

CNAC Cannon Ball

CNAC News Letter
Reg Farrar - Editor

Vol. 1 No. 2, July 5, 1973
132 Gifford Avenue
Jersey City, N.J.

To Walter "Pappy" Quinn

This issue is dedicated to Pappy. We all know of his dedication to the CNAC Association. He is always there doing the job that makes the organization hum. These are not the glamorous jobs but these are the necessary ones. Every successful endeavor has some one like him in the background. He has hounded you for your dues and sheperded the funds so they have given us a feeling of security; he has kept everyone in touch with each other ;and thereby hangs the success of the CNAC Association.

The first issue of the CNAC Cannonball was favorably received. Apologies to Vince DySalytor for not knowing how to spell his name. Response to quiries was fine. Butch Norman sent in 4 more verses to the CNAC Cannonball and Mac helped add to our pilots seniority list. I've got enough material for the 1st, 3 or 4 issues but that will run out only too soon so - send in your stories and news.

Welcome to the 1973
CNAC - AVG Reunion
Ojai Valley Inn

PURCHASING & STORES

George W. VanClive-Chief Storekeeper
Charles Histed
Russell Armstrong
Jake Burke
Les Ellsworth
Phil Ricktert
Hank Merrifield (RCA in Phillipines)
Ray Christian
Frank Hoffman-Stores
T.T. Chen
S.S. Shen
Shen's Brother

PHYSICIANS

Lincoln Richards
Paule Laube
S.N. Chakravarti
Reginald Farrar
Hoey

NAVIGATORS

Ged Brown
Joe Bower
Al George
Al Turney

STEWARDESS'S

Alice Woo
Elizabeth Lan
Betty Ho
Annie Liang (Mrs. Lad Moore)
Ruby Chuck (Mrs. Jack Gilette)
Mazie Lleong
Venus Ling
Margaret Mun
Margaret Liu
Shirley Liang
Katy L. Chu (Loo)
Helen F. Young (Fung)
Lucy G. Altree
Hsieh
Frances (Lee) Tung

HOSTEL MANAGERS

La Chapell
Jake Passet
Walter Roncaglione
Jack Gillette
Cross Wait
Walter Quinn

RUNWAY & EQUIPT MAINTENANCE

Bob Lysaupt

Send me any corrections & deletions to the above list. We want to complete the entire roster of employees. Since I know of no complete list, let's try to put one together.

While you are writing, how about a story and also a short autobiography. What are you doing now? Tell us what you are up to. For example, when in Georgia eat at Rockey's Ranch House; ship Flying Tiger line; in L.A. eat at the Hungry Tiger; if you want a fire engine call McCaleb; fill up with Reling's Phillips 66 in North Michigan; have your gall bladder out by Dr. Laube in Debuque, Iowa. Sherwood in Oregon will help you with your estate; Kusak will put you up at Son Veda in Majorca. If you fly to Japan request Felix Smith as pilot, JAL.

Will someone write a bit on Smitty; how gold was smuggled across the hump, flying the passes, rice drops in Burma, etc.

TRIPS

Last winter Mary and I spent a ski-week at Waterville Valley in New Hampshire. Remembering how much pleasure it is to spend a few days at Ojai, or just to have dinner with a few of our local CNAC in New York, we thought that there might be interest in small participation groups. If a group of 20 can be formed, airline and other fares can be reduced by affinity group discounts. We can arrange other discounts and savings through travel agent friends and members. The ideas run from the sublime to the ridiculous. A sampling of ideas so far proposed are as follows: (Add yours)

Ski week At Aspen or elsewhere
A Week at a Dude Ranch
Lake Louise and Bamff
Merida and Maya Ruins
Florida, Disneyland
Carribean Cruise

Mardi Gras In New Orleans
Oktoberfest and Vienna
Carnival in Rio
Canary Islands
Golf Holiday
Las Vegas-Acapulco

Our first trip will be to Caracas, Venezuela, with a side trip to Angel Falls. We will leave Sunday Jan. 13, 1974 from New York City and possibly Miami. Arrive in Caracas and stay at a beach hotel. Transfers are included but no meals. We will return the next Sat. 1/19/74 Rates are for 2 in a room. We have a deadline for reservations of Sept. 1, 73. It will cost approximately \$315.00 per person. (Air fare alone would cost about \$250.00 per person).

