

CNAC ASSOCIATION



CANNON BALL

Reunion Issue

June 1977

Reg Farrar, Editor

CNAC Cannonball, 132 Gifford Avenue, Jersey City, New Jersey

REUNION CNAC 1977

The CNAC are again together here in Ojai. It is a testament to the friendships that grew out of a brief association of men so many years ago. This is our best year so far but there are better ones to come. I regret not being with you this year but time has a way with everyone and everything, and so I miss my first reunion since we organized almost 25 years ago. Have Fun.

THE LAST ISSUE

There was a lot of confusion around the time of the last issue of the Cannonball. I was moving and some issues were not mailed. I am sorry. It contained excerpts from Topside Rickshaw and our latest membership list. I have no idea who didn't receive a copy so let me know and I will mail you one.

WAR MEMORIAL MEDAL

The medals arrived and have been sent to all those who requested them. These were in addition to those given at Ojai in 1975. As far as I know all who are eligible have received them. If you served with CNAC during the War you can receive it by writing me. With the medal there is a certificate. No one who was at Ojai received one. If you did not get one also write me for it. Include your name position and years of service. If any mailed are incorrect, I have a lot of them and I will send you one which suits you.

In case you haven't heard the medal was to be awarded immediately after the war. Because of the uncertainties of the time it was forgotten. A few years ago someone remembered and approached the Chinese government. They then started to give them out to all who had served in China during the war. Now they included CNAC with the Army and we received some. In April of this year some more medals were sent out that I remembered were there during the War. I may have overlooked someone. I did not intentionally slight any one so if I made an error I will correct the oversight.

IN MEMORIUM

Diana Higghs Sweetman passed away October 14, 1975.

ANNA CARBONE

In our last issue we announced the death of Dr. James Carone, our dentist in Calcutta. Jim and Anna had long been friends with Frank Sinatra and his family. While on vacation she was visiting the Sinatras in California. She was killed in the same accident that took the life of Dolly Sinatra, Frank Sinatra's mother. Had Jim been alive he would surely have been on the same plane.

WILLIAM PAWLEY JR

There is little to be said at this time. Sadness makes long comment on his greatness difficult to express. We will miss him. Hogy Taw will not be the same now that he has joined the crew.

C A T REUNION

CAT Association had a reunion in Honolulu last November. CAT started just after CNAC folded. They picked up where we left off. They are in a way a blood relation of ours. Many CNAC joined them and stayed with them till they in turn folded a few years ago. Like us they didn't want to see it end and they formed an association. They have reunions every year or two, and they have groups scattered around the country as we do. They have an associate membership and I think we are all welcome. In their news letter about their reunion they mention an evening of Tall Tales. This is entirely alien to CNAC. We never did anything like that. Write Sue Buol Hacker, 4825 Matsonia Drive, Honolulu, Hawaii 96816

THE LAST DOMINO

This important book was written and published not long ago. It is by Jim Phillips. It is one of the Joe Galt series published by Fawcett Gold Medal. As you know he is an experienced author and spins a good yarn.

ANNOUNCEMENT

It is with deep regret that I have resigned as Secretary of the CNAC Association. In May 1954 I was elected permanent Secretary and since that time I have done my best to support our association.

On Christmas Day 1953 I sent a mailing to the list of names gathered and remembered by Howard Dean, Natalie Mickelson, Leslie and myself. It was a wistful hope to contact a few of the old gang. The response was overwhelming. When I heard that the AVG were having a reunion in New York the next May, I suggested that we meet at the time time in New York too. It was one of our best. We have been trying to recapture its spirit ever since. It was beyond my wildest dreams that members would

come across the world to it. When the plane took off from Newark after it was over, my eyes were moist. In a sense they are again as I withdraw from active participation. When I attend another reunion it will be as a member. I hope to continue to edit the Cannonball. I will need your support and letters. Thank you all for everything.

Excerpt
from:

Hump Pilots Association, Inc.

China-Burma-India Hump Pilots Association, Inc.
917 Pine Boulevard - Headquarters
Poplar Bluff, Missouri 63901
PHONE: (314) 785-2420

WINTER 1977 NEWSLETTER

announces that the 32nd Annual Reunion of the China-Burma-India Hump Pilots Association will be held at the Inn of the Six Flags, Arlington, Texas on August 25 to 28, 1977. Frank Roth of Fort Worth, Texas and 1977 Chairman, has planned a gala Texas program for this 32nd Reunion and it is anticipated that there will be 400 to 500 Hump Pilots in attendance.

