

CNAC CANNON BALL

ASSOCIATION



CHINESE NEW YEAR EDITION
1996

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REUNION 1996

Its final - the next reunion will be in San Diego California from September 15th to September 18, 1996 at the U.S. Grant Hotel. There will be more later.

As of now, there will be a dedication of a CNAC exhibit at the San Diego Air Museum. Several of us will arrive 1 to 2 days early. The three scheduled days seems a little short.

We are working on a full schedule of activities. The most important aspect of the Reunion is the renewal of old friendships. Remember "It is later than you think."



Bill Maher



Derry

12/12/95

15346 Christine Way
Ft. Myers, Fl 33908

Dear Reg,

Bill Maher called to ask me to write to you about our CNAC 1995 China Memorial Tour. By now I imagine all of us are aware of the ridiculous foul-up by the San Francisco Chinese Consulate in issuing and then cancelling our visas due to some petty confrontation with our travel agency. So it is not necessary to go into all of the frustrating details. Instead our little group of 16 boarded China Airways on schedule and headed West to arrive East. Our original itinerary was changed slightly in order to avoid as much as possible the invasion of China by thousands and thousands of women from over the planet. Each individual has his or her idea about that. Just as a fer instance, there were about 50 of those souls on our flight. In those 14 hours to Beijing we had ample time to get acquainted and re-acquainted with our little group plus about 30 from the Hump Pilot's Association. Genna decided that there would be too much flying for her, so our son Chuck from Tyler, TX went along and took good care of me. He did a good job and we had a great time!

Our contacts and guides in China were quite good and the hotels were excellent. The food was average and Oakley Smith had to assert himself several times to keep an adequate supply of beer on the huge Lazy Susans. Occasionally a beer would get knocked over.

as one would reach in just as someone across the table would give the ting a twirl to get more of something. All good fun.

In each city the busses were good except for the PA systems. Even though the guides enunciated reasonably well, the sound that came out of the bus speakers was crackly and hard to grasp, but we were able to follow along. As we all know, the streets of China were not built for automobiles, trucks and big busses. Instead, bicycles, rickshaws and carts were the vogue. Now with more and more modern transportation comes- you guessed it- gridlock at peak traffic times of day. It seems to be an impossible venture to try to widen the streets. Of course there are still millions upon millions of bicycles and pedestrians. To ride in the front of a bus and witness the constant repetition of near misses with all this traffic confusion is a rare experience.

All of us were impressed by the buzzing of activity in the cities due to major building construction of primarily high rise apartment buildings. Tall construction booms looked like skinny bare trees in an empty forest. Lots of old low buildings were being destroyed by the block to make room for more high rises. Some of these projects continued on a 24 hour basis. Sorta like our old Hump flying routine, huh?

One of the highlights of the trip was the river cruise from Shanghai down the river to the mouth of the Yangtse and back. Here we are talking major mega river traffic from small to large floating craft with all sorts of propulsion and very little free board when loaded. Sometimes our skipper had to pick his way through and vary his rpm to fit the situation. Upon close examination it appeared that 95% of all cargo was building materials - sand, rock, cement, etc. After a couple of cans of REEB - yes, reeb - it was the name on the can instead of BEER! I went to the stern where the WC was located and when I got back to the bow I discovered I had left my camera in the john. Well, I took off for the stern again and after some elbowing and pushing I was about to go into the WC again when a Chinese waiter from the bar back there stopped me and asked if this is what I was looking for and handed me the camera. Seems that as I was going out from the place a young Chinese man was going in and saw my camera sitting up there all alone. He took it to the bar and evidently told the bartender if some stupid American came there soon wild-eyed and excited just give him the camera. This little act took about 15 minutes and after it was over Chuck and I marveled at the outcome. It was just another unbelievable happening in the mysterious Far East.

Just the day before, Stokely Smith had his camcorder lifted from the bus. It was gone with all the footage all of us would like to have including the wild bus ride down the mountain from the Great Wall. This was truly a loss for all of us. Stokely had made a project of getting as much of the good stuff as possible - That is when he was not calling out for more beer at the dinner table.

The dedication of the huge, beautiful monument out from Nanjing came off as scheduled and was the major thrust of this trip. We, CNAC had been invited to the Dedication of the Monument to the Aviation Martyrs of the War of Resistance Against Japan by the Beijing Aviators Association. 'Everyone' was there. I even ran into one of my old Chinese co-pilots and other Chinese CNAC personnel there. It was a very emotional experience. The way the monument was built I'm sure it will be there in that beautiful setting for an eternity.

The train trip from Nanjing to Shanghai was delightful. We had our own airconditioned car and constant attendant service. Some one discovered that beer and bottled water were going for the same price. There didn't seem to be a run on the bottled water. This time we had either Shanghai or Tsingtao beer- not REEB - But I ain't knocking that Reeb. That's what the river cruise offered and that's what we had. The railroad tracks were very smooth at 70 miles per hour and the country side scenery was a restful departure from the hub-bub of the cities. Everyone was complimentary of the train trip. We don't get many of those these days and it was enjoyable and a relaxing interlude. Some nice looking young ladies were selling silk scarves on the train and I bargained for an even dozen for gifts at home. They are beautiful and take up no room in the luggage.

