

1983 AVG-CNAC REUNION
AMERICAN VOLUNTEER GROUP • CHINA NATIONAL AVIATION CORPORATION
OJAI VALLEY INN • OJAI, CALIFORNIA



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IN MEMORIAM

Since Our Last Reunion

George Brice—AVG
Perry Cutburth (1980)—CNAC
Martin Garrott (1980)—CNAC
Charles Gomes—CNAC
Harvey Greenlaw—AVG

Earl Knight—CNAC
Henry Lambert—CNAC
Joseph Michiels—CNAC
Robert Neal—AVG
Albert Probst—AVG

Our good friend. Thomas Corcoran



1983 AVG-CNAC REUNION PROGRAM



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

THURSDAY, JUNE 30

- 10:30 AM** Bus leaves L.A. for Ojai
- 12 Noon** Luncheon
- 6:30 PM** Hayride to Tiger Glen
- 7:00 PM** Boeing Cocktail Party
Hosted by Mr. & Mrs. Tom Basacchi
- 8:00 PM** Outdoor Steak Fry
Western Dancing
Casual Dress

FRIDAY, JULY 1

- Morning** Breakfast at your convenience
Golf Tournament Starts
Tennis Tournament Starts
- 12 Noon** Luncheon
- 3:30 PM** CNAC Business Meeting
- 7:00 PM** Johnson & Higgins
Cocktail Party
Hosted by Mr. & Mrs. Matthew
Gormley, Mr. Ron Wilson, Mr. Paul
Jepson
- 8:00 PM** CNAC Banquet
Guest Entertainer Mr. Roger Ray

SATURDAY, JULY 2

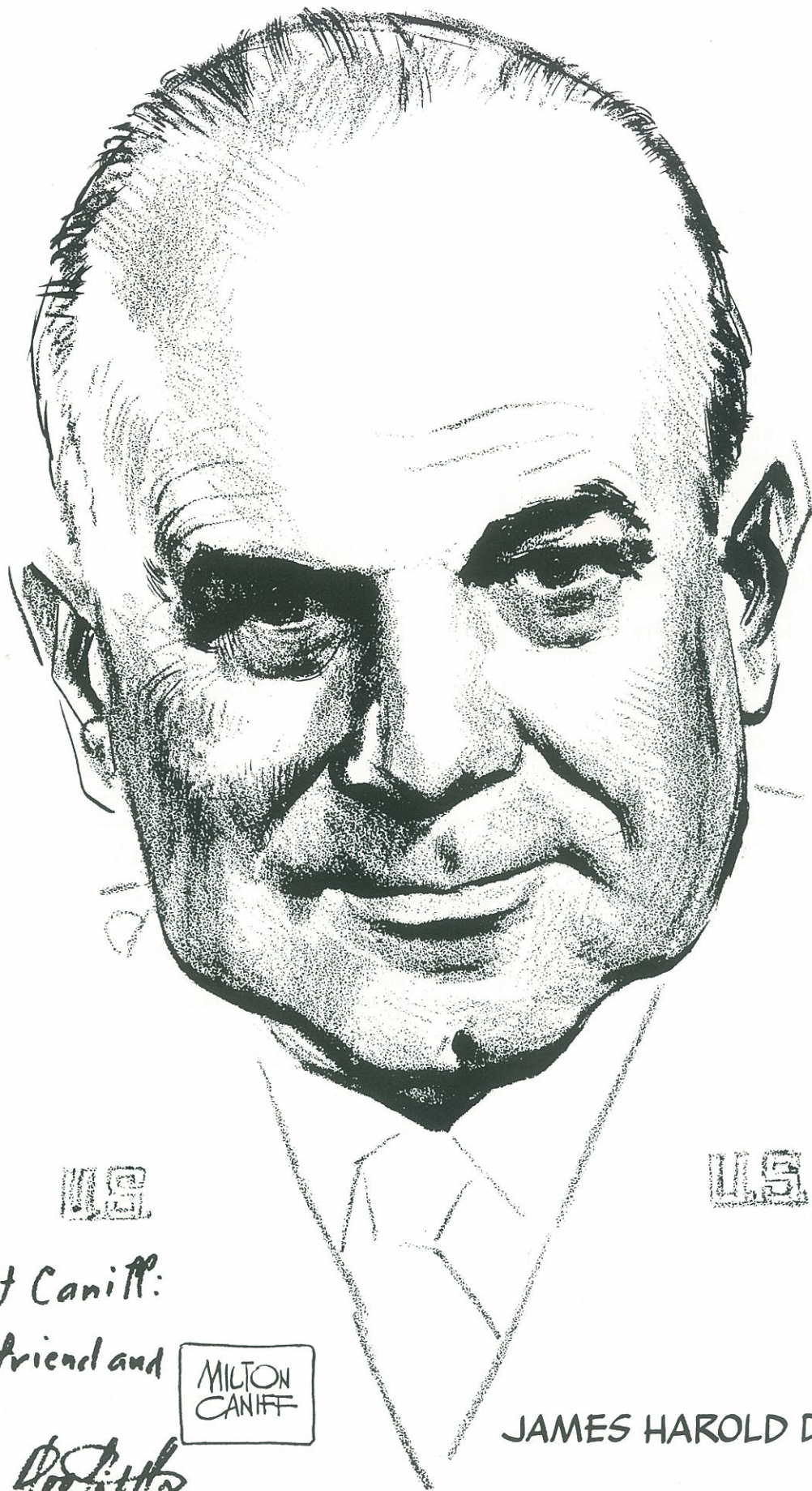
- Morning** Breakfast at your convenience
Completion of Golf & Tennis Tour-
naments
- 9:30 AM** Bridge Tournament
- 12 Noon** Luncheon
- 3:30 PM** AVG Business Meeting
- 7:00 PM** Flying Tiger Line
Cocktail Party
Hosted by Mr. & Mrs. Wayne
Hoffman
- 8:00 PM** AVG Banquet and Presentation of Fly-
ing Tiger Pilot Award to Lt. Gen. James
H. Doolittle, USAF (Ret.)