Our second trip will be "Back to Dinjan". It will be 3 weeks. We will leave Sept. 7, 1974, and return Sept. 29, 1974. It will probably include stops in Tokyo, Hongkong, Bangkok, Rangoon, Calcutta, Assam Valley, Side trip, Kathmandu, Delhi-Agra, possibly Kashmir and return via the same route. We will hopscotch out and back. We are working on the itinerary now. Think of about \$1800.00 each for the round trip. This will include airfare, transfers, hotels, many meals, some sightseeing.

Other short trips will include a Ski Week, a Golf Weekend, or similiar here and there.

Send in your reservations as soon as possible so we can determine whether this will be successful. Send them to me, Reg Farrar. I'm going anyhow but I don't want to be alone Do not send money now, that will come a little later.

NOW!

Jim Phillips now lives at 619 Orange, Apt. 7, Hot Springs, Ark. 71901 He is the author of the Joe Gall series of books, Private Eye, etc. Look them up, you will find some familiar sequences.

Jake Fasset retired and living life of leisure at: P.O. Box 362, West Falmouth, Mass. 02574.

Mrs. James (Foxy Kent) Clay, Box 731 Mackson, Mich.

Diana Higgs now Mrs. Richard Sweetman, 3214 Blake Court, Glenwood Springs, Co. 81601.

Mrs. Julian (Natalie Mickelson) Leslie lives in Freeport, Maine. Her husband (US Air Corps in Calcutta) owns the Casco Bay Trading Post there. Write for a catalogue.

Reg Farrar is in practice of Peripheral Vascular Disease in Jersey City. He is an Ass't Professor at Albert Einstein College of Medicine. Married to Mary, with Catherine 1½ yrs old.

Pappy Quinn is in retirement from the restaurant business in Texas.

Wm. McDonald, Mac, has settled down as a partner in a large stationary & office supply store in Birmingham (when he isn't playing golf).



THE FOLLOWING APPEARED IN WINTER 73 ISSUE OF "SELLING 66" AN ORGAN OF PHILLIP'S 66 & ONLY INCLUDED A LITTLE BIT OF IT. ALL IT IS - IS ABOUT RENG0, AND I THINK HE WROTE IT ANYHOW.

RENGO BROTHERS INC

Bob and Ray Rengo, Phillips 66 jobbers at Kaleva, Michigan.

"Two" much for the competition

Many businesses, especially those started by energetic people with optimistic dreams, observe anniversaries wondering where they are going, and if the energy expended was really worth it.

Rengo Brothers Inc., Phillips 66 jobbers in Kaleva, Michigan, is not one of those companies. It's the most respected petroleum supplier in northern Michigan. Rengo Brothers recently celebrated its birthday knowing it is ahead of competition . . . and with exciting new ideas to stay that way.

Bob and Ray Rengo are remarkable men. They combine practical experience, thorough training, creativeness, and desire to lead a company that's dedicated to success.

Their background is solid. The forerunner of the modern jobbership was started by Emil Rengo, their father, in 1916. Along with his brother, the senior Rengo operated a hardware store. Eight years later, he built the first drive-in service station in rural Manistee County. Bob and Ray grew up

working in a service station.

When their father died in an automobile accident, the brothers pitched in and took over the family business. The result has been sharply rising sales and profit curves. And, they feel, the best is still ahead. One of the company's strongest points is organization.

"Bob has talents in areas I don't, and I have talents in areas where he's not too strong," Ray explains. "So we have established an organization that allows us to do what we do best. We work together at times, and individually at times."

