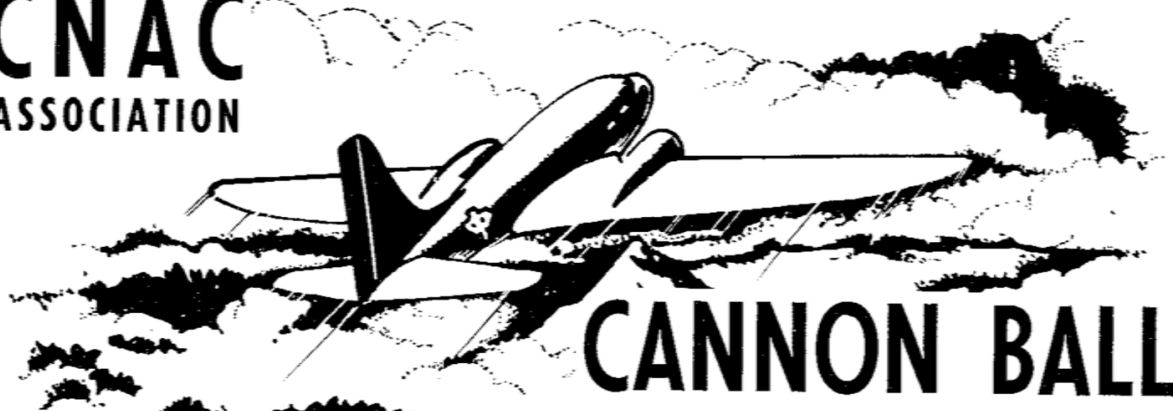


CNAC
ASSOCIATION



MARCH 2019

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Craig Chinn, VP Communications
Valerie Parish Kendrick, Sec/Treasurer



Captain Moon Chin, at his kitchen table, inspecting photos in a proof of CNAC member Ben Barrett's upcoming book *The Spirit Behind The Spirit of St. Louis*, about Ben's grandfather, Harold M. Bixby. As a representative of Pan American, Bixby worked in tandem with William Langhorne Bond for Pan American and CNAC in China from 1933 until August 1937, when he and his wife and four daughters had to flee Shanghai when the Japanese invaded. He continued on with CNAC after August 1937 but his work took him to Manila, Macao and Hong Kong instead of China. We have been eagerly awaiting the release of this book, and in the meantime Ben has given us a preview in the form of an entry from Bixby's flight log book, which is reprinted elsewhere in this issue of the Cannon Ball.

CNAC...FOREVER?

It has been over a year since the last Cannon Ball showed up in your mailbox, and 18 months since we had a reunion. Jack Young, Bill Gilger, and Felix Smith have left us, some would say "gone to Hogytaw" (see <http://www.cnac.org/hogytaw01.htm> for the history of that term). When some CNAC pilots and employees got together for the first post-war reunion in May 1954, leading to the formation of the CNAC Association, I'm sure none of them imagined that there'd be anything left of this organization nearly 65 years later. And yet, there is continued interest in the CNAC story. Friendships and connections endure, fostered by war experiences, as well as past reunions and travels together.

In this issue, you can read about three new books that feature CNAC individuals and events. The Historic Flight Foundation will be flying CNAC #100 cross-country for a flyover near New York City, and then across the Atlantic (really!) to participate in the upcoming 75th Anniversary of D-Day commemorations. When CNAC #100 returns, it will be housed in museum in Spokane WA, and there may be a call for information and artifacts to tell CNAC's story. Meaningful progress continues to be made locating and recovering MiA aircraft and airmen. CNAC Association officers held a business meeting in September; please read Craig Chin's report which follows. The reunions we have enjoyed in the recent past at Embassy Suites in Burlingame must to be rethought as costs have become prohibitive, and we need new leadership to take charge if we decide to continue to get together. Your ideas and involvement are essential to keeping our group moving forward.

CNAC forever!
Eve Coulson, Editor



Dinner with Moon Chin, September 2018

Craig Chinn, Gilbert King, Tom Moore, Lily Pan, Yanni Lieutenant, Eve Coulson, Moon Chin

CNAC ASSOCIATION UPDATE AND BOARD MEETING MINUTES

by Craig Chinn, Vice President
(cchinn2520@att.net)

Greetings to our China National Aviation Corporation Association members and friends! We wish all of you a Happy New Year. Your CNAC Association board of directors has been busy and wants to share with you our current status and what we are looking forward to in 2019.