ROBERT B. HEILIG, Lincoln, Neb. (CNAC, Dinjan, Kunming) "No tall tales. I can't remember that far back but can recommend my ex-hump pilot compatriot and long time friend DON McBRIDE of Orchard, Neb. because DON has a phenomenal memory of famous and/or amusing events on the Hump. After leaving China I spent several years as a test pilot, Boeing, mostly, then as an FBO and the last 8 years a chief pilot for Air First National which is a subsidiary of the First National Bank of Lincoln."

The Association consists of USAF, Army, Navy, China National Airline Corporation, Flying Tigers, Royal Air Force, Commercial and General Aviation and Airline Pilots and crew members who flew the dangerous Himalayan route between India, China and Burma during World War II.

L. F. "Robbie" Roberts, Atlanta, GA, was elected Chairman of the Board, and other Board Members include: Herbert S. Bevelhymer, Napoleon, OH; Ben T. "Cookie" *etc*

We have just received word that our own Life Member WILLIAM "BILL" PAWLEY, Miami, Florida (CNAC), has left the Big Hangar and cleared the Base for the last time. Those of you who attended the Miami Beach Reunion a couple of years ago will remember BILL PAWLEY who helped to make this annual Reunion one of our most successful. A few words from a news clipping from The Dallas Morning News, Sat. Jan. 8, 1977. "...Born Sept. 7, 1896 at Florence, S.C., WILLIAM DOUGLAS PAWLEY had a distinguished career as a businessman in Cuba, Asia and South America. He was a prominent member and fund raiser for the Republican party and served in high ranking jobs, including U.S. Ambassador to Peru and to Brazil, under several administrations. He was president of the Intercontinent Corp. and China National Aviation Corp., built three aircraft factories in China for the Nationalist government; organized and became president of Hindustan Aircraft Manufacturing Co., Bangalore, India, and built India's first ammonium-sulfate plant at Tranvancore."

Address Changes

Below is a list of some of our recently lost members, and some address changes. If your address is even slightly different or you have moved it will cost 55 ¢ to get the Cannonball to you, if I can. Original postage 15¢; address correction 25¢; remailing 15¢. We think of you, will you think of us.

ROBERT PRESCOTT
4356 Clybourn Avenue
Burbank, California 91505

A. S. SANDERS
Box 123
c/o D. Bussart
R.D. 5
Paris, Illinois 61944

FELIX SMITH
P. O. Box 88 163
Honolulu 96815

WAYNE SNYDER
31 Avenida Delos Arb.
Thousand Oaks, California 91360

FREEMAN TONG
1529 Cedarwood
San Mateo, California 94403

CHAS. UBAN
10 Winterridge Road
Waterloo, Iowa 50701

HUGH WOODS
177 Ocean Lane Drive
Key Biscayne, Florida 33149

NEESE HICKS
1200 Butler Creek Road
Ashland, Oregon 97520

HUGH GRUNDY
Valley Hill
Springfield, Ky. 40069

JAMES BINFORD
9319 McAvoy Street
Houston, Texas

ARTHUR CHIN
9316 S.W. Camille Ter.
Portland, Oregon 97223

GEO. HILLER, JR.
5757 S.W. 13th St.
Miami, Florida 33144

ARTHUR KININMONTH
1337 N. San Joaquin
Stockton, California 95202

C. M. MANGUN
141 E. Lincoln Avenue
Valley Stream, N. Y. 11580

FRANK MYERS
14 Woodland Avenue
Long Island, N. Y. 11570

BUTCH NORMAN
Aero Service Box 323
Edinburg, Texas 78539

Martin Garrett

Born April 2, 1911, Baltimore, Maryland. Graduated U.S. Naval Academy, Class of 1933 with B. S. Degree. No Commission as that was the year of Navy cutback. Went to Rio de Janeiro September 1933 and landed job with Panair de Brasil, an affiliate of Pan American World Airways. Leave of absence in 1936/1937 obtained. B. S. in Aero Engineering at MIT. Assigned to C.N.A.C. from Rio in December 1943 for 2 years stint. Returned to Pan American World Airways, January, 1946 in New York City as Line Maintenance Superintendent. Left New York City for Miami in 1950 holding positions of Engines Engineer, Inspection Superintendent and Quality Control Manager with Pan American World Airways. Retired February, 1976.