Organization

Bob Rengo is primarily in charge of aviation sales. He heads the company's installation, construction and maintenance operations. Since he is a licensed master electrician and has managed their plumbing and heating business, this is a natural. In fact, he often handles maintenance problems by talking to field personnel on the telephone. Purchasing, too, is one of his areas.

Brother Ray established the

company's credit and collections department and set up all accounts, financial analysis and records operations. With day-to-day operations under general manager Mike Yonkman, it is one of the smoothest organizations in the state.

Despite their different specialties, the brothers agree they have one common job: **Selling!** "That's the name of the game," they say, "and it is one activity we both like best."

Right after Bob and Ray switched to Phillips 66, they held their first dealer meeting. A total of 11 people attended — Bob and Ray, two Phillips salesmen, and seven dealers. At their last Christmas party, a yearly event designed to "thank" dealers and customers for their business and their loyalty, attendance topped the 170 mark.

When the company became associated with Phillips, it had 11 service stations. Today, they serve 26. Each averages about a 10 percent sales increase every year. Bob and Ray credit much of these increases to promotions and training.

MEMORIES

The stories and vignettes below are about our friends and comrades.

They may not always seem complimentary but no disrespect is intended. If you think they did nutty things, wait till we get around to you in our new column Tales of Kariah Road.

Calcutta APO was 465

Dick Snell would go anyplace in an airplane but wouldn't ride in a jeep

Chinese bonds paid off like slot machine

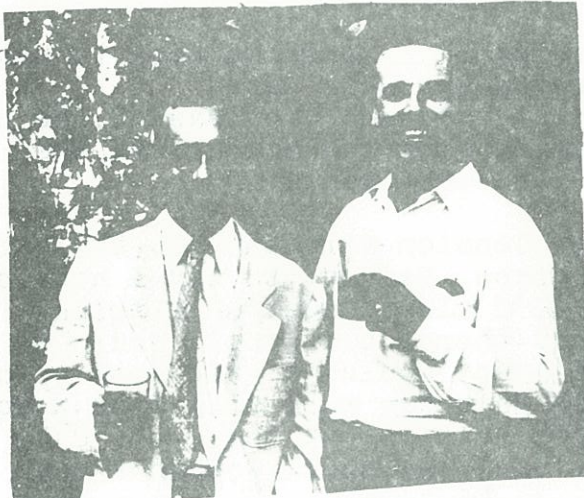
CNAC had 2% of planes but flew 52% of stuff

ATC-DFC for 12½ trips

4 days later Al Mah left Shanghai. Sed Mah, Moe Cuthbert & Len Parrish went to Kiang Wan. That was the end.

Al Mah: I went by the embassy and they were drinking zombies. I didn't want one but they said go ahead. I had 2 zombies. I started home on my motorcycle. I was tired and I sat down in a haystack. I took my leather jacket and wrapped it around the NC, the US was wrapped in a chinese newspaper. I went to sleep with it in my arms. It was 6:30 and I woke up about 12:30. My leather jacket was stolen but they hadn't touched the money.

Who knows about Robert Short and the monument erected at the entrance of Lungwa Airport?



Martin Garret &
George Robertson looking
fine - also feeling fine.

Chuck Braken: I was an army pilot in China during the war stationed at Kunming Chanyi, Chungking and Nanking. After being hired by CNAC, I got my discharge in Shanghai and was issued passport #20 by Lee E. Williams, American Vice Consul. To the best of my knowledge Captain Pappyjacke and myself were the only army pilots to get discharged in China and fly for CNAC. Capt Pappyjacke was flying a CNAC 46 leaving Hankow in the fall of 1946 with a load of American missionaries. His plane caught fire at around 9,000 burning a wing off, killing everyone except a small child which Capt "Moe" Cutburth brought back to the states. The incident was written up in Life Magazine.

At the time I was checked out as Captain by Dick Rossi I was #68 or 69 on the seniority list. I was right below Capt Everett Gardner and above me was Capt "Moe" Cutburth.