First of all, we were disappointed in having to cancel our 2018 annual reunion. We were looking forward to getting together with everyone. The primary impetus was the huge cost increase Embassy Suites required of us. The hotel wanted your association to guarantee a total spend of \$20,000 for the four nights and five days. This involved an increase in the cost of the meeting space and an increase to over \$200 per night room rate.

We will try to look for an alternate and less expensive location. We are even open to options for another city. If we move too far, we lose the option of Moon Chin hosting us for dinner. Moon really looks forward to this dinner every year.

CNAC Association's annual board of directors meeting was held on Thursday, September 6, 2018 at 500 Laurent Road, Hillsborough, CA in Moon Chin's cabana. Eve Coulson, Tom Moore and Craig Chinn attended in person and Peggy Maher attended by telephone. Valerie Kendrick was not able to attend. The board meeting started at 1:00 pm. Our primary discussions involved maintaining CNAC Association as an ongoing non-profit club. The following tasks were discussed with future action required on all:

1. Confirm our non-profit incorporation status as an association.
2. Create new by-laws as the current by-laws have an expiry in 2019.
3. Identify continuing board members.
4. Develop a plan for our next CNAC Association reunion.

The board meeting concluded at 3:00 pm.

Confirming Incorporation Status

CNAC Association was registered as a perpetual Washington State non-profit corporation on August 1, 1979. Our Unified Business Identifier ("UBI") number is 601 820 890. Unfortunately, the association has been listed as INACTIVE since 2002. The Secretary of State of Washington State online database indicated the INACTIVE status is due to the non-filing of meeting minutes for the preceding four years.

We later attempted an online "REACTIVATION" but the process was rejected. Contact with the Washington State Corporations Desk indicated Washington State statute provides a five-year window to reinstate after an administrative dissolution. A new entity will have to be created. The actual registered name is C.N.A.C. Association.

Task: We will have to file new incorporation documents.

New By-laws

The existing CNAC Association by-laws were written in 1979 with an expiry date of forty years from execution. As most founding members would be over one hundred years old by 2019, they did not expect to be managing CNAC Association past 2019. Please note that the by-laws require all remaining monies to be donated to the San Diego Air and Space Museum, if and when CNAC Association is permanently shut down.

As one of the few World War II organizations to successfully transition to the second generation, your current board members happily took over responsibilities in 2008.

Task: CNAC Association is requesting pro-bono assistance from an attorney member to prepare new by-laws to closely model the original by-laws.

Identify Continuing Board Members

Your current CNAC Association board of directors is as follows:

President: Peggy Maher – Peggy has written the following:

"My time as President has been very rewarding but I need to move on to some personal and professional projects. I will always be involved in CNAC and will continue to help to tell the story of CNAC and its people. This position takes a considerable amount of time to plan the reunion, organize new projects, provide information to people, and work with organizations and individuals working on CNAC-related things. However, it also offers the opportunity to work on some interesting projects with interesting people. I look forward to working closely with the new President during the next year."

Task: Identify candidate for President of CNAC Association

Vice President: Eve Coulson – Standing for reelection

Edits, produces and distributes the publication *Cannonball* for CNAC Association

Vice President: Craig Chinn – Standing for reelection

Technical and administrative support for CNAC Association and reunions

Vice President: Tom O. Moore, Jr. – Standing for reelection

Manages and maintains CNAC Association website cnac.org as webmaster

Secretary/Treasurer: Valerie Parish Kendrick – Standing for reelection

Manages accounting and minutes of CNAC Association

Member At Large: Peggy Maher

Member At Large: John Lisk

Honorary board members: Pilots Emeritus Moon F. Chin and Peter Goutiere

Task: Request membership to vote for or against impaneling new board of directors

Next CNAC Reunion

Task: Locate nearby hotel with reasonable conference and room rates

HISTORIC FLIGHT FOUNDATION FLYING CNAC #100 TO D-DAY 75TH ANNIVERSARY

By Liz Matzelle and John Sessions



Historic Flight Foundation's C-47B, CNAC #100 (N877MG), will participate in the 75th Anniversary of D-Day in Europe the spring! The aircraft previously traveled to the CNAC Association reunion in San Francisco, CA with Captain Pete Goutiere. After crossing the continent from Seattle, WA, N877MG will join a group of approximately 20 C-47s in Connecticut in mid-May. Following formation training and a Hudson River Flyover on May 17th, the formation will cross the Atlantic, arriving in Duxford, England in the