ARTHUR N. YOUNG
342 CAMBRIDGE AVENUE
CLAREMONT, CALIFORNIA 91711

February 11, 1977

Dr. Reginald Farrar
Editor of "Cannonball"
132 Gifford Avenue
Jersey City, NJ 07304

Dear Reg:

You asked me to write something autobiographical for Cannonball. I take it that you had in mind something about my relation to aviation in China.

Before going to China my only connection with aviation was, when Economic Adviser to the State Department in the twenties, I prepared instructions to embassies in Latin America to help Pan-American Airways gain rights in some countries.

I was Financial Adviser in China when, early in 1932, fighting with the Japanese broke out over the Chinese boycott following Japan's seizure of Manchuria. Finance Minister T. V. Soong was active in providing finance and munitions for the Chinese, and I worked with him. As soon as fighting ended he and Generalissimo Chiang Kai-shek wanted to develop an air force. They asked me to negotiate for American aid. I worked with retired air Major Edward Howard of the Commercial Attache's office in Shanghai. The result was Colonel Jouett's mission which did fine work at the Aviation School at Hangchow. I worked closely with Jouett and the Chinese in helping to get them established, taking part in his meetings with T. V. Soong and the Generalissimo. I helped to buy Fleet trainers for the school, and other items. Within a few months the school was working well -- starting from scratch at a bare airfield with almost no buildings, water supply or power.

The next year the school began graduating good pilots -- the training and selection of young men was left entirely to Jouett's group. Unfortunately Minister Kung, who succeeded Soong, invited an Italian group of flyers at Mussolini's offer. They were headed by a general, while Jouett was only a colonel. And the Italians paid them from remitted Boxer Indemnity money. The Italians intrigued against the Americans, with a fine Italian hand. Also they would fly missions against the Communists, but the Americans stayed out of Chinese politics. The Italians did not select trainees without politics, as did the Americans. The men they trained did not prove competent. The upshot was that the Americans wrongly lost favor, and Jouett's two-year contract was not renewed -- to China's sorrow.

After war with Japan broke out in 1937 CNAC had not only the enormous problems of operations, but had financial problems with the government. W. L. Bond (Bondy) asked me to become one of the directors named by PanAm. I agreed with the approval of the Chinese Government, stipulating that to avoid conflict of interest I would not take part in matters of profit and loss in negotiations of PanAm with the government.

Becoming a director of CNAC soon involved me in their affairs far more than I had expected. Bondy had to spend much of his time in the US working to get planes, parts and pilots. That left me as the "opposite number" of the Chinese Managing Director. While Bondy was away I spent part of most days sitting with the Managing Director and working with him on administration. For some matters I became a sort of liaison man between the company and the Chinese leaders. My work involved such matters as negotiating with British and Indian authorities for the right to fly between China and India. Agreement on this was nearly finished when the Pearl Harbor attack happened. I went with Bondy, and Chuck Sharp as pilot, on the first flight from Sadiya in Assam to China, two weeks before Pearl Harbor. After that agreement on the rights in India was reached at once.

The earlier involvement with military aviation continued during the war. I became well acquainted with Claire Chennault, as he and Bondy and I lived in the same house in Chungking. In 1940 I went to Washington with T. V. Soong to help in seeking American financial and military aid. Before long the Generalissimo sent over Chennault and General Peter Mow to work on getting planes etc. In T.V.'s discussions with top American leaders the idea was born of having American pilots fight in China as volunteers -- I think Navy Secretary Knox was specially helpful in this. This raised thorny questions whether it could be done under American law. But Roosevelt lent his powerful support, overlooking legalistic issues, and we got the go-ahead sign. The particulars were worked out in meetings of Chennault and Mow and me in my Washington apartment. I drafted the papers including the agreements with the flyers. Also with great difficulty we got 100 P-40's that were in the pipeline for Britain, after the British were promised a later model. The planes were shipped and the pilots recruited. The rest is history.

During the years after Pearl Harbor I was further drawn into issues between China and the US, sometimes involving CNAC and sometimes the Flying Tigers and then the 14th Air Force. I had various conferences with Brigadier General C. L. Bissell, who was deliberately given that rank a day ahead of Claire Chennault, whose belief along with General Billy Mitchell that military aviation could amount to something still rankled in high American quarters. Also I saw General "Vinegar Joe" Stilwell from time to time. Bissell did not understand the problems and there was much relief on the part of many of us when at China's request he was removed from the scene.

Looking back, I am glad that I had the privilege of taking part in the fascinating and often exciting experiences of China aviation.