Yesterday was my birthday, 78, for which our daughter, Anne, scheduled an airplane ride for the two of us in a 1939 Waco UPF-7. It was just like the one we flew in CPT at LSU in 1939-40 except the front cockpit was arranged for two. So off we went helmet, goggles and all. We landed just before noon after a delightful flight. Genna was waiting for us as were the other daughter, Nancy and Great grand daughter, Teeyah. We then had lunch at Mike's Landing at the County airport. Absolutely great birthday.

I wish that more of our guys and gals could have made the China Trip,

Sincerely,
Charlie
Charles O. Rountree

On the Trip:

Richard Stuelke & D. Kimball
Oakley & Joan Smith
Phillip & Anna Carr
Martha Conrath
Eleanor Brown
Charles Rountree
Chuck Rountree

CNAC

The China National Aviation Corporation (CNAC) played a significant role in the history of modern China. Originally the corporation was formed in 1929 by the Chinese Government and the Curtiss-Wright Corporation. By 1933 the ownership of the airline had been changed to the Chinese Government and Pan American Airways.

Shortly before America's entry into the Pacific War, CNAC pioneered the famous routes over the Himalaya Mountains (the Hump) between India and China. When the Burma Road was cut off by the Japanese Army during WWII, these routes became the only source of outside supply for China. As part of the U.S. Army Air Force Air Transport Command, CNAC's operation of a military airlift over the Hump became one of the more glorious chapters in WWII history. It was the world's first major airlift, and it was a pilot's nightmare. The 500+ mile routes traversed some of the most treacherous terrain and violent weather in the world, with none of the modern navigational aids we rely on today. In the early days of WWII, CNAC provided airlift for the Flying Tigers, transporting personnel and supplies to and from various Flying Tiger bases. After July 4, 1942, when the Flying Tigers were disbanded, many of the Tiger Pilots joined CNAC. Flying as much as 150 hours a month, in unarmed C-47 transports, these pilots had to fly the Hump seeking cloudy weather by day or at night to avoid the marauding Japanese fighters.

After the Burma Road was lost in April of 1942, CNAC crews, who were adventurous pilots from many countries, made more than 38,000 trips over the Hump, transporting vital personnel and approximately 114,500 tons of material to the Chinese and American forces in China, Burma and India. These missions continued until August 1945.

CNAC also played an important role in the Burma Campaign by dropping supplies to Chinese and American ground forces, evacuating beleaguered Chinese and British troops and supplying the Ledo Road project with men and equipment.

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

After the war, CNAC resumed its operation as the premier domestic airline of China with even a route to the U.S.

It was the only airline to fly in a zone of declared war. It flew a wide variety of aircraft from Loenings, Stinsons, Fords, DC2's, DC3's, C46's and C54's. In particular it lent substance to the fabulous DC3.

Its demise came only after the communists conquered Mainland China. The pilots and crews with superb ground support spun off personnel to create 5 major airlines notably Cathy Pacific, Garuda, CAT, Flying Tiger Line, and even the Communist CAAC. In the field it is becoming a legend. Every man or woman who worked for and contributed to this legend should be ever-lastingly proud.

CNAC ASSOCIATION

On Christmas Day, 1953, Reg Farrar with the help of Natalie Michelson and Howard Dean, timidly sent letters to the addresses they had collected hoping that others would be interested in contact with their friends from CNAC days. The response was immediate and exceeded our wildest dreams. Returns came from all over the country. As a result, a Reunion was held in New York City, May 15, 1954 and the CNAC Association was born in the House of Chan Restaurant. Members had come from all over the country, Texas, Florida and as far away as Arizona and California. The organization meeting decided on officers, and further meetings which have been held since, every 2 years, in Miami, San Francisco, San Diego, Orlando and San Antonio. Regional meetings were held twice a year for several years in New York City.

Reg Farrar was the 1st President followed by Roy Farrell, Bob Prescott, Sol Soldinski, Art Chin, Jules Watson, Bill Pawley, F. Hanks and Bill Maher. A full slate of officers has been elected at each meeting, including a Board of Trustees. The Board organized out of the country trips to Majorca, HongKong, the Republic of China in Taiwan and the Peoples Republic on the Mainland.

The Association gained the Chinese war medal, and finally the Honorable Discharge from the U.S. Air Force. CNAC, and us, are proud of what we did. As an Airline it stands tall as one of the great achievements of what is now early commercial aviation. The CNAC Association in 1995 has approximately 250 known surviving members who continues to have regular meetings. It has contributed to an has or will have exhibits at the San Diego Air Museum, the Robbins Field Air Museum.

The Association publishes a newsletter 2-3 times a year containing announcements and the lore of the days in the Orient. The Cannonball, the newsletter of the CNAC Association was named after the song. The C-NAC Cannonball sung to the words of the Wabash Cannonball. It contained announcements and reports of the Association's activities. The newsletter also contained anecdotes of the happenings to, of, and on the Hump and elsewhere. Unhappily it contained notices of the members who have made that final fight west to that Mythic Mountain top - Hoggy Tau.