first days of June. Public events including mass formation flights and paratroop drops will draw huge crowds from June 3rd-5th. On June 5th, all 35 C-47s (about 20 from North America and 15 from elsewhere) will depart for an historic Channel crossing and mass paratroop drop over an original D-Day drop zone. From 7th-8th, the formation flights and paratroop drops will continue from Caen Airport in the north of France. On June 9th the assembled C-47s will depart for Germany to commemorate the 70th Anniversary of the Berlin Airlift. Stops will include Wiesbaden, Fassberg, Berlin and Schonhagen. CNAC #100 will remain in Europe to participate in the Flying Legends Airshow in Duxford, England before returning to the U.S. and EAA Airventure in Oshkosh, WI. Volunteers and flight crews from Historic Flight Foundation will accompany the aircraft throughout its journey to educate visitors about the history of CNAC #100.

Those interested in attending commemorations are encouraged to join us. Consider opportunities to fly in CNAC #100 cross-country to Oxford, Connecticut, across the Atlantic to Duxford, or in short flights over the departure airfields of England or battlefields of France. For details, contact visitorservices@historicflight.org.

Join the mission and support CNAC #100 in Normandy. Contribute at gofundme.com/DDay-75
More information about the Daks Over Normandy D-Day Commemoration can be found at www.daksovernormandy.com Daks are C-47 Skytrains (Dakotas)

A brief history of this aircraft: CNAC #100 is C-47B serial number 20806, built at the Douglas Long Beach factory. Delivered to the Army Air Corps, it was gifted to the China National Aviation Corporation to bring supplies to China via the "Hump". Captain Pete Goutiere (photo left, September 2018), a co-pilot and a Pan Am navigator flew the aircraft from Miami to India to begin service over the Himalayan mountains. Post-war, CNAC #100 joined the CNAC fleet at Kai Tak after the Communists came to power in China, but eventually returned to the U.S. Entering service as an executive transport for Johnson & Johnson in 1953, CNAC #100 passed through several owners before finding its way to Historic Flight Foundation. Restored to its 1953 configuration with the original executive interior and painted in Pan American Airways colors of the 1940s, this is the last surviving CNAC aircraft in the world. Historic Flight's mission is to inspire future generations by sharing the aviation accomplishments of the past.



THE ADVENTURES AND ACCOMPLISHMENTS OF BOB WILLETT, LATELY

Zero visibility and four aircraft inbound: it quickly became the worst single day in early commercial aviation. This is how Bob Willett's article, "The Black Christmas Disaster" in the April 2018 issue of *Air&Space Magazine* begins--

A heavy fog blanketed the airport in Shanghai, where four airliners were bound. A city on China's eastern shore, where the Yangtze and Huangpu rivers run into the East China Sea, Shanghai has a climate not unlike San Francisco's, with a morning fog that usually burns off by lunchtime. But on Christmas day 1946, instead of dissipating, the fog grew thicker as the day wore on. At the city's Lughwa Airport, tensions rose as visibility reached zero. Nervous airport staff who had been out celebrating the holiday began to report in once they heard about the incoming flights, whose pilots circled for hours, burning up fuel reserves and trying to get a glimpse of the runways below.

Don't you want to read more? You can, online at <https://www.airspacemag.com/history-of-flight/black-christmas-china-air-disaster-180968348/#o48F3QEly7qsgGfz.99> (or get it in print!)

In October, Bob wrote, "As many of you know, we have been trying for many years to bring Jim, a WWII MIA, home from his crash site near Dali, China. Son Tom and I returned from Chengdu, China on October 17, 2018 after attending a ceremony honoring Jim with a new statue located in the Square of Chivalrous Friends of China at the Jianshuan Museum in Anren.



"We also met with a representative of the Shenzhen Longyue Charity Foundation, a charitable organization set up to aid war victims. Attached is a summary of their mission. As a result of our meeting, set up by and attended by Angie Chen of Guangchow, the organization offered to search for remains at the CNAC #60 wreck site and identify any remains uncovered. The organization will fund the entire operation so no funds are required.

"While there may be some hurdles for them to overcome, they were completely optimistic about final results. Frankly, this was an incredible turn of events.

"Josh Rushton put together an epilogue that he added to the clip he posted some time ago. He is nothing short of a genius on reconstruction and innovation of films and internet."

The Short Life of Jimmie Browne

<https://tinyurl.com/y7v7pz3w>

And as if that isn't enough, Bob's latest book, *The Hunt for Jimmie Browne: An MIA Pilot in World War II China* is due to appear in bookstores this fall. We're impressed, Bob, and we can't wait to see it!