SUNDAY, JULY 3

- Morning** Breakfast at your convenience
- 12 Noon** Luncheon
- 3:30 PM** Movies in Lounge
- 7:00 PM** Hungry Tiger Cocktail Party
Hosted by Mr. & Mrs. Alan Redhead
- 8:00 PM** Farewell Dinner
Buffet Style
Presentation of Tournament Awards

MONDAY, JULY 4

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



To Milt Caniff:
From his friend and
admirer.

Jim Doolittle

MILTON
CANIFF

JAMES HAROLD DOOLITTLE

FLYING TIGER PILOT AWARD WINNER

Lt. General James H. Doolittle, the 1983 awardee of the Flying Tiger Pilot Award, is a visionary pioneer of aviation and space flight. He is both a skilled pilot and a scientist. He was in the forefront of the development of military and commercial aviation. He was also in the forefront of the space program, being the last chairman of NACA before it became NASA, the beginning of space exploration.

In the early days of flying Jimmy Doolittle was always a step ahead of conditions prevailing at the time. He was very instrumental in leading aviation into the future. Many of the aviation changes and its progress were heralded and developed by the scientific approach and efforts of Jimmy Doolittle. He spanned the spectrum from daredevil racing pilot to meticulously planned and executed aviation achievements.

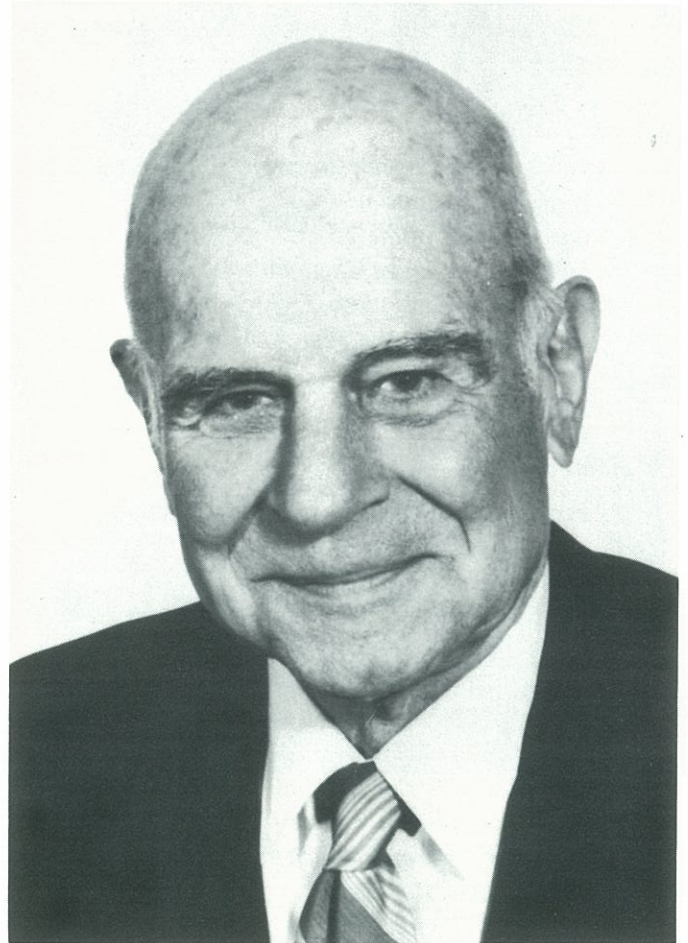
Jimmy was born in December 1896, and has lived to see aviation born, develop and progress into space flight. In so many of these developments, he led the way. In 1922, he made the first transcontinental flight alone in a DH-4, in 21 hours and 19 minutes. He executed the first outside loop in 1927, and in 1929 he made the first "blind flight" on instruments, under the hood. He also helped to develop the instruments and techniques that made instrument flying possible.

Lt. General James Doolittle is also Doctor James Doolittle. He was selected by the Army to receive an education at MIT, and at age 28 became one of the first in the world to earn a Doctor of Science degree in the new field of aeronautical engineering.

Among the many things in his life that have made it so full, one of the most important happened in 1917 when he married his Los Angeles school-day sweetheart, Joe.

In the 1930s Jimmy headed the aviation department of Shell Oil Company. He was involved in the development of aviation gasoline.

The day after Pearl Harbor, General Hap Arnold called Jimmy Doolittle to join his staff. Jimmy reported immediately and was soon given the task that was to make him world famous—organizing and leading the Tokyo raid. It was his job to select and prepare the pilots and aircraft for this mission, which was kept secret from them until they were on board the aircraft carrier USS HORNET. The story of that raid is history.



For this mission he received the Congressional Medal of Honor.

During the course of World War II Doolittle was the Commanding General of four different Air Forces, and personally led many of the missions.

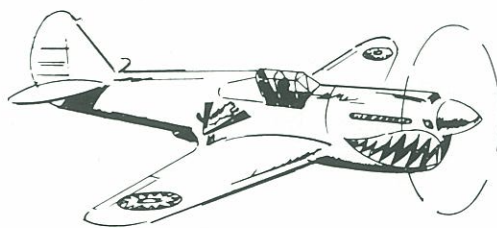
This is just a thumbnail sketch of the man we are awarding the Flying Tiger Pilot Trophy. There is not space here to detail his career and the achievements, decorations, appointments and honors that comprise his brilliant aviation contributions.

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 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*



- 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.*



MISS FLYING TIGER 1983

MISS JUNE LOCKHART

Coming, as she does, from a family tradition of fine acting, it is no surprise that June Lockhart emerged as one of our finest award winning actresses.

June made her career debut at the age of eight on the stage of the Metropolitan Opera House, and has been going strong ever since.

Even before finishing her schooling at Westlake School for Girls in Beverly Hills, June had appeared in significant roles in famous films with such well known stars as Bette Davis, Charles Boyer, Gary Cooper and Ingrid Bergman. After graduation she signed a contract with MGM, and starred in popular films.