My most interesting experience was spending two weeks up in Lolo Country with Capt Pottschmidt and two reporters from Life Magazine. The rumors were the Lolo's had the crew of a CNAC C47 and were holding them for ransom. We dropped salt, rice and money to the local chiefs only to find the plane had crashed with no survivors. I believe Capt "Kit" Carson was also on the mission.

Overheard at the Reunion: Soldinski, Kenehan and Robby. No lack of reverence or respect should be inferred in any story related here or elsewhere. These were our friends and comrades - we miss them all.

Sol Soldinski: Arnold Weir passed away at Kunning. Hugh March made all arrangements for him. Arnold was a really big man. They couldn't get him in a Chinese casket so he says. (Pendergast was there.) The undertaker says, "do you think Mr. Weir really would mind if we bent his knees up a little".

Hugh says: (Knowing Arnold) "no, I don't think he would". So they put him in a casket went and dug a hole. Then this undertaker says: "Captain Marsh now, he says we got this hole dug but that is right next to a Baptist preacher. Do you think Mr. Weir would mind that?" "Well, he says, knowing Arnold, I don't think he would mind. He'd offer the preacher a drink if he had to. That'd be all right, go ahead and bury him." So they dropped the casket in the hole and started shoveling earth in, but the undertaker said, "Ooh, we really made an awful mistake."

So Hugh said, "what is it this time?"

"Oh Capt., we made a bad mistake we got Mr. Weirs feet where his head should be and vice-a-versa. Do you think he'd mind?"

He says, "No, you bent his knees, put him next to a preacher in the cemetary. No he wouldn't mind," and honestly, that's about the way it would work.

Robby: "That hurts me more than anything I've heard up here to hear that. I've asked a lot of people where Arnold Weir was."

Sol: "He never had no pain, just keeled over and that was it. He had a heart attack. He was going from Kunning from the airport to the hotel. Driving along, just went "ugh" and that was it."

Robby: Old Arnold! I flew under a high tension wire and cut the tail off a C46 and old Arnold met that airplane. He used to say I hit some Gooley birds. He called them Gooley. He'd always meet my airplane about 3/4 of the time. When I'd get out there, old Arnold would be outside. Usually he'd just sit in his jeep, wouldn't even look up one way or the other. I'd climb in. He wouldn't say more than 1 or 2 words and he'd take us to Customs. After that he'd be out there, he'd be just standing there looking up at the tail. He still wouldn't say anything."

Robby: "I took some Japanese gas right after the war in Manking, we were flying Chinking - Shanghai and then back to Nanking. The Japs had some gas stored there. We'd fill up the tanks and fly on. They said there was a lot of grass and water in their gas so I got there and said Alright, let's take a look at that gas. Blue color - pretty stuff but I didn't see any water or grass or weeds in it. It looked alright so I said run it through a chammy. So they started filling my tank and after 30 minutes, no, it was about an hour, and I got a tank filled. Then in about 10 minutes they got another tank filled. I climbed up on the wing and they had a hole about this big and they had worked it around where the hold was. Sol said. "Take the chammy out and go ahead and put the gas in." Then I was draining the sumps. So we did. We opened the sumps down there and pure water. We sat there and let that thing run for 10 or 15 minutes and a little bit of gas began to bubble out. I looked perturbed about that so I told my co-pilot and radio operator to go up there and hold hands and jump up and down on the wing tip in unison and they did and we got another 15 minutes of water. So we went on in, spent the night, came back the

next morning and repeated that thing. We drained a long, long time pure water, so we took off came back to Chingking. We hadn't been on but a few minutes.. I decided to see what we could do. I had 15 gallons left. It's a wonder it didn't quit right there on the runway at Son Oh Pa. I taxied up and old Arnold was there and I said. "Arnold, I took on some Jap gas with some water in it. Drain the sumps or whichever tanks is on and if you see any water check in the main line sump and if you see any water in that check the extremes." I went across the river to the hotel and he came over there in an hour and a half or 2 hours. "Good God a mighty, what were you a burning up there? We ran that thing for 1 solid hour and it was water."

