

Leo R. Bailey Ole Olson A. J. Proiles
 Dale Odenbury Christy Hankin
 Bruce Holloway Joe [unclear]
 Wayne P. Dryden Rex Hill
 Roy Jarrell

Richards MD
 Doc "Rich"
 Eric Shelling
 4th place Formula I
 1969 race

Prode



Dick Peret
 Bob Layher
 Dick [unclear]
 [unclear]

1941
 1971

Officers and Executive Committee

John R. Rossi President	David L. Hill Vice-President	Donald L. Rodewald Secretary
George T. Burgard Vice-President	Charles H. Older Vice-President	R.M. Smith Treasurer

AMERICAN VOLUNTEER GROUP/CHINESE AIR FORCE, INC.



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USAF (Decd.)
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FLYING TIGER 30TH ANNIVERSARY REUNION

CHINA NATIONAL AVIATION CORPORATION ASS'N



中国民航股份有限公司

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PROGRAM:

THURSDAY, JULY 1

FRIDAY, JULY 2

Registration
1700 Dockside Cocktail Party
1800 Buses depart for night
on "T" town to include Mexican
dinner and Jai Alai game

Registration
Golf
Sea World
Zoo
Fishing
1830 Cocktail Cruise on Bahia Belle
2000 Arrive at Catamaran for Luau



Our Special Thanks at the 30th Anniversary Reunion of AVG/CNAC to
McDonnell Douglas Aircraft Co., Mobil Oil Company, The Flying Tiger Line, General Electric Company.

SATURDAY, JULY 3

Golf
Sea World
Zoo
Harbor Tour
1830 Cocktails
2000 CNAC Banquet

Speaker: Gen. Bruce K. Holloway, USAF
Commander-in-Chief, SAC

SUNDAY, JULY 4

Early morning "hard core" golf
AVG Business Meeting
1330 Buses depart for San Diego Aero-Space Museum
1400 Dedication of AVG Exhibit at
San Diego Aero-Space Museum
1830 Cocktails
2000 AVG Banquet

Speaker: William P. Lear, Sr.
Roastmaster: Robert W. Prescott



“General Chennault and his company of air knights will always be remembered by the Chinese people as comrades in arms, and as the friendly representatives of a friendly people.”

—Generalissimo Chiang Kai-shek

“The magnificent victories these Americans have won in the air over the paddy fields of Burma are comparable in character if not in scope with those won by the Royal Air Force over the orchards and hop fields of Kent in the Battle of Britain.”

—Winston Churchill

“Like Lafayette in America, these gallant young men will ever be gratefully enshrined in the memory of the Chinese people.”

—T.V. Soong

“The Flying Tigers were a blazing beacon of ultimate victory. For this happy revelation of theirs in our darkest hours their story is deathless. And deathless too is our gratitude.”

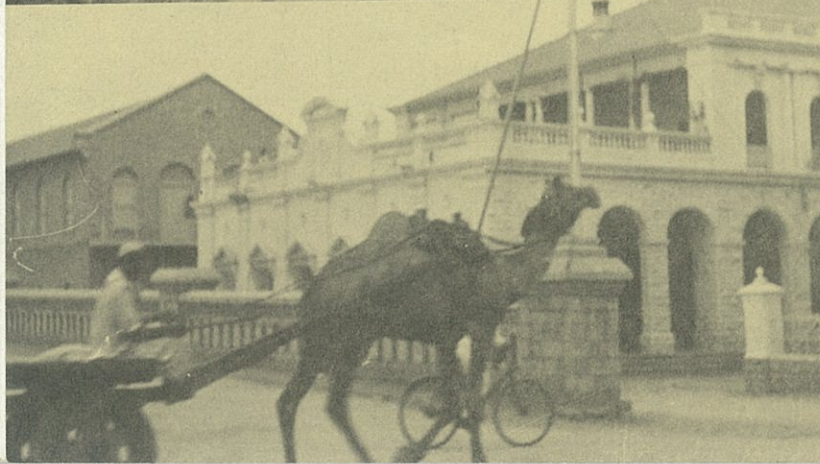
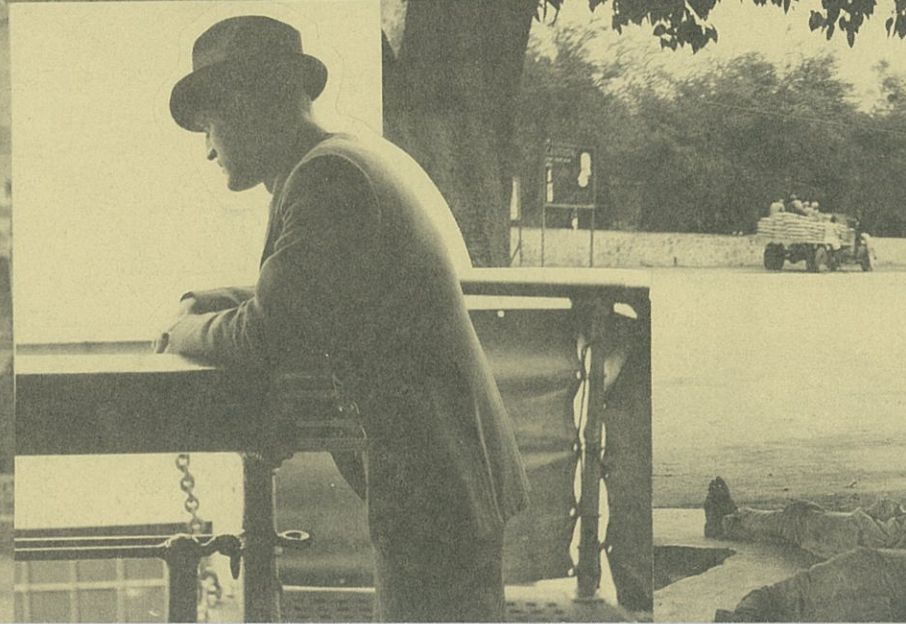
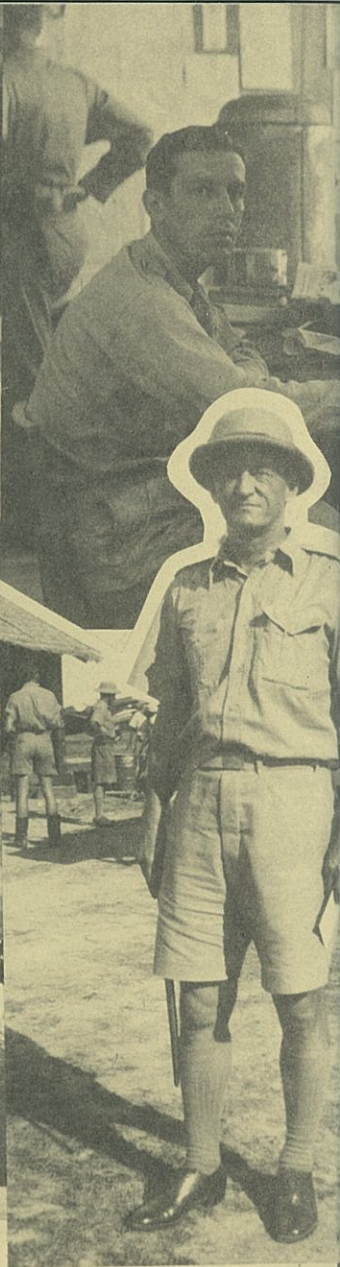