After leaving MGM, June starred on Broadway, and has starred in numerous comedy and dramatic TV series, movies for television, and specials. "Lassie," "Lost in Space" and "Petticoat Junction" introduced her to millions of TV fans both at home and abroad.

Her performances have won her a Tony Award, a Donaldson Award, an Emmy nomination, a Theatre World Award and an Associated Press Woman of the Year in Drama citation.

Besides all this talent, June comes to grace our reunion with her charming, warm, friendly and vivacious personality, plus her rollicking sense of humor, which she will definitely need with this group.

Welcome aboard, June Lockhart!



June Lockhart



Chennault, Marilyn Maxwell, R.K. Brown



Doolittle, A. Chennault, Tom Stafford, Rossi

GUEST ENTERTAINER—ROGER RAY

As a show business personality, Roger Ray, a native of Cleveland, Ohio, first began playing to Las Vegas audiences in 1947. He has performed at the London Palladium, Hollywood Palace, Radio City Music Hall, the Jackie Gleason and Tonight shows, and has played all the major fairs and shows throughout the nation and overseas, as well as Presidential and Royalty command performances. He used to be in airplanes as much as many pilots, traveling back and forth to shows in London, New York and Las Vegas.

Roger now makes his home in Las Vegas and has graciously consented to come over and do a show for us. We thank him for taking the time to join us at Ojai to put on a performance at our reunion.