Kenehan: "Did you drain the main line sumps?"

Weir: "Yup and he says it is absolutely full."

K. "Well did you pull the carburetor screen?"

W. "Yeh, wasn't a trace."

K. "Sol was ready to burn water."

Solinski: "You know where the Japs had a stockade before we went out to the hump after moving out of Hongkong. We sent all our gas in 5 gal. tins. We'd float it on a junk up the coast. This Jap Commander made a raid that same day. There'd be a bundle of money waiting there to get. So he'd take all his troops, go make that raid, of course clear the coast for us and we'd land our gasoline. Coolies would carry it up there. You know a 5 gal. tin, they'd put a hole in it, they'd drain off a gallon, put water back in and re-solder. They'd take a rock or hammer and bend the end over so if you had a bent tin you knew you had water. Gas was 4.00 a gal. up there. When we got to Kunning it was 20.00 US a gal., and when they first put the guard at the gate - this was in '43 - I don't remember, but they stopped many many gallons at the gate. Still, I saw them roll those barrels to town. They just rolled them.

Sol: We used to fly the blockade from Hongkong. I had a mechanic up there. That son of a gun would drain 50 gal. from the airplane and he was selling it 4.00 a gallon.

Ken: He could have got more than that out of it.

Sol: Pretty rich mechanic.

Sol: In Calcutta, all the cars and taxis, if they found gas with color in it, they knew that was air force.

Ken: "Where were you stationed most of the time, Sol?"

Sol: "I started in Shanghai in '32. We stayed there till the Japs got in in '37. We moved part of our base to Hangkow and Hongkong. We operated there till '41 when they hit us there and we moved to Chingking. The Japs went for us there so we went on to the Chungking and Calcutta.

Kenehan: "Did you have anything to do with building a runway on the sand bar?"

Sol: "We used to have great big rocks. Float them in on a barge. some were 3 ft. thick. Everyone of them a meter 39 inches. Every spring we'd be under 50 ft. of water. When the water would recede and we'd put a thousand coolies in there at a time. They'd fix every rock, level it off with sand, and away we'd go. Every spring, every one of them, because they'd be like this."

Kenehan: "Well that runway was 2200 feet long, wasn't it?"

Sol: "When we first went up there it was 1200 ft. We used to operate with Stinsons. Then we got the DC-2s and we extended it to 1500 ft.

Then we got the '3s we extended it to 2200 ft. and that's the way it stayed to the 46's.

Ken: "That's what I was saying. I guess that the power line up the river was always there." It was 315 ft., and in 17 seconds and you'd better be there."

Sol: "There was a couple of those damn power lines across the Yangse. There was one about half way between Kannkrow and WuChang the next base up the river. We had a guy that landed and sent a wire down and screwed the operator there. The co-pilot was flying and hit the wires. I sent a wire back - 'What was the co-pilot doing flying that low?'"

Ken: "What was the name of that airport you know when you take off at San Oh Pa and turn right up there?"

Sol: "I forget the name of it. We'd have to use that airport when we got the water. It was so far out of town".

Ken: "It wasn't so far, about 5 miles, but it would take an hour to get in. It was a rough road".

Sol: "You know it from the base from this airport it took 365 steps to get up."

Ken: "I never counted them but I tell you you'd walk up there and be blue in the face. After Chungking from the airport you went across the river in an old barge, and then your steps, they zigzagged."

Sol: "Old Harold Birby came out there. He was Vice Pres. of Pan Am, almost died of a heart attack".

Ken: "You know Suifu, have you ever been to town from the airport? I took a sedan chair around that hill".

Sol: "That's where the Japs caught Woodie on the ground, you know, bombed him. That's where I put that DC2 wing on a DC3".

Ken: "I always heard of that DC 2½, they called it".

Sol: "Old Douglas down there with engineers and technicians still argue it can't be done".