MIA RECOVERIES CONTINUE

Clayton Kuhles reports (1/27/19):

I've been quite busy with MIA search and recovery missions. I recently completed a lengthy expedition in the "first range", that high range of mountains along the India-Burma border that brought down so many aircraft from severe icing and turbulence. I've identified 12 additional US aircraft crash sites as a result of the latest search expedition. I plan to return there this season to complete the crash site documentation process.



Last fall, I was invited to Pensacola, FL to meet the family of B-25 pilot John L. "Blackie" Porter III, whose aircraft named "Blackie's Gang" I had found some years ago. We gave a presentation to the Navy League at a totally sold-out event held at the Pensacola Yacht Club. The B-25 pilot was famous for rescuing US aircrews downed behind Japanese lines in Burma, including CBS News war correspondent Eric Sevareid. The MIA Recoveries Facebook page has a link to the expedition video for this aircraft discovery.

Also last fall, three airmen who I recovered from a C-109 crash site in northeastern India were finally identified through DNA and returned to their families for burial.

More recently, CBS TV did a 3-hour interview at my home and also interviewed the family of B-25 pilot John L. Porter in Pensacola, which was broadcast on Super Bowl Sunday (<https://youtu.be/Ja65-1QBQmg>). There's also initial action on developing a documentary on some of the crash sites I've found in the "first range". We recorded a second interview that will be staged around a campfire and targeted for a documentary.

Editor's note: In recent years, Clayton Kuhles located the crash site of two CNAC employees, Captain Russ Coldren, CNAC Association member Russ Coldren's uncle, and Jimmie Browne, Bob Willett's cousin, mentioned on the previous page. Clayton can be reached at claytonkuhles@cablone.net.



CNAC family: Dale and Vernon Tom visiting Susan Ip in Hong Kong

SURVIVING THE ATTACK

This is a transcription of Hugh Woods' account of the August 24, 1938 Japanese attack his Douglas DC-2 Kweilin, the first passenger aircraft ever shot down by enemy aircraft. Similar accounts can be read in *The Dragon's Wings* by William M. Leary, and the cnac.org website, but this version is complete. This transcription was done by Ben Barrett (grandson of Harold M. Bixby), who found a copy of Woods' report in amongst the Bixby archive. This archive has been amalgamated into a book entitled *The Spirit behind the Spirit of St. Louis* by Barrett and the four-page report can be found on pages 292 & 293.

Woods was able to land the plane with no fatalities; however, the machine gunning of the downed plane by the Japanese caused at least nine people to perish. Others may have drowned. Joe Loh, the radio operator, and one of the three survivors can be seen on page 166 of Barrett's book.

Pilot's Report

Hong Kong
August 26, 1938

At 8:04 a.m. August 24, C.N.A.C. Douglas Plane No. 32, piloted by myself departed from Kai Tak Airport, Hong Kong, enroute Wuchow, Liuchow, Chungking and Chengtu.

A few minutes after leaving the boundary of the Colony, at an altitude of approximately six thousand feet and still climbing, I sighted eight planes directly ahead of me which I took to be Japanese, having seen similar flights of Japanese planes in this vicinity. I turned around and came back to the edge of the Colony, to give the planes time to pass, then proceeded on my course of 297 Degrees, at an altitude of 8,000 feet.

As I reached the west end of the bay between Hong Kong territory and the mainland, at about 8:30 a.m., I looked back and sighted five pursuit planes diving in my direction. They were at that time about 3,000 or 4,000 feet above me and perhaps a half a mile to the rear. I immediately looked for some clouds into which I could take cover, and noticed a small patch at an altitude of about 3,000 feet just a short distance ahead and slightly to my left. I immediately put the plane in a steep dive and reached these clouds only to find they were covering the tops of some small mountains which projected into them.

I went into the edge of these clouds and was in there for a few seconds and emerged on the other side. Directly ahead of me all was clear so I started to run to re-enter the clouds when I heard machine gun bullets striking the plane. I was conscious of what seemed to be two bullets striking inside the control room. I immediately started descending in a tight spiral. During the spiral I could see the shadow of my plane, also the shadow of another plane directly at my rear.

The terrain immediately underneath consisted of small rice paddy fields surrounded by dykes. I considered it extremely hazardous to attempt a landing on land, due to these dykes, so headed for a river a short distance to my right.