ROGER RAY



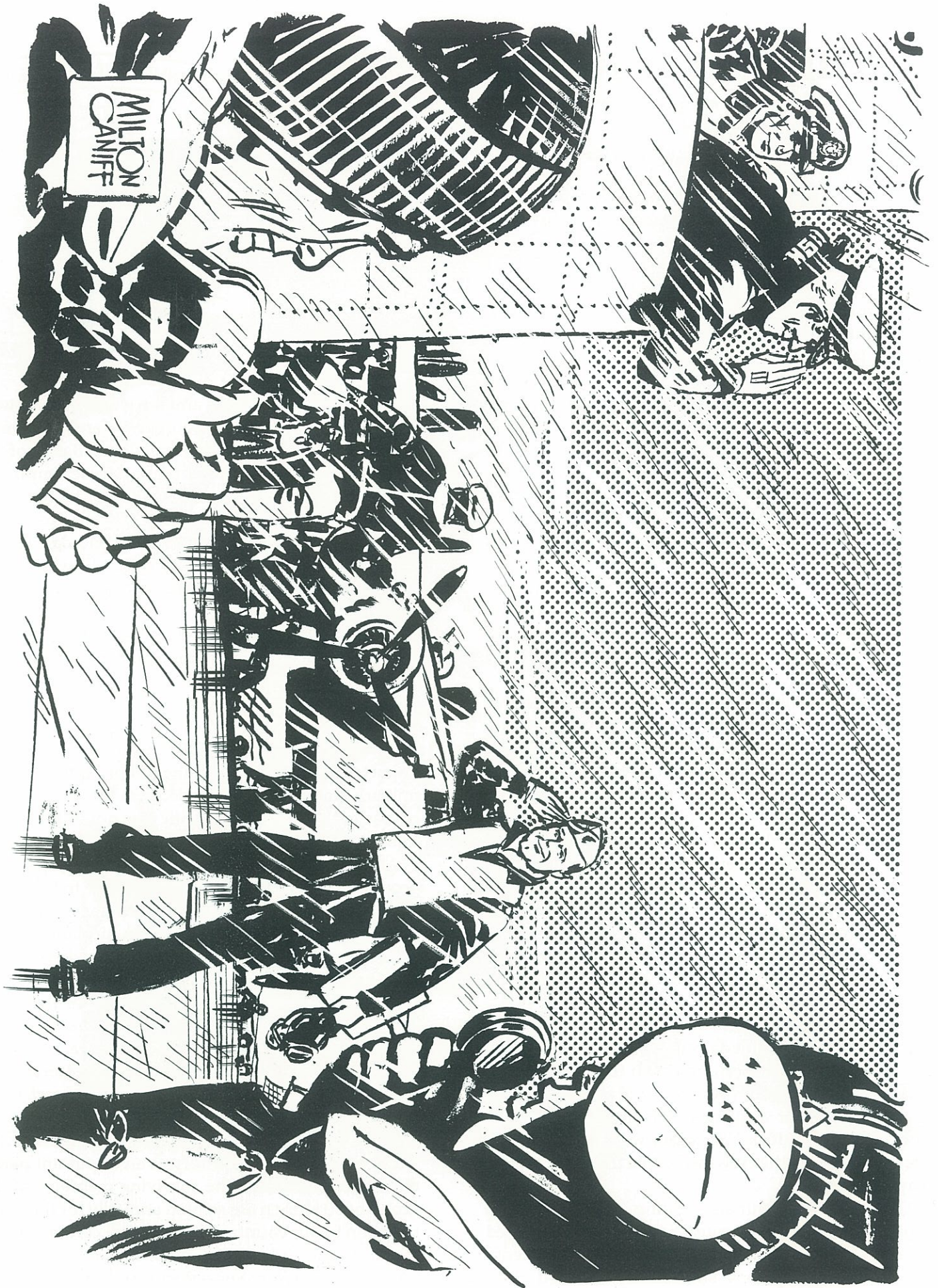
GEN. CHENNAULT

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CORCORAN • CHENNAULT • PRESCOTT



A BRIEF HISTORY OF THE TOKYO RAID

"Army Air Corps crew—man your planes!" These words were spoken for the first time in history over the loud speaker of the U.S. Navy aircraft carrier on April 18, 1942. The place—620 nautical miles off Inuboe Saki, Japan. The carrier, the USS Hornet, under the command of Admiral William F. Halsey. The event—prepare to launch the first major air strike against Japan.

One hour and twenty minutes later the carrier launch officer circled his flag faster and faster, and as the deck of the Hornet began an upward movement, he flashed the flag down to signify "GO." The last of sixteen B-25 Army bombers released its brakes, moved slowly forward, gained momentum and then lifted off the deck of the Hornet on the start of its mission—the Doolittle raid on the industrial centers of Japan.

Desperate for some good news to bolster the sagging American morale in January of 1942, the United States planners considered a dramatic strike at Japan itself. But how? From where? The answer was born in the mind of a Navy Officer, Captain Francis S. Low, a veteran of the submarine fleet. The feasibility of his idea, flying an Army bomber off the deck of a carrier, was developed by Captain Donald B. Duncan, USN. Here the Army and Navy united their efforts. Lt. Col. James H. (Jimmy) Doolittle was assigned command of the project.

Doolittle selected eighty volunteers and proceeded to mold the crews into efficient teams. He gave them almost three months of intensive training at Eglin Field in Florida. He also directed the modification of the airplanes so that they would meet the requirements of the mission. He used Navy personnel with the carrier experience he needed to complete all phases of the training.

In a little less than three months the group left Florida for NAS Alameda, still wondering what was the super-secret mission for which they had volunteered. At Alameda they were hustled aboard the USS Hornet, and their airplanes were hoisted from the dock to the flight deck. When they were safely outside the Golden Gate, the crews were told their destination way Tokyo.

Due to the unfortunate sighting and sinking of a Japanese vessel, the group had to be dispatched several hundred miles before the planned takeoff. However, all airplanes successfully reached their



targets. The United States and the world at large were electrified by President Roosevelt's announcement that American flyers had carried the Battle of the Pacific to the very heart of the Japanese empire on April 18, 1942. Military and industrial targets were bombed at Tokyo, Yokohama, Osaka, Kobe and Nagoya as a result of this surprising and daring raid. The immediate effect on allied morale was exactly what was needed at that most dismal time in America's history.

The bomb damage that resulted was not great, but the raid had some far-reaching effects. The Japanese were forced to keep at home fighter units which had been intended for the Solomons, and they felt compelled to expand their Pacific perimeter beyond the area where it could be defended adequately. The full impact that the raid had on the minds of the Japanese military leaders and its consequent influence on the course of the war in the Pacific was not fully realized until long after the conflict.