Ken: "It can't be done but you did it. Frank and I used to rub each other. We were overworked. He didn't realize we worked 18 hours a day, 7 days a week. He came in there, he went into Chuck's office, Chuck Sharp and he wrote a big letter and he says our maintenance should be improved, Chuck says".

Ken: "This was right after we all went into Shanghai, we were at Lung Hua North of town. We were operating in and out cause we went to Nanking and got gas. The army just piled them up till they got a tanker in there and laid a pipeline from the tanker to the airport. The planes were jammed up tight and one of them ran their motors up tail to tail and this one damaged the horizontal stabilizers. Damaged it pretty bad. I went out there and noticed it and turned that one down till they fixed it. So next morning Frank Higgs took it. So I'll bet you it was the airplane and not Frank Higgs. I turned that plane down and went ahead and flew in another airplane. I assumed they fixed it. Higgs took that plane by the next morning."

Sol: "I asked Channault one day. How many airplanes do you think were lost on the hump"? Chennault: "I don't have to think, Sol, 748."

Ken: "Where's _____, he was in that too."

Sol: "It's another case where someone jumped into an airplane without asking anyone about it - with the rudder locked".

Ax: "Is that right?"

Ken: "You know they put those shocks on the rudders."

Sol: "He sure tore up a nice new airplane".

Ken: "Yeh, he belly landed at Dinjan".

Sol: He broke an ankle and his legs were all bashed up a long time. He still walks with a limp. Ask him about that some time.

Ken: Old Arnold was so mad he could have killed him.

Sol: He took that airplane out.

Ken: I liked old Arnold Weir.

Sol: You know how big he was.

Ken: Yeh.

Sol: And he would always start a fight when we was really clobbered, and he never won a fight. The Gremlin was about 1/3 his size and he always beat him to a pulp. Black Eyes. Every time he came back from Dinjan with dark glasses I'd say, "Did you talk back again?"

Sol: We had a pilot - a little bit of a guy, and for some reason Arnold took a real disliking to him. The pilot had a class ring and it was a big one. Arnold kept picking on him and kept picking on him, and finally he got drunk enough, he said "now I'm really going to fix you." He squared off and the little guy hit him about 5 times before he could even move, and old Arnold's knees would buckle up.

Ken: Yeh:

Sol: I never seen him whip a guy but he sure had a lot of fights.

Ken: Old Arnold. One day I told him No. 1 engine the mixture was set too lean and he thought a minute and he says, "can't be" You know maintenance. If a pilot says theres something wrong with the airplane you had built 3/4 of a fist in front of you already. You know that old Arnold did that too. So finally I explained how I ascertained it was that way. He'd listen to me and I'd run that engine through and we argued I guess an hour; and he just tole me that I was full of prunes. He didn't say nothing and he changed the carborator on that engine and that's when he started meeting my airplane every time I landed.

Sol: When we first started out there we had Lonings and Stinsons. Stinsons had J-6s in them that was a notoriously rough engine. You could smooth that engine out, pull the prop, take the screw out of your propeller shafts, at the time the whole thing was in 1 piece. Turn the prop 15° one way. If it didn't smooth it out turn it 15° the other way. "Old Arnold was master at that. We brought this fellow Lotta out. You remember Jim Lotta in engine shop.

Ken: In Calcutta.

Sol: Yeh, he came out from HongKong. He knew engines alright. Old Jim gets a prop laps it, balances it. He says that engine was built smooth and thats matched. Old Jim matched everything, the pilot goes out and comes back rough engine. Old Lotta did this and did that for about 3 days they were fighting that. Arnold was away up the river somewhere and came back. "No Jim, no sir, by God. Don't have to change the propeller". Arnold walks up, pulls the cotter key, pulled the prop, swung it around, put it in, that was the end of the rough engine.

: What was it just the fact

Sol: You'd get a harmonic sit up there. Nothing else you could do. We had to do the same thing in Miami on the stratocruisers when Boeing first came out. You didn't know just why but the 2 inboard engines you had to move the props 30° on the spline. If you didn't do that thing, it would set up a harmonic and just vibrate so bad it would tear itself to pieces. Nobody ever answered the why. But there it was. Well I think I'll go down and see what Mama is up to.