Any organization develops stories and incidents in its lifetime. This is the lore which builds up slowly over the years and is remembered later. CNAC has been the subject of many magazine and newspaper articles and a definitive book by Dr. William Leary of the University of Georgia. The Association has published 4 books on the history of CNAC. Two more books are approaching manuscript form.

Several members have written autobiographies of their experiences. These include: Royal Leonard, Pete Goutierre, Felix Smith, Roy Farrell, Joe Rosbert and Eric Shilling.

CNAC was affiliated with Pan American although never a subsidiary. PAA was a minor stockholder. PAA recruited many of us and was paid for this. Very few retained seniority in PAA. Most were not absorbed into the Pan Am system as they had been promised. We were employees of a Chinese corporation, the majority owner. This does not mean to say we do not have great empathy for this great airline. We have always identified with it especially as most of the Americans went through the 55th floor of the Chrysler Building. Very few service organizations can point to such accomplishment. The CNAC Association stands on its record, and continues as a vigorous entity.

BOOKS & AUTHORS

Few of us may have led a life which we would consider notable. I do not think I have but some have and have taken the time to write about it and actually publish it or get it published. Many of these attempts are out of print but a few are still available. The autobiographies which have been written describe a time and people who were CNAC. As I gather these books on my library shelves I revel. See these, I was a part of it! These were the men who I knew, lived with, and in a small way, a part of.

The books I mention gave me pride by association. Most of these, not all, were financed by the authors at considerable expense. The public to which they are exposed is small, possibly uninterested. You, the ex CNAC should be interested. These books are your tradition. They are available now for a short time.

The unsold end up in the author's garage and are seen no more. It behooves us all to buy a copy. These books were your life. When you do buy one you make 2 people happy, first the author who will brag that he sold another copy, and yourself who by reading them will relive those days with which you were associated. I have several and they occupy the most prominent part of my library. Your book shelf should contain:

- Wings Over Asia - published by the CNAC Association (4 volumes)
- The Dragons Wings - by William Leary
- I Flew for China - by Royal Leonard
- Perilous Missions - by William Leary

and the most recent:

- Flying Tiger Joe's Adventure Cookbook - by Joe Rosbert
- Himalayan Rogue - by Peter Goutiere
- China Pilot - by Felix Smith

and as soon as published:

- Images in an Oriental Sky - in manuscript by Roy Farrell

If you have not the first ones, there is time to get the current ones by Pete Goutiere, Felix Smith and Joe Rosbert.

Each of these gives a different look at CNAC. Each had their unique experiences and each should be in your library. Pete Goutiere went into the FAA; Felix Smith went on with CAT; and Joe Rosbert was first AVG, then CNAC and finally CAT.

Flying Tiger Joe's Adventure Story Cookbook

The spirit of adventure is inherently inside each one of us. Sometimes it take the occurrence of unusual circumstances or the feeling of out-of-the-ordinary experiences to bring it out. That is what this book intends to do by roving the far reaches of the globe in search of adventure, whether it be in the cockpit of a fighter airplane over the skies of China, or simply in the confines of a kitchen at home.

To conceive of a cookbook, which is really a collection of culinary experiences, as an adventure story is beyond the usual connotation of the word. Adventure is defined as a remarkable and exciting experience. There is risk involved;... and imagination...and romance. This adventure story cookbook mixes the author's world-wide escapades with a concoction of all sorts of romantic and titillating dishes which can be duplicated right in your own kitchen.

As we travel the far-flung regions of the world, you will share the affair d'amour of each experience. This will inspire you not only to prepare interesting meals but also to feel the adventure of trying your own variations.

CHINA PILOT



*Flying for Chiang
and Chennault*

Felix Smith

China Pilot Flying for Chiang and Chennault

Felix Smith

It begins with my last CNAC flight into Chungking's San Hu Pa, backflashes to Pottschmidt and his work, and tells of a trip over the Hump with Potty.

It shows the unlikely birth of CAT--"The harebrained China scheme" that almost crashed before it began--and portrays CAT's work and the characters we encountered during the Cold War--the route that led America from World War II to Vietnam.

I'm fascinated by the similar life cycles of CNAC and CAT. Even our life spans: two decades. I tried to show this. Each was born of remarkable pioneers, grew with enthusiastic larger than life characters, became a more conventional corporation with new Turks who tended to forget its forbears, and then abruptly disappeared from the scene in an unexpected traumatic event, leaving behind--imprinted on history--its legends.

CAT existed in a later era although we overlapped for three years of China's Civil War. More than two dozen of us served both organizations: Art Pendergast, Gluskin, Shrawder, Sailer, Blackie Wong, Y.F. Lam, Joe Tang, Rosbert, Don Wong, Rossi, Shilling, Moon Chen, Hicks, Grundy, Wueste...

I aimed for perspective. "Arab mercenaries with crossbows went to China a thousand years ago and their descendants are still there with names like Mah and Wong although they have big noses and round eyes...Marco Polo was a relative newcomer...We Americans with fei-jees were a splash in that endless river of history."

I don't want to mislead anyone. The bulk of the work focuses on CAT because that's where I spent most of my career. (23 years with CAT, 2 with CNAC.) It seemed appropriate to leave CNAC to genuine old-timers such as Pete Goutiere to whom we're grateful.