After completing their mission over Japan, the group ran into unforeseen hazards. Due to bad storm conditions near and over China, shortage of fuel and lack of communications, only one airplane made a normal landing—and that, in Russia, where it was impounded. Of the other fifteen planes, four crash-landed or ditched, and the remainder of the crews bailed out. Seventy seven of the eighty men who flew from the HORNET survived the actual raid.

Gone are the days of the Army Air Corps—the leather helmet, the goggles and white silk scarf. Gone is the carrier HORNET. It rests at the bottom of the Pacific Ocean—the result of later battle damage. The B-25s will go down in history as an important part of that historic mission. The surviving members of that group of 80 airmen are saluted annually for their contribution to our country. America will certainly never forget those individuals who answered the call, "Army Air Corps crews—man your planes!"



"A great value of the Doolittle Raid was that it shook Japanese civilian trust in the military—which proclaimed that Japan would never be bombed." Caniff



1st SQUADRON



2nd SQUADRON



3rd SQUADRON

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.

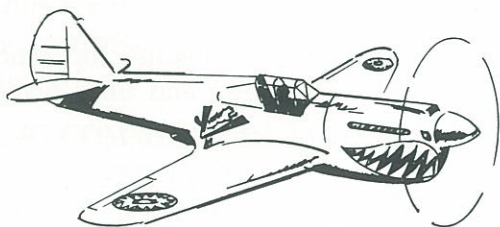
In 1937, the Chinese asked Chennault to help them develop an airforce. Clair Lee Chennault went to China to do what he could to help a nation in distress.

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 des-



peration 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."

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 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 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.

