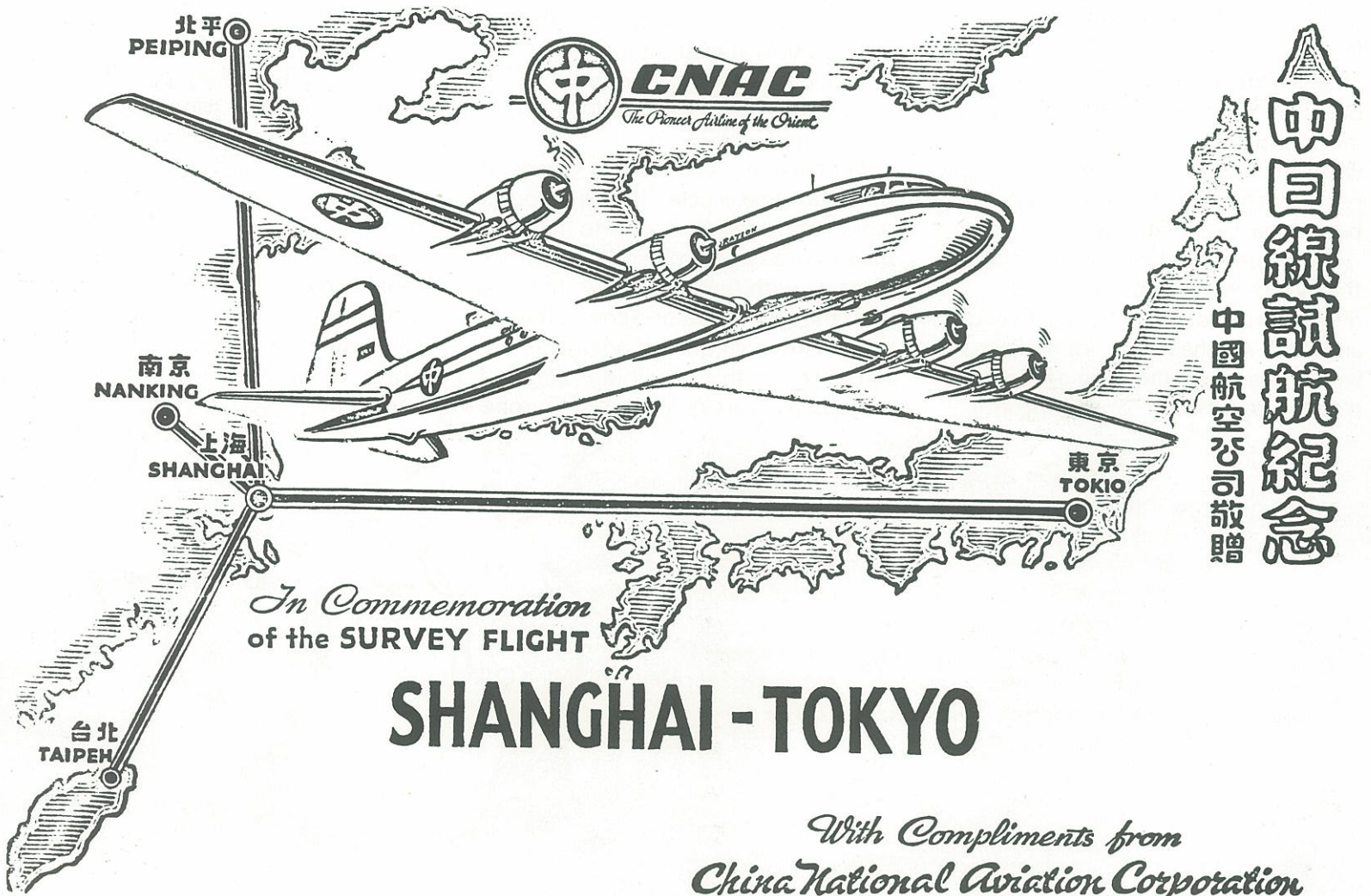
CNAC Nostalgia

The following excerpt from a report on CNAC operations at the close of World War II told of plans for expansion of peacetime operations. The rough sketch below illustrates its efforts to promote civilian travel over its growing routes. The excerpt:

On March 28, 1945, a service was inaugurated between Lanchow and Hami connecting directly with the Sino-Soviet Aviation Corporation's service between Hami and Alma Ata. Irregular chartered services connect Chungking with Kweiyang, Hanchung

and other points in China. In May, 1945, CNAC had about 45 freight planes on lend-lease. After V-J Day, it bought six of these (C-47s) from the Army-Navy Liquidation Commission, and acquired three Douglas C-53s from the Surplus Property Administration. It was allocated six Douglas C-54Bs in December, 1945. Since November 15, 1945, when the Air Transport Command ceased operating cargo flights between India and China, CNAC has been solely responsible for transporting air cargo from Calcutta into China. It has recently laid plans to

operate its pre-war "T" network, two routes connecting Chungking with Peiping and Hongkong, and a Kunming-Hanoi service. Some of these services are reported to be in operation but unscheduled. Since aviation fuel is scarce and travel priorities are given to government officials and employees, regular civilian air travel may not be possible for several months. A network of airlines to India, Burma, Malaya, Siam, Indo-China, the Philippines, Japan, and Korea is also envisaged. The company hopes to extend its network eventually to more distant lands.



Message to the AVG Reunion

Were it for any lesser reason I would have deemed it a pleasure and a privilege to attend a reunion once more of so many members of the American Volunteer Group who were "my boys" during another period of trying times to our country when you had spiritually melded yourselves with determination into one with us, an event inculcated into our hearts and incised into the annals of Chinese history. The splendid martial achievements of the AVG were magnificent, and much of the credit must go to your Commander, then Colonel Chennault.

My absence in your midst is occasioned by my mourning for the President, your Generalissimo, who led a cause you believed in and fought for over thirty-three years ago. This cause, initially ours, became a common cause when the U.S. joined in the war, fought not only against unwarranted aggression, but "a war to end all wars."

Unfortunately the measures taken by the big powers over the years are directly antithetical to "a war to end all wars." All the important decisions were made under the guise of *raison d'état*, a euphemism for contingent

reasons of expediency or in every day parlance, petty selfishness, lack of moral courage and myopia. These elements have made possible one debacle after another in the Free World.

To concretize what I mean, let me quote in part from an article written by Ranjit Peiris datelined London: "It was recalled that the American Congress had for nearly six months withheld virtually all major replacement material, halved fuel supplies, ammunition and other equipment needed by South Vietnam's armed forces under former President Nguyen Van Thieu. They (Europe and the NATO Alliance) are also aware that it was this slow starvation policy which hastened the ultimate end in South Vietnam." Ponder the words "slow starvation."

Let me quote you another paragraph from the same article: "Some European diplomats have even begun to look at the situation rather clinically and have come up with the brutal view that after one betrayal, the second comes much easier. Although there is no unanimous agreement on this view in Europe itself; and observers are quick to say 'Europe

is not Vietnam' . . .

Here we find a melange of savage and cynical observation with regard to "betrayal" — that after one betrayal the second one comes much easier, rounded off with the myopic wishful self-satisfied cliché "Europe is not Vietnam."

The Flying Tiger members have been loyal to the spirit and principle of freedom. With the dark clouds gathering and distant thunders menacing it will be your sacred task to do your best to alert America to the holocaust that unfortunately will surely come to pass.

Recently you true friends of China must have read or heard about the outpouring of overwhelming grief of literally millions of our people that has astounded many a visitor. Our people are showing remarkable determination and fortitude in carrying on the crusade of liberty as it was carried on by the President.

From across the Pacific, whose expanse has been shrunken by technology and staunch friendship manifested repeatedly in deeds and words, I send you my affectionate best wishes. May God bless you all.



Mayling Soong Chiang

Autographs



The design of our cover for the 1975 reunion and the cartoons featured on several pages in our program are the work of Cartoonist Bob Stevens. Now a freelance cartoonist living in Fallbrook, Calif., Bob spent 22 years in the Air Force, serving in World War II. He was a fighter pilot, jet jockey and missile commander. His series of cartoons in Air Force Magazine, called "There I Was" and now in book form, made him a familiar figure to pilots around the world.



"We must remember that Chennault specifically advanced the cause of fighter aircraft. This was his love; he flew them, studied fighter tactics, analyzed fighter employment, wrote about them and last, but not least, taught and gave us the benefit of his long stewardship. This is the reason the AVG survived and the reason we exist as an organization today."

Charlie Mott

Charlie Mott