Now it's someone else's turn to write. There's room for a hundred different viewpoints. If I can write a book, anybody can. Here's how: Forget "book." The concept is overwhelming. Just write one chapter. And then another. And Another. Read your stuff before a writing group to get feed-back.

Hardcover, 320 pages, 16 photographs, one map, published by Brassey's--a publisher in military and foreign affairs--mine will be available at your local library or bookstore in early December.

Or if you happen to like books signed by authors, send \$24.95 + \$3.00 S/H direct to Felix Smith, 12600 W. Prospect Dr., New Berlin, WI 53151.

Felix Smith

Aug 21st

Dear Reg.

A very good edition of the Cannon Ball! If you do mention my book in the next edition, you might cross-reference the Chapter about my crash, "Beyond the Last Horizon", with page 100 of Gantiere's book where he has a photo of my plane on top of the mountain!

I sold some of Pete's books at Dabkoh. Had the usual annual CNAC dinner with Maher, Bowles, Tom Sailer & others. Betty Smith could not make it but did come to the Air Show the next day.

I hope I can make the Reunion in '96. In the meantime keep well,

Joe

Please note new street address:

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PRESS RELEASE

DATE: Wednesday, December 21, 1994
TO: News Media
FROM: Turner Publishing Company

DAREDEVIL PILOT'S EXCITING AUTOBIOGRAPHY (TO BE) PUBLISHED

Men around the world dream of a life of adventure, of exotic locales and flying missions through war-torn skies, of beautiful women and hunting for big game.

Peter Goutiere has not only lived such a life, but lived to write about it.

Turner Publishing Company is proud to announce the publication of *HIMALAYAN ROGUE: A PILOT'S ODYSSEY*, the autobiography of Peter J. Goutiere. "So many of my friends, hearing the wild stories I would tell, encouraged me to write a book. They thought many of the experiences were most fascinating and worth writing about," Goutiere said. "After retiring from the FAA in 1990, it took me four years to come up with a manuscript."

Goutiere's book covers the first 76 years of his life. He was born and raised in the foothills of the Himalayan Mountains, a childhood vastly different from that of children brought up in the western world. Goutiere, along with his family, emigrated to the United States in the early years of the Great Depression. It was in America that he was introduced to aviation. "This was to change my whole way of life," he states. "Through aviation and being a pilot, I would travel to far distant lands."

Goutiere learned to fly through the Civil Pilot Program, sponsored by the Federal Government. He joined Pan American in Africa; he went on to fly the Himalayan "Hump" during World War II, logging over 600 crossings while ferrying desperately needed supplies over treacherous, poorly-mapped terrain through skies where Japanese Zeroes lurked. After the war, he became the personal pilot for the Maharajahs of Jaipur and Cooch Behar (who gave him his own personal elephant!); became an experienced big-game hunter; operated an airline in the Middle East; and eventually "hopping the fence" to work for the Federal Aviation Administration for many years, investigating accidents around the globe.

"The book covers my personal life as well, including my unsuccessful marriages, and events some of which are amusing, some hair-raising, and some tragic.

"The reader might wonder how so many adventures could happen to one man in a single lifetime. Maybe I was in the right place at the right time - or maybe the wrong place at the wrong time!"

Goutiere has some pretty firm ideas why this book is a worthwhile read.

"Hopefully, it will give the reader a chance to see how some wayward pilots end up!" he laughs. "You see how easy it is to become an alcoholic under stress. It shows how you can go on, even in the face of pitfalls and tragedies."

HIMALAYAN ROGUE is thoroughly illustrated with over ^{two}~~one~~ hundred photographs. It is a 250 page hard-back book with a Smyth-sewn binding and acid-free paper for longevity.

The book is available for purchase now for \$29.95 (shipping & handling included) by sending a check or money order to Turner Publishing Company, P.O. Box 3101, Paducah, KY, 42002-3101, or by calling 1-800-788-3350. Retailers should inquire about our bookstore discount. Turner Publishing, based in Paducah, KY, is the country's largest publisher of military veterans' association histories, with more than 200 titles to its credit.

You can order the book, Himalayan Rogue directly from Pete or use the order blank.

Peter Goutiere
7403 Ramblewood Dr.
Port Ritchie, Florida 34668

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For signed copies of China Pilot order direct from:

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New Berlin, Wisconsin 53151

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Felix says it is number one on the best selling list in Hawaii

Most of you read Maupins story, one of our best. Now write your own. The Cannonball needs material. It need not be book length like Felix Smith, Pete Goutiere, Joe Rosbert or Royal Leonard, or even as short as Maupins. I can almost guarantee we will publish it. It does not have to be exciting or dramatic. Remember you were there, that was important and so is your account of it. Talk is into a tape recorder, anything.

We took our lumps. How many of our friends still lie on remote mountain sides. Now that the engines have started for that final trip west to Hoky Tau we will leave behind a part of history at which our grandchildren will marvel. These books we now write will illuminate this unique indescribable period of history and our lives. These books we have published will live on.