I shut off the engines, cut off the motor switches, and disconnected the battery, and glided into a landing on the water. During this time the plane was being struck by machine-gun bullets.

The plane was landed safely near the right-hand side of the river. By the time the water cleared from the windshield, however, the current had caught the plane and swept it into the middle of the current.

I first ascertained that everyone in the plane was unhurt. I instructed that the outside cabin door not be opened, but the steward had already opened it as the water level was approximately two feet below the lower part of the door. I instructed the radio operator to notify all concerned that everyone was safe.

As soon as the plane stopped, the pursuit planes started machine-gunning us. I raised the emergency hatch cover in the front of the control room and looked up in the direction from which we were being attacked. At this time I could see the attacking planes clearly and positively identified them as Japanese. They were pontoon bi-planes. Although I could see the markings clearly, I did not take the time to notice whether they were single-place or two-place.

The only sampans on the river were being rowed away by their occupants rapidly. I then noticed a sampan tied up to shore directly opposite our position. I turned to the radio operator and co-pilot and told them to instruct the passengers who could swim to jump, and that I was going to attempt to reach shore and secure the sampan. With this I jumped into the water and started swimming toward shore.

It is not until I started swimming that I noticed the current was so strong. I estimated it later at about four or five knots. As I was progressing towards shore several Japanese planes dived on me and machine-gunned me. At first I submerged myself when they started shooting, but later became so exhausted I could not do this. Many bullets came extremely close; so close in fact that it left no doubt as to whether they were aiming at me or the ship. After what seemed an endless time, I reached the shore in a state of complete exhaustion. I was unable to raise myself out of the water for some time.

Either at the time I reached shore or at the time I finally pulled myself completely out of the water, I saw the Douglas a considerable distance downstream, half submerged, floating in a nose down position. I believe it was at this time I looked at my watch and ascertained the time to be 8:50 a.m.

It was probably an hour before I could stand. I was violently ill at my stomach.

As soon as I gathered sufficient strength, I started walking along the bank of the river in the direction the plane had disappeared. After walking approximately a half mile, I came upon a soldier and was led to where another group of soldiers were located. Both the soldiers and myself were trying to get information, but as they spoke no English I spoke no Chinese, were unsuccessful. Even at this time the Japanese planes were still in the vicinity. Just when they stopped machine-gunning the plane and myself, I am not sure.

After numerous unsuccessful attempts on the part of the soldiers and myself to communicate, I was put into a small fishing boat, accompanied by one soldier, and proceeded with the current into the interior. I understand this was a tidal current that was flowing.

We rode for more than an hour and finally landed at a small village. Then we walked for quite some time and finally I was taken to a large soldiers' barracks. There we were still unable to communicate, due to the lack of an interpreter.

After more time we entered rickshas and proceeded to the home of the district magistrate. It was from him I learned that up to that time only one passenger, who had been wounded, and the radio operator and myself had survived.

I then proceeded to Macao in the magistrate's car, accompanied by the wounded passenger. I saw that the passenger was placed in a hospital and then contacted Hong Kong Airport radio by means of the Pan American radio at Macao.

I proceeded to Hong Kong aboard the USS "Mindanao" arriving at 1:00 a.m. August 25.

The attack, I feel certain, was not only unprovoked, but prearranged. Having sighted these planes on several occasions en route from their base south of Hong Kong to objectives north at about this same position. I have noticed they were always in a climb and at an altitude of between 6,000 and 7,000 feet, which would be about normal, considering the distance from their base. On this particular trip, however, when I first noticed them, they were around 11,000 or 12,000 feet, and from their speed it was evident that they had dived from considerable distance even then. Also I was attacked from such a direction as to make it impossible to attempt turning around and reaching Hong Kong Colony. Then, in my opinion, the most conclusive evidence that shooting down my ship was their definite objective was the fact that after I had been forced to land, and the plane had been sunk, they continued to stay in that vicinity, instead of continuing as they would have done, had they started out on any other objective. I understand Dr. Sun Fo had intended to take my plane that morning, and it is very probably that the Japanese War Office thought they were eliminating him when they shot down my plane.

(Signed) Hugh S. Woods—

Jack Young (1914-2018)

Even though he lived longer than most CNAC personnel, Jack Young's story is one we wish we knew better. He flew as a co-pilot with Ed Chin, and also made great contributions to the aviation industry in Hong Kong because of his mechanical engineering background, working for Hong Kong Aircraft Engineering Company Limited (HAECO) until he retired. We all enjoyed seeing him at recent reunions (with Renee Robertson in this photo). If you can add to our knowledge, please contact Tom Moore pepperbud@dc.rr.com or Eve Coulson eecoulson@gmail.com. We will include it on the website and in the next newsletter.