He goes.

Kenahan: That Soldinski, did you know he was the chief maintenance before Arnold Weir. Arnold became chief after Soldinski left. You know you and I were out there it was Arnold. You know Arnolds dead. Died in 1950 in Kunning of a heart attack. He's buried there too."

NORMAN & WHITE AERO SERVICE

P. O. Box 323
EDINBURGH, TEXAS 78539

March 23, 1973

Reg Farrar
CNAC News Letter
132 Gifford Ave.
Jersey City, N. J.

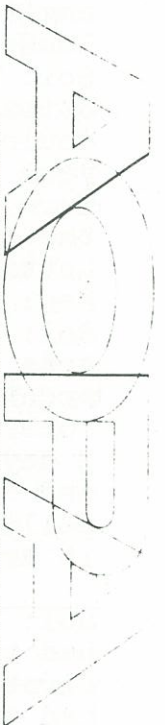
Dear Reg:

Enjoyed the recent news letter and particularly the original version of the G-NAC Cannonball. After the war, we added to the original with the verses listed below. I cannot take full credit for these because my collaborators were the inmates and frequenters of 301 Columbia Circle, Shanghai, China. Namely, Charley & Emma Jo Uban, Joe & Isabel Michaels, Bob & Nancy Jenkens, Steve Kusak, Lad Moore, Maupin, Mary Margaret Pottschmidt and others.

1. The war was finally over
The old Hump days were through
And Ceonac moved to China
As they'd always planned to do
2. McDonald was chief pilot
With Sharp he looked ahead
Said better days are coming, boys
That is if you aren't dead
3. They looked all over China
For places rough to fly
Where ice was bad all winter
And mountains that were high
4. Tame flying for Hump pilots
Would surely be a bore
So they hit the other limit
Pottschmidt's Kamikazi Corps.

Sincerely yours,

Butch Norman



March 23, 1973

Mr. Reg Farrar, Editor
CNAC News Letter
132 Gifford Avenue
Jersey City, New Jersey

Dear Reggie:

I certainly enjoyed the latest copy of "the CNAC Cannon Ball". Many names certainly bring back memories of Calcutta, Dinjan and Shanghai.

A couple of 'funnies' that I just remembered - the morning we were awakened by the houseboy telling us to come look in the bathroom. We were then living on the top floor of an eight-storied apartment building in Calcutta. Upon checking the bathroom we found we had purchased and brought home the night before the most swayback nag in Calcutta! What were the carriage-type conveyances called in Calcutta? Anyhow, we had bought the entire rig. Just couldn't get the carriage into the elevator with us and the horse so it was parked in the driveway.

And the time while I was operating the tower and living with Maj and Woodie in the bungalow in the teagarden at Dinjan - I came in one afternoon from the airfield and found a bunch of "large worms" on the bathroom floor which was downstairs on the ground level. I got a broom and swept them out the back door and went up and told Woodie. When he returned from an inspection of said "large worms", he advised me they were baby Kralt snakes! We evacuated fast until the bearers finally rounded up the mama and babies.

And the time the funny-boys at Dum Dum put my convertible MG that was parked outside the Ink Room on a freight plane and it went to Kunming.

Guess I could go on and on. Those were fun days.

Love to hear from you.

Personal regards,

Kathy
Catherine Howser
Director
Flight Department

CH/JY

When writing ALWAYS use your AOPA number

Member: International Council of Aircraft Owner and Pilot Associations

REPORT OF REUNION JULY 6-8, 1973 OLAI, CALIFORNIA

The reunion of CNAC Association was held as scheduled. It wasn't quite the same because Pappy Quinn couldn't make it. It started with a steak fry and cocktail party given by Bowling.