Many like myself, find it difficult to compare my contributions to that of our Captains and crews. Good or bad, important or unimportant, I filled a slot that made it tick. The little I did as an individual flavored my life ever after.

Some of us may be sour on this interlude in our lives, but the bosses are gone, and all else is forgotten or forgiven. You were CNAC and still are.

Come to the party.



Leon Roberts



Ray Darrell

IN MEMORY

Roy Farrell joined the gang in Hoggy Tau January 3, 1996 after a long illness. During this period, Roy wrote his autobiography, at this point unpublished. It is a masterpiece outlining a life of true entrepreneurship. Ranging from CNAC years, founding of 2 airlines including Cathay Pacific. Later active in several business enterprises in the U.S. Through all these years, Roy served as our President and an enthusiastic supporter of our Association. He attended the Reunions and did much to promote CNAC and our Association. His book gives a view of this period of history and his own exciting life. His autobiography deserves publication. It is absolutely fascinating. The following was written by him just prior to his death.

George "Hogleg" Robertson

Few men ever lived a life like his. He learned to fly the hard way. He went on to fly 50 or more bomber missions over Germany in WWII. He came to CNAC as one of our most experienced Captians. Post war he flew in the Carribean. At one time he reconditioned several C46 planes in India and flew them to the U.S. alone. He lived in Merrit Island Florida, hampered by pulmonary insufficiency. The stories of his exploits in CNAC will live on. One of the most colorful of a very colorful group, affectionately nicknamed Hog-Leg after the western model he had with him most of the time.

Leon Roberts

Robby attended all our Reunions. He came to the San Antonio Reunion in a wheelchair. It was not a reunion until he and Lucille showed up.

Robby was active in business in Atlanta and throughout the South. He was extremely active with the Hump Pilots Association and the Robbins Field Air Museum. He will be sorely missed.

"Candy" Wiss

Candy was one of the most personable and capable pilots in CNAC. He dropped out of sight for several years but did come to the last 2 Reunions. he died leaving no known relatives or will. Should anyone know of any family, contact me or Bill Maher. There is reported to be a considerable Estate.

P.S. The Association or San Diego Air Museum can accept bequest should you choose especially if you have no one else.

We will also miss: Richard "Dick" Stratford and Cissy Kininmouth

To all my Friends and Family:

Fifty odd years ago, I was flying the "Hump"--an air route from the Assam Valley in India to China. It was Nationalist China's only link to the outside world and our flight path was over the Himalayas, the most dangerous air route in the world with the added hazard of crossing two or three hundred miles of Japanese-controlled territory, patrolled with their zero fighters.

When the command car would pick us up at our tea planter's bungalow for a four- or five-mile trip to the air field, my stomach would start doing flip-flops with many butterflies. Because the casualty rate for air crews and pilots was high, we never knew when we took off whether we would return or not. On reaching the air field, we would clear operations with our flight plan, then customs, then taxi out to the runway. Butterflies were still present but when I put my hand on the throttles with 2500 horses at my control, all butterflies disappeared.

Some days we had instrument takeoffs, where our world was only the cockpit with its instruments. Before these takeoffs, more butterflies appeared because of the added hazards, but again when I pushed the throttles forward, I would feel a surge of confidence and butterflies would disappear. As we gained air speed, the runway would be bumpy until it was cleared; then the air would be silky smooth and some time later we would break out into a starlit night or bright sunlight.

Soon I am going to have another and final instrument takeoff. As in present day aviation, my flight plan and destination are already logged into the computer with 83 years of data with my family and friends. My hands will not be on the throttles and no butterflies will appear in my stomach, but as I lie back, this is what I feel deep in my heart will happen.

The runway will be a little rough on the first part. Then with lightning speed, I will clear the runway, the clouds will become wispy for a moment--and then--a beauty, brilliance and serenity that is now unimaginable will enfold me. Heavenly angels, my family and friends who have gone on before me, and Christ Jesus, my Lord, will be on the welcoming committee when I reach my destination.

I believe in His promise that because I have accepted Jesus Christ as my Savior and have remained steadfast in my commitment to Him, I will enter His heavenly kingdom. My prayer is that all of my family and friends will live with faith and hope in Christ and I will look forward to being on the welcoming committee for each of them. I hope to see you all very soon.

Yours in Christ,

Roy Farrell

Orville B. Bivens
6395 Chapman Field Dr.
Miami, FL 33156

February 4, 1996

Reginald H. Farrar, M.D.
319 Euclid Avenue
Loch Arbour, NJ 07717

Dear Dr. Farrar,

It is with deep regret that I must inform you of the death of my brother, Paul Russell Bivens, who spent many years flying with CNAC. He had recently moved into a new house in Columbia, Missouri, and when his neighbors missed seeing him for a few days, they called the police who broke in and found him dead in bed on January 22. The medical examiner's office advised me that he had been dead for several days and that apparently he simply went to bed and never got up. I suppose if one is given a choice, that would be the way to go.