William F. Gilger, CNAC Ricekicker (1925-2018)

Born in 1925 in Santa Monica, Bill was reared in Santa Monica and Pasadena. He and his family lived in Pasadena, Compton, and Lakewood, moving to Concord, California in 1965 where they lived for 23 years, moving to Simi Valley, California in 1988. A graduate of Pasadena Junior College Lower Division in 1942, he served in the AUS for 2 ½ years during World War II including eighteen months in the China Burma India Theatre of Operations where he attained the rank of sergeant, receiving the Air Medal and three battle stars. After the war he received a Bachelor of Science degree from the University of Southern California in 1949 and joined Matson Navigation Company where he worked for the next 34 years, retiring in 1983 as a Senior vice President. He is survived by his son, Dr. Jeffrey Gilger and grandchildren (Daniel and Annabelle) of Mariposa CA. Marie Acquarelli Gilger, his wife of 48 years predeceased him January 24, 1995 and his daughter, Diane, predeceased him December 19, 1999.



THIRTY-FOUR DAYS WITH CNAC by Bill Gilger

(slightly edited from the original article which appeared in the 1998 Cannonball)

I returned to Kunming on September 23, 1944 from an ill-starred tour into Kwantung Province. Z Force was my unit and we were seconded to Chinese forces in groups of three or four to gather information and help train Chinese troops.

Having stopped atabrine (anti-malarial drug which turned us all yellow and malaria emerged as we stopped the pills), I entered the Kunming Hospital with malaria on October 7th and was released back to my unit on October 15th. Reporting in I saw a notice on the bulletin board advertising for volunteers to kick rice. At nineteen years of age this sounded like just the thing to do.

Thirteen GIs and one small Lieutenant (name of Nida) sent along to keep us out of trouble arrive at Hostel #5 (Kunming airport) on October 23, 1944. There we found CNAC C-47s as a surprise since we had assumed we would be in AAF planes. We didn't wait long; my initiation to kicking rice came on October 24th in Plane 66 piloted by Ray Hilgert.

The routine was with the pilot, two Chinese kickers and myself. We would leave Kunming early make the drop and go on up to Dinjan and have lunch while cargo was loaded aboard for the return trip. The Chinese kickers were rounded up and sent back together and the pilot and I would wait for a plane - not usually the same one and return was not always with the same pilot. Going back to Kunming (usually arriving after dark) it would be just the pilot and myself. In the 22 drops I made this routine never deviated.

The rice cargo to be dropped was made up of two thirty-pound jute bags inside a larger bag making the unit 60#. We loaded 60 bags each trip totaling 3600#. An aside - seemed to be a thing with most pilots (maybe all, can't recall really) that during their rather casual walk-around prior to take-off they would stop at the tail wheel and water it down. I did the same when appropriate and it seemed to work for me.



On arrival over the drop area the pilot would make one pass at the target and signal me to toss one bag out in an orientation exercise. Then as he took the plane around, the Chinese men and myself would stack approximately 12 bags in the doorway. They were stacked with the bottom two bags laid side by side across the doorway and right on the sill. The balance of the bags were then criss-crossed to establish a stable pile. One of the Chinese would lie with his back against the bulkhead opposite the door and his feet against the pile. The other Chinese would stand forward of the door grasping the rear forward ear of the forward bag.

I would stand aft of the door grasping the rear after ear of the after bag. It was always a race to get the bags in place before the plane's circuit was completed. .

On the second approach to the target the pilot would signal drop and we would push and boost the pile out. Then I would hang out the door to (try to) count the target hits. We then did the same thing for four more circuits. That meant six passes at the target and we could go on to lunch.

We did not use safety lines as did the AAF crews - may have had them I don't recall. Also the parachutes were tossed in back of the cockpit - never saw anyone put one on. Only almost lost it once. It was a drop south of Ft. Hertz - a mountain drop anyway where the pilot had to pull up abruptly turning to the left (unfortunately) as he went up. On the first pass, as I leaned out to check the drop, he went up and left, my body stayed down as I lost grip on the handhold. One Chinese grabbed my foot and the one in the doorway with me grabbed my belt - I was out almost to the waist. I forgot the target count.