The CNAC Business meeting elected officers:

Pres. Zigmund Soldinski
Vice Pres. Richard Rossi
Sec. Reg Farrar

Walter Quinn was elected permanent Treasurer

Discussion centered chiefly around a trip next year back to Calcutta in September or October. An attempt will be made to refly the Hump. There will be more about this later after the Travel Committee investigates possibilities of going into Peoples Republic of China.

The CNAC Banquet featured a talk by Dr. Ralph Mortensen on need for freedom of China. He is a former missionary in China and lived there prior to the war, was interned, repriated and returned to stay there years under Communism.

At the banquet we had the honor of awarding placks of recognition to R.W. Pottschmidt for exceptional service in the Hump operation, the first successful air lift in history; and to Z. Soldinski for his wizardry in keeping CNAC flying.

All in all it was a very good time. If you didn't come you missed a good time and an opportunity to see some old friends and hear a few stories of those days when we were young.

ITEM:

We are preparing a new membership list. If you have changed your address let us know.

ITEM:

You all owe dues - \$10.00. The new treasurer is Robert Rengo Box 131, Kaleva, Michigan. Don't be bashful; we need money. He will be just as happy to take it from you as Pappy did.

ITEM:

We are all invited to become members of the Shanghai Tiffen Club of New York. It meets monthly on the 2nd Thursday in New York City, with programs of interest usually relating to China. Anyone can join, although meetings are all in New York City. Dues are \$5.00 a year (\$7.50 if you live in NYC). Apply to D. Atterbury. The next meeting is Sept. 13, 1973, at the Flower Drum Restaurant on 2nd Ave. between 45th and 46th Sts. NYC.

All are invited.

Notify DR. M. DAISY ATTERBURY

Butler Hall, Apt. 5-P
400 West 119th St.
New York City 10027

ITEM:

Mac has a few copies of History of CNAC-Wings Over China, Vol. 1&2. They will never be available again. They make good gifts and your local library should have copies. Vol. 1 \$1.50 - Vol. 2 \$3.00. Order from Wm. McDonald, Jr., 2201 Crest Road South, Birmingham, Ala. 35209.

ITEM:

Drop me a line about what you are doing and a story about the old days. I need material for the next issue of the CNAC Cannonball.

ITEM:

Travel plans. As previously noted - Venezuela in Jan. 76. Caracas with a trip to Angel Falls. I will go even if I go alone. Since I like company, come along. Let me know if you can go as soon as possible.

by Oct 1, 73

ITEM:

Bob Rengo will be our resident host for fishing in Lake Michigan in June 74. They catch 15 lb. salmon and trout there. Come get one. We will keep you posted - probably last for 4 days and cost, with motel, meals, etc. upward to \$200.00 a couple.

Incidentally, these are all nonprofit. Any savings will be refunded. If you need company to go somewhere, let us know. Maybe someone else will like the idea and go along. If there are enough, group booking will save you money. Most important, lets do things together.

ITEM:

There will be regional CNAC meetings in Miami, Los Angeles, San Francisco and New York on October 6, 1973. Expect a letter sometime in September about the meeting in your area. It will be at a local restaurant for dinner.

Notice: If you have something you want in here, for whatever reason, send it on and I'll include it.

In Memorium

Walter Quinn passed away on August 16, 1973 in Fort Worth, Texas

There are several copies of the first issue still available. If you didn't get a copy, let me know and I will send you a copy.

More on trips:

The Caracas trip is only from New York. The fare alone to Caracas and on to Angel Falls is over the cost of the trip. Because of the lateness of this notice the deadline will be later about Oct 1.

The trip back to Dinjan is being worked over with the hope of visiting the mainland, Shanghai and Peking with a trip over the Hump. We are in contact with the representatives of the People's Republic of China about the possibility. Nothing is set yet but it would be great if we could make it work.

Item:

We have received a letter from Christopher Colthorpe who is undertaking a study of Chinese civil aviation and especially about CNAC. It is part of his graduate study. He may be in touch with many of us. Chris is the son of one of our members, Kenneth Colthorpe