Sincerely yours,



Arthur N. Young

PERSONAL INTEREST STORY - 1929-1937 ERA

Throughout the entire period of CNAC's life the foreign staff consisted of Americans with an occasional 'outsider'. One so-called alien was a German by the name of Eric Just who had been a member of the famed Richthofen Squadron during World War I. He had spent some time during the latter part of the 1920s in Japan as a representative of the Dornier Company demonstrating their flying boats. At the termination of his contract he came to Shanghai and joined CNAC as his seaplane experience was a valuable asset. He was very well liked and his competence and dependability were greatly appreciated.

Eric used to take members of the American staff to the German Club as his guests and often visited the Columbia Country Club, an American Club, as a guest of some of the Americans.

Like most people who had lead an adventurous and exciting life, he was usually reluctant to expound on his past exploits. However, on one memorable occasion while socializing over a few drinks an interesting coincidence was uncovered. One of the other CNAC pilots was Cecil Sellers, an American who had served with the RAF (RFC?) prior to America's entry into the war. Sellers was assigned to a bomber squadron and on one occasion his flight, consisting of seven bombers, was intercepted over Belgium by the 'Red Baron' and his group. Six of the British bombers were shot down and Sellers was the only one to escape and return to England. He was pursued for some distance by a solitary German Fokker

which had him practically in the position of a 'sitting duck'. The German didn't open up with machine guns but followed for a while and then pulled up alongside, waved farewell and turned away. Dates and places were pinpointed and it was conclusively proved that the two antagonists were Sellers and Just. The reason Sellers lived to tell his side of the story was that Eric's machine guns had jammed. Again the futility of war was proven. They became quite good friends with a high mutual respect for each other.

Cecil Sellers, who later transferred to Pan American Airways, lost his life together with the Chief Pilot for PAA, Captain Ed Musick, near Canton Island in the Pacific when the Clipper they were flying exploded in the air while dumping fuel. Musick and Sellers were making a survey flight from the Hawaiian Islands to Australia and had just taken off when trouble of some sort developed and they planned to return to their point of departure but their gross weight exceeded that allowable for landing, thus necessitating the dumping of fuel.

Eric Just left the employ of CNAC shortly before the outbreak of hostilities between China and Japan in 1937 and started flying for Generalissimo Chiang. He returned to Germany sometime during 1938 after the breach between the Axis and Allies widened and China became somewhat untenable for German nationals. The last report we had on him was that he was in charge of the night flying activities of a German Cadet school in Munich under Hermann Goering,

who, of course, had been one of his former associates and later had taken command of Richthofen's squadron after Richthofen himself was shot down.



Bruce Crockett
Industrial Relations Manager

Midland, Texas
November 11, 1974

Reginald Farrar, M. D.
132 Gifford Avenue
Jersey City, N. J. 07304

Dear friend:

My CNAC mailing address is P. O. Box 7307, Midland, Texas, 79701.

I am sorry I can't give you a seniority number - don't have one, but will try to explain briefly:

I was teaching in college when the war broke and got into aviation as a Ground Instructor for the early CPT programs. In March, 1943 I signed on with American Flyers, Ft. Worth, Texas, and was there until November, 1955 when I joined Union Oil Co. as Executive Pilot based in Tulsa.

During those years at American Flyers I worked as ground instructor, link trainer instructor, flight instructor, instrument instructor, airline transport instructor, FAA Examiner for all of these, and was chief instructor when I departed.

I had the privilege of training many CNAC pilots before they went overseas and many others on their way back - to name a couple, Jim Greenwood was one of my students before he went over, and Art Chin was my student when he came back to U. S. for refresher, instrumt, and ATR.

I always appreciated it a lot when the returnees would come by or write and thank me for the "special" things I had taught them re the use of loop/adf, emergency turns and approaches, etc. One of these was Bill Maher, who nominated me for CNAC membership and paid my annual dues a few years back. Incidentally I paid my own dues today.

Regards

Bruce C.

*Plus Non-Scheduled Airline on DC-3's
1951-1955 CAM flights banking
Military Personnel in Contract*

THE DRAGON'S WINGS

The Dragon's Wings by William Leary Jr., is still in print. Order while you can. It is the one and only that tells what happened there. I enjoyed it very much.

EX CBI ROUNDUP

I found the Ex CBI Roundup interesting. It has frequent articles on India now and then, book reviews and letters.

I found the Ex CBI Roundup to be very interesting. It has articles on India now, and then, book reviews, and letters. The letters are G-I but the rest of the magazine are worth the ticket.

Ex-CBI Roundup
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Third Class
Address Correction Requested