AUTOGRAPHS

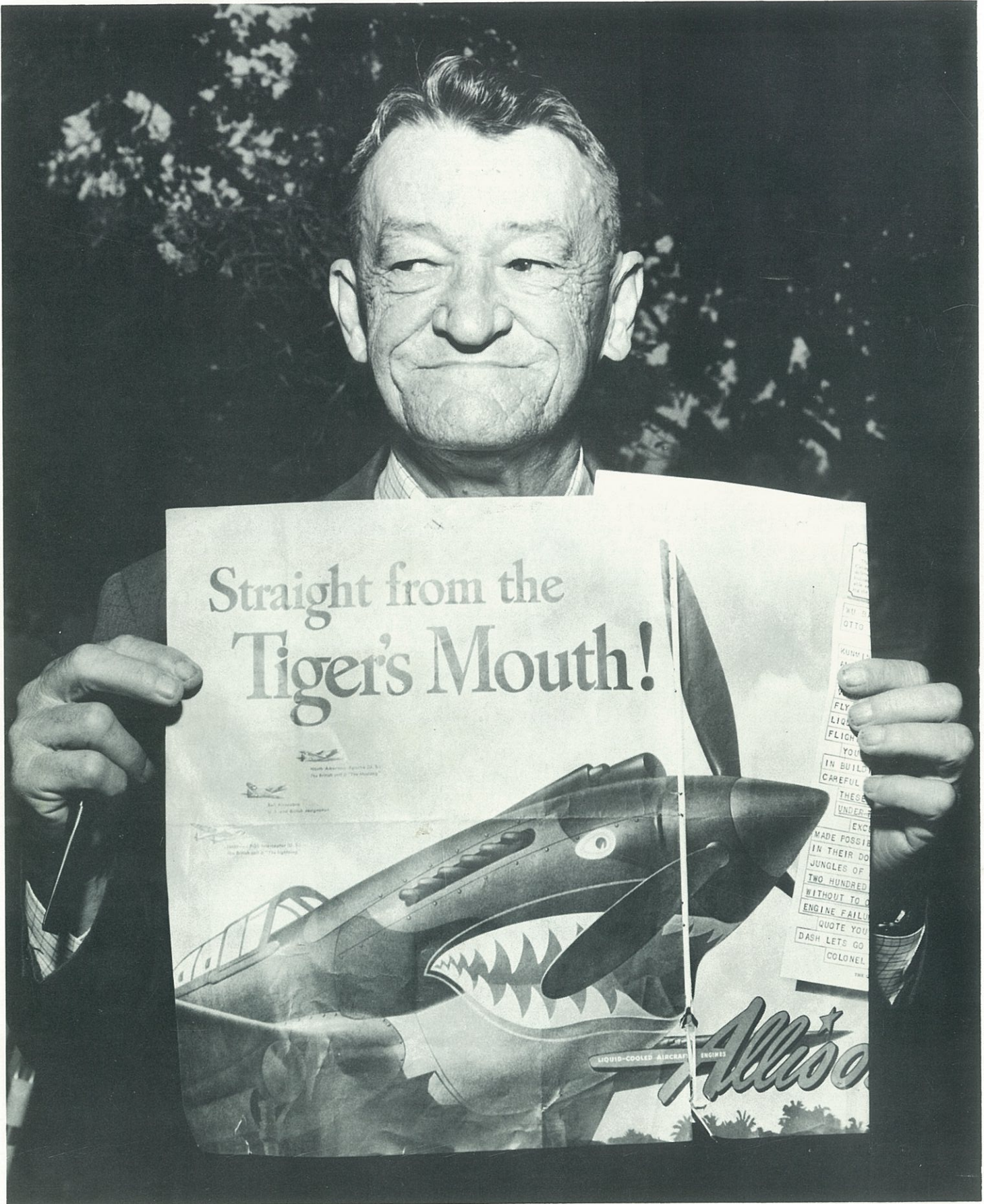


The AVG and CNAC Associations wish to acknowledge and thank their friends who have contributed to make this reunion possible. We are indebted to the following companies for their generous interest in our reunion:

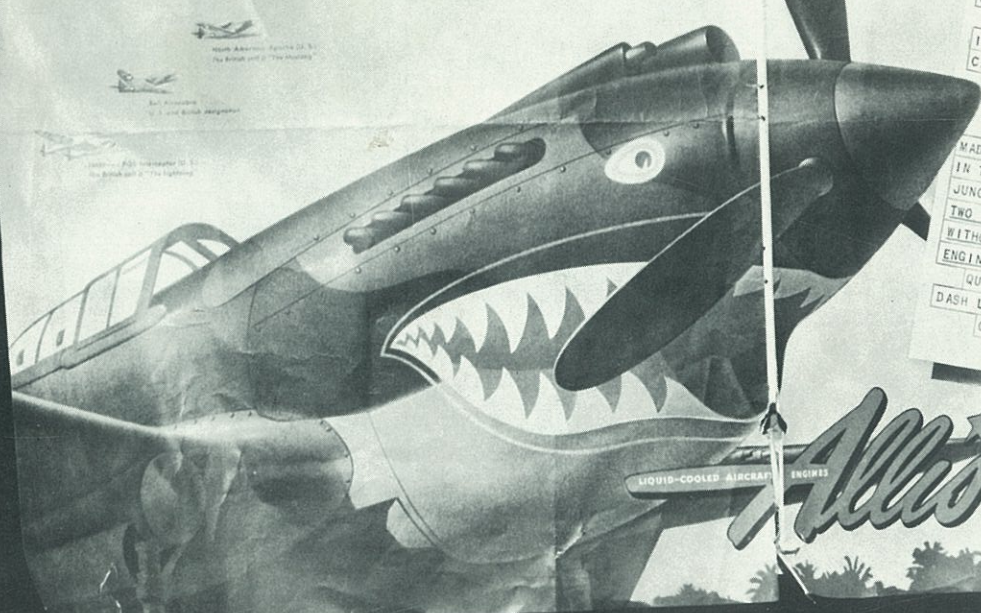
**BOEING COMMERCIAL AIRPLANE CO.
FLYING TIGER LINE
JOHNSON & HIGGINS
HUNGRY TIGER, INC.**

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, to Laura Drouillard and Colleen Ferguson, and to Al Cormier, who has faithfully set up our decor these many reunions.

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



Straight from the Tiger's Mouth!



LIQUID-COOLED AIRCRAFT ENGINES

Allison

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FLY
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