On November 27, I was called back to Z Force, leaving with some reluctance. Our group had a jeep assigned to us and permanent passes. Even the officer/enlisted night alternates didn't stop the guys who could fit into the Lieutenant's uniform. Even though we flew most days, there were more days in town than we would have had with our unit. The food was good at Hostel 5 and we had a really good time of it.

That was my 34 days with CNAC. As minuscule as this period may seem, I sometimes think kicking some 40 tons of rice to the men in Burma may have been more of a contribution than all my other service. Of all the men listed above I have met only five in the past 52 years. I had lunch with Bob Prescott in the 70's and recently spent a couple of days in San Diego with Peter Goutiere, Jim Dalby, Ray Gilliland and Dick Stuelke. Of course, I met others including Fletcher Hanks. Most pleasant and look forward to more such gatherings.

Felix Smith, Pilot for CNAC and CAT (1918-2018)

(this is an excerpt from the obituary which appeared in The New York Times, October 17, 2018, written by Sam Roberts. To read the it in full, go to <https://www.nytimes.com/2018/10/17/obituaries/felix-smith-dead.htm>)



Felix Smith, a swashbuckling pilot for a Chinese Nationalist airline that flew covert missions over Asia for the American government during the early days of the Cold War, died on Oct. 3 in Milwaukee. He was 100.

The cause was complications of pneumonia, his nephew Geoffrey McLeod said.

Mr. Smith's death, at a hospital, came the day before a reunion of fellow surviving members of the airline, Civil Air Transport. It had been scheduled in Milwaukee in his honor.

Civil Air Transport, which was later run by the C.I.A., was a back-channel carrier assembled in 1946 by former Lt. Gen. Claire L. Chennault of the Army Air Forces using surplus World War II planes and a supply and maintenance ship and recruiting pilots from the Flying Tigers, a volunteer World War II unit famed for its exploits in the skies over China. The airline's aim was to undergird the Nationalist leader Chiang Kai-shek in the protracted

civil war against the Communists.

The airline's facade as a civilian commercial enterprise concealed Washington's support for Chiang and for the mass evacuation of his followers from the Chinese mainland to Taiwan after he was defeated in 1949.

The airline also provided tactical assistance to the colonial French as early as 1950 in their war against the Viet Minh, the Communist-supported group seeking independence for Vietnam; helped airlift refugees fleeing North Vietnam after the French were vanquished in 1954 at Dien Bien Phu; and engaged in other clandestine operations in North Vietnam, Laos, Thailand and Indonesia.

Mr. Smith and fellow members of the Civil Air Transport Association also prodded the government to recover the bodies of imprisoned and downed crew members and to honor them posthumously.

His memoir, "China Pilot: Flying for Chennault During the Cold War" (1995), begins with the epigraph: "For whom there were no bugler's taps or names inscribed in stone. Their bones rest in alien ground unwet by tears.

Hello Folks,

It has been a long time since I last updated you regarding the airline and its employees. All of these links lead to information I have recently added to the [cnac.org](http://www.cnac.org) website.

<http://www.cnac.org/wen01.htm> Unfortunately, Dr. Wen passed away in 2017.

<http://www.cnac.org/accident050.htm> Discrepancy on who the co-pilot and the radio operator were. As with everything, if you see any needed corrections or additions, please let me know. Thanks...

<http://www.cnac.org/kcfan01.htm> And then someone just pops up out of nowhere. My thanks to David Fan for sharing his grandfather's time with CNAC. David – Please let me know that you are getting my e-mails. Thanks, Tom...

<http://www.cnac.org/chambers01.htm> Here's a bio on Allan Chambers from his son, Tom Chambers. Thank you Tom, Tom...

<http://www.cnac.org/emilscott/aloha01.htm> Ever since I saw the movie, "Six Degrees of Separation", I truly believe that we are all connected – somehow! Just a person or two away from another person we might know. Scroll down to "FLASH-NEWS ALERT-July 18, 2017" on my Uncle Emil's page and read about the someone named Minnis in that going away photo of my uncle...then read about Gil: <http://www.cnac.org/emilscott/minnis01.htm> Then on to read about the Puryear's: <http://www.cnac.org/emilscott/puryear01.htm>

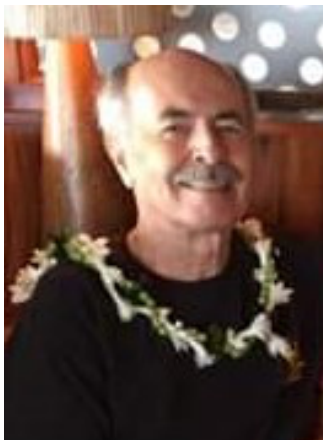
<http://www.cnac.org/bwong01.htm> My favorite connection...

<http://www.cnac.org/latta01.htm> Not much information on Jim Latta, but I think his wife's name might have been Hilda. Your help is always greatly appreciated.

<http://www.cnac.org/amato01.htm> As Greg Crouch stated: "CNAC FOREVER"...

<http://www.cnac.org/carlbrown01.htm> Carl Brown passed away in September 2017.

<http://www.cnac.org/iwa01.htm> OK, I really could use some help with this one – "Cookie" Iwa was a pilot from Texas – and that's all I know or think I know -- at least right now...



And that's all for now...Tom

pepperbud@dc.rr.com

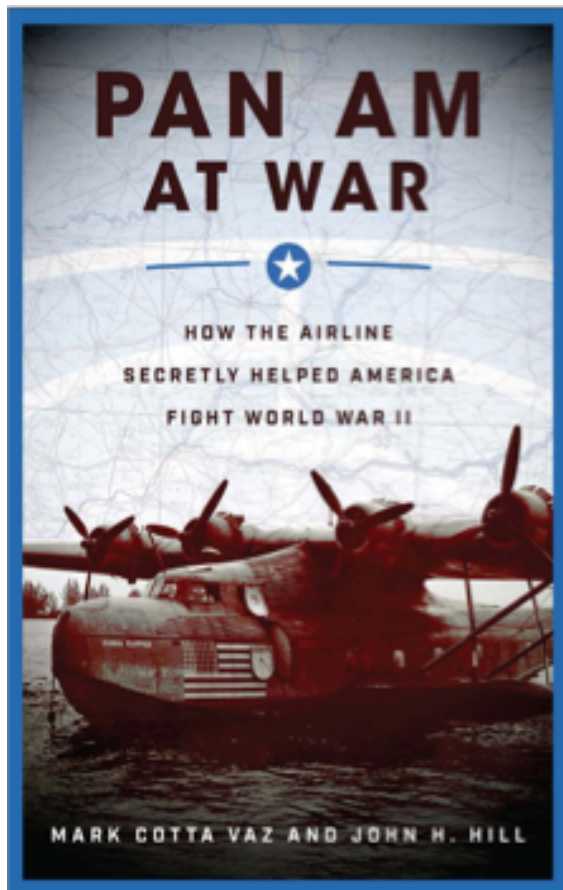
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A GREAT NEW BOOK, CO-AUTHORED BY JOHN HILL

We have gotten to know John Hill, Assistant Director, Aviation at the SFO Museum as a regular honored guest at our September reunions. He and Craig worked together to create the 2014 CNAC exhibition at the museum. Here is what Greg Crouch, CNAC Association member and author of *China's Wings* (and recently published, *The Bonanza King*) has to say about this new account:

"In the 1930s and 1940s, Pan American Airways cast air lines across the world's great oceans, pioneering intercontinental air travel...one of the great technological accomplishments of the twentieth century. At the same time...Pan Am served as a spearpoint of U.S. strategic engagement, projecting American power to every corner of the globe. In their briskly-written and ever-amazing Pan Am at War, authors Mark Cotta Vaz and John H. Hill tell what must surely be the greatest corporate story in American history—how Pan Am's daring and visionary executives, aviators, and innovators helped win the Second World War."



Pan Am at War chronicles the airline's historic role in advancing aviation and serving America's national interest before and during World War II. From its inception, Pan American Airways operated as the "wings of democracy," spanning six continents and placing the country at the leading edge of international aviation. Utilizing government documents, declassified Freedom of Information Act material, and company documents, the authors have uncovered stories of Pan Am's stunning role as an instrument of American might:

- The airline's role in building air bases in Latin America and countering Axis interests that threatened the Panama Canal
 - Creating transatlantic and trans-Africa supply lines for sending Lend-Lease equipment to Britain
 - Cooperation with Chiang Kai-shek and the Chinese nationalist government to pioneer the dangerous "Hump" route over the Himalayas
 - The dangerous seventeen-thousand-mile journey that took President Roosevelt to the high-stakes Casablanca Conference with Winston Churchill
- The daring flight that delivered uranium for the atomic bomb.

Filled with larger-than-life characters, and revelations of the vision and technology it took to dominate the skies, *Pan Am at War* provides a gripping unknown history of the American Century.

CNAC CANNONBALL

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