Russ was 74 years old and retired from the FAA in 1983. He had been taking medication for some heart problems, and rather than perform an autopsy, the ME listed heart disease as the cause of death. Unable to determine with any accuracy the date, they listed his death on January 22. My last telephone conversation with him was January 3. His funeral was on January 29 in Brookfield, Missouri, our home town. It was attended by a large crowd of friends, including my wife, my daughter, my son and one of his sons, and me. He is buried beside Lisa, his wife, in the Rose Hill Cemetery in Brookfield. I would appreciate your reporting Russell's death in the CNAC CANNON BALL.

Incidentally, our father taught us both to fly. I am 78 and had a 40 year airline career--5 years with Pan American and 35 with Eastern. Age 60 caught up with me in 1977.

Could Fred Farrar, M.D. be a relative of yours? He performed an excellent tail pipe job on me about 10 years ago here in Miami. He's now retired and living in North Georgia.

*NO -
Reg Farrar*

Sincerely,



EMIL SCOTT

I have placed Emil on the early seniority list. He crashed and was killed. There maybe no one of us who knew him. Even Chili Vaughn did not contribute much.

His nephew is very interested in Emil, and has collected alot of material about him. He is doing what Barry Martin is doing for Royal Leonard.

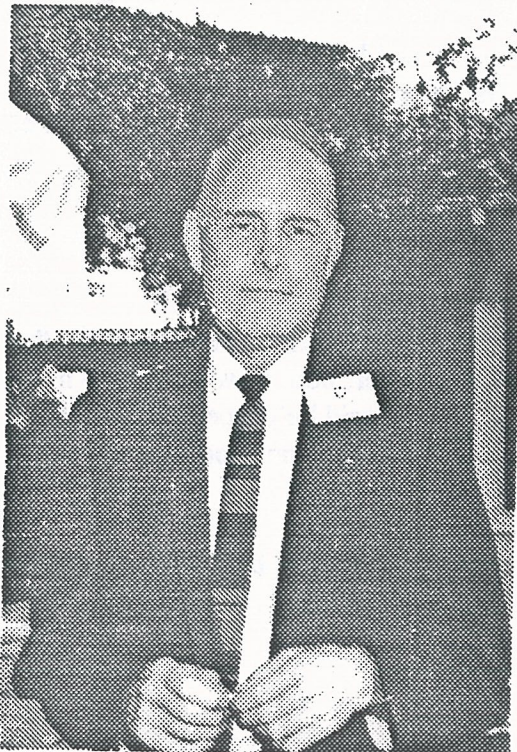
Curiously, both live in Sacramento and did not know the other or what he was doing. I have printed a letter of each which will give the reader an idea of what they are doing.

The more that is written about CNAC, the better and further our "fame" will spread. If anyone can help them, even indirectly, please do. Incidentally, you will probably meet them at the San Diego Reunion.

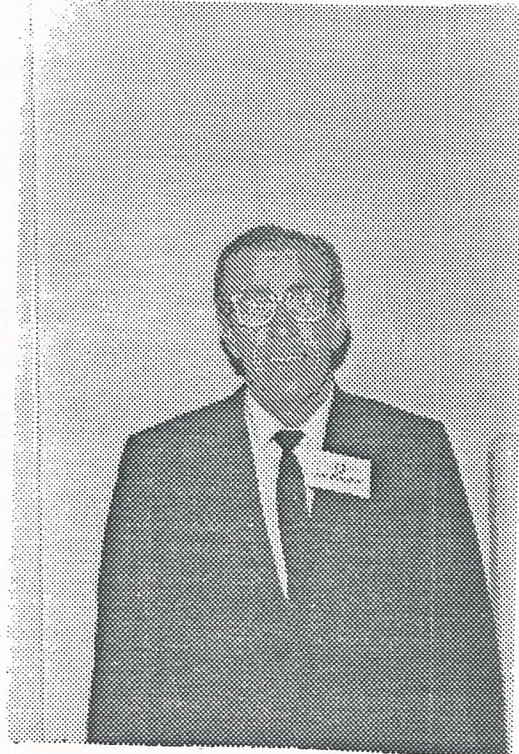
They deserve our help. They have spent much time, effort and money in their quest.

BARRY'S QUEST

The following letter was received. Barry Martin is collecting data on Royal Leonard book. He needs your help. From the letter you will see there are odds and ends he wants to clear up. Barry attends all our Reunions (pays dues) I can not help him much but maybe you can.



Jelix Smith



Jim Maupin

Saturday Evening
January 6, 1996

Reginald Farrar
319 Euclid Avenue
Loch Arbour, New Jersey 07711
(908)531-4071

Dear Reg,

My Mother and her brother, my uncle Emil Sylvan "Scotty" Scott, were very close. I guess that's why I have so many of my uncles letters home and a goodly collection of photographs. Two photo albums that my uncle put together before leaving the United States. On his way to Hawaii by ship, he went from the East Coast through the Panama Canal up to San Francisco and on to Honolulu. I've always been interested in my uncle, but didn't really do anything about serious finding out who he was until I contacted Dick Rossi. Dick got me on the right track. It's been a real treasure since. As I said my Mom, Nada, and her brother Emil were very close. Even to her last days it was sometimes difficult for her to talk about him without tears welling-up in her eyes. My Mother passed away June 19, 1992. Nada and Emil especially liked tennis. Both of them were athletic. Emil, especially in track events. Emil's eldest brother, Val, is still living. Val is 90 and he and his wife Roma live in Chillicothe, Texas. Emil did a lot of growing up in the Chillicothe area. Emil and Betty (she goes by Georgi, after her Father - George) had one daughter, Gay Moana Scott. Gay had one daughter, Amber Dawson. Amber has been attending Harding College in Searcy, Arkansas. Amber has her Mother's, Grandmother's and Grandfather's very good looks and brains, according to my Mom.

Please feel free to use any of this letter or material enclosed for the "Cannonball" or any other publication. I look forward to reading my first issue. I can't remember if there's a fee or not. Let me know either way. I'm also looking forward to the next convention of C.N.A.C. folks in San Diego. I'll be there with as much as I can carry.

Also, I'd be willing to write to or talk with any one that wants to talk to me and share information and/or material.

I think I told you I'm planning a trip to Southern California in the next couple of months. I plan on visiting with Jim Dalby, Jim Bledsoe and Kasy Sutter, both of whom knew my uncle. All three of us write and call each other. Jim Dalby said he'd open the museum anytime I could be down there. I really look forward to meeting Jim Bledsoe and Kasy Sutter face to face as they knew my uncle well.

Well, that's about it for now. I hope you enjoy what I've sent. My best to you and your Family for the New Year.

Sincerely,



Tom O. Moore, Jr.
3643 Cattle Drive
Sacramento, California 95834-1476
(916)927-0792
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e-mail "tmoore2@ix.netcom.com"

DUES

Let me put dues in focus. Everyone who worked for CNAC is a member. Everyone is welcome at Reunions, as well as the friends of CNAC and spouses. There is a declining number of us at the best. Dues are voluntary, but pay them anyway. The amount is \$20.00 this year, \$25.00 next.

- 1) Your dues fund the Cannonball
- 2) They partially fund the Reunions
- 3) The CNAC is gaining recognition in aviation circles and dues help fund 2 Aviation Museums which feature exhibits about CNAC. Our treasury and some of our members on their own, donate to help fund our displays. Your dues are helping us to gain wider recognition for what we did. The San Diego Air Museum and Robbins Field Air Museum have exhibits, all of which can be improved. This is where some of the money goes. While voluntary, we need your dues for these purposes.

CNAC was our claim to fame. We did it, now lets make everyone know it. this may be your only immortality.

MEMBERSHIP LIST

When you move let us know. It costs too much money and time to find you again. Make it easier on us. You are driving Maher crazy trying to update our mailing list.

AIR MUSEUM

We are I think actually closer to the San Diego Air Museum as our Jim Dalby is currently president and we will have our next Reunion down there.

If you have any memorabilia, log books, pictures, diaries please donate them to the museum. There they will be stored and cherished. Most important they will be available to future historians, American and Chinese. We were a part of Nationalist China's efforts but now the Mainland Chinese are interested in what we did.

Preserve your records and momentos. Do not let them get lost when you journey west to Hoky Tau.

*Dear Team,
I have you on our mailing list. By now you should have met Barry. I hope your letter leads to results*

Reg Jman

1077 Castec Dr.
Sacramento, CA 95864
Dec. 17, 1995

Dear Reg,

Not commuting every weekend between L.A. and Sacramento has given me more time to work on my Royal Leonard biography. First drafts of 16 of an estimated 20 chapters are on a disk and in two three-ring binders. My objective is to finish a complete first draft by the time of the CNAC Association meeting in October 1996.

I keep finding new sources of information. In July, I visited the Rhinebeck Aerodrome and looked over a Thomas pusher (the first plane Royal saw). Ted Hereford, who also joined TWA as a pilot in 1930, has provided helpful information. The New England Air Museum is helping me find data on the Lockheed Orion cockpit to test Royal's theory about the reason for Wiley Post and Will Roger's crash. Earlier this month I visited the World War I hangar museum at Brooks Air Force Base in San Antonio.

I'm still looking for documents to fill in holes in the manuscript: (1) Royal's log books to identify when and where he flew aircraft like the Ford Tri-Motor and to find out about unusual incidents; (2) the 40 page "Round the World" manuscript describing the trip he took to set up bases for Jackie Cochran's participation in the London to Australia race; (3) any existing manuscript parts of I Flew for China; (4) the 100 and 300 page reports Royal submitted to the OSS about the China-Burma-India theatre in 1943.

The Pan Am Historical Foundation has just transferred the Pan Am archives to a temporary warehouse in New Jersey, but the CNAC records are nonexistent. Kathleen Clair, formerly Mr. Trippe's secretary, told me that the CNAC records were last known to be in one of the Chinese pilot's basement. I told her that you or somebody else from the association might contact her. Her phone number is (212) 677-6212.

Happy Holiday!

Hope to see you in San Diego. I'd like at that time to have some of the members check my "Over the Hump with CNAC" and "Hump Test Pilot" chapters and help me get out the bugs. I still owe you a lunch. Do you have any more C-46 and C-54 pictures?

I'll keep you posted.

As ever,

Bary Martin

Hong Kong moves mountains in building miracle

By Graham Hutchings in Hong Kong

GROWING AIRPORT

IF there is one place in Hong Kong where the colony's commercial vision, financial power, technical ingenuity and sheer audacity meet, it is just north of Lantau Island, where the world's most modern airport is taking shape on a former stretch of ocean.

The Chek Lap Kok project, named after an island decapitated to form the north-eastern tip of the airport platform, has no parallel in the history of civil engineering.

The creation of a sprawling 3,000-acre site from almost nothing is a miracle in itself. It required the largest fleet of dredgers ever assembled, and what seemed like at least half the world's heavy earth movers.

Work began in December 1992 and continued for 31 months, 24 hours a day, seven days a week, save for the intervention of typhoons.

Now, the largest combined excavation and reclamation project in history is complete, on time and within budget. "The labour intensive stage is about to begin,"

said Phillip Bruce, corporate affairs manager for the Provisional Airport Authority.

"There are 6,000 men and women on site now, and this number will rise to 22,000 by the spring of next year."

Work is already well advanced on the passenger terminal. It is to be a vast, airy construction, designed by Norman Foster to allow passengers full view of the mountains and ocean in which the airport is set.

The cost of the airport is HK\$49.6 billion (£4.1 billion). When it opens in April 1998, 10 months after Britain's withdrawal from the territory, it will have an annual capacity of 35 million passengers and three million tons of cargo.

It will handle up to 40 aircraft movements an hour and, unlike the present congested Kai Tak airport, will operate round the clock. But the airport itself is less than half of the Chek Lap Kok

story. There is also a network of bridges, expressways, tunnels, a high-speed rail link, a new harbour crossing and a new town.

Western Hong Kong is being reshaped as mountains are levelled off, strips of ocean bridged at dizzying heights, and elevated motorways built on land that wasn't there a few months ago. Almost 150 contracts, worth about £8.5 billion, have been awarded so far. Japanese firms have secured a quarter of them, Hong Kong firms 23 per cent, Britain 16 per cent, and China seven per cent.

The total cost of the exercise is HK\$157 billion (about £13 billion). This figure caused Chinese brows to knit during seemingly endless Sino-British discussions over the amount of government borrowing and equity allocated to the project.

But now the talking is over, the agreements are sealed and in about two years the skies over Kai Tak will fall silent as flights begin at Chek Lap Kok.

China stops airlines joining OAA

By NICHOLAS IONIDES

THE mainland's aviation regulator has barred China's big three carriers from joining the Orient Airlines Association (OAA) because it has plans for its own airline to become a member, the association's director general says.

Richard Stirland, a former senior executive with Cathay Pacific Airways, said Air China, China Southern and China Eastern were first approached by the 16-member lobby group in 1994, but were told by the Civil Aviation Administration of China (CAAC) they could not join.

Mr Stirland said he believed one reason was the CAAC was reviving its own airline, China National Aviation Corp (CNAC), and "certain factions" within

the regulatory body had hopes for it to be made a member at a later date.

The OAA has as members some of the world's most profitable and respected airlines. It lobbies governments and others for improvements on technical, commercial and "aeropolitical" issues facing the industry. Formed in the late 1960s, it also provides a forum for its members to share information.

"The final decision rests with the CAAC," Mr Stirland said.

"Given the quasi-independence of the three major carriers, some [in the CAAC] have got their own agendas as to who might join.

"I think there's a lot of jockeying for position in China. They [certain factions] might see this as their

long-term plan - to have another carrier or their own carrier join as opposed to the big ones."

CNAC, the country's flag carrier decades ago, was last year revived as an airline with its operations based in Chengdu.

Mainland sources say it has almost completed a takeover of money-losing China Southwest Airlines and is widely believed to be ready to swallow up many more.

The CAAC-controlled company also owns a majority stake in start-up carrier Air Macau.

Its Hong Kong subsidiary, CNAC (Hong Kong), has applied for Government approval to launch a new airline in the territory to compete with Cathay and Hong Kong Dragon Airlines (Dragonair).

Mr Stirland said the fact that two Taiwanese carriers were members of the OAA also did not help, given the ongoing conflicts between Beijing and Taipei.

That, along with "petty jealousies" from some of the more than 30 airlines in China, would continue to keep the three carriers out.

"Initially, we had gone to Beijing at the end of 1994 and talked to the CAAC and the managements of the three airlines," Mr Stirland said.

"They [the three] are quite receptive to the idea. They can see the advantages to membership. Obviously, when an airline joins an international association, it gives them a stamp of approval, or acceptance, if you like.

"Some might hold certain jealousies, though.

"To a degree you've also got to say it's attributed to the fact you've already got China Airlines and Eva Air [both of Taiwan], and I've tried to explain that it's a trade association... and is not by its nature political.

"I do think they're concerned about the sovereignty issues."

Mr Stirland said the group would continue to press for Chinese carriers to join, but he said: "I'm not holding my breath."

The Manila-based OAA includes as members Air New Zealand, Air Niugini, All Nippon, Asiana Airlines, Cathay Pacific, China Airlines, Eva Air, Garuda Indonesia, Japan Airlines, Korean Air, Malaysia Airlines, Philippine Airlines, Qantas, Royal Brunei, Singapore Airlines and Thai Airways International.

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Address Correction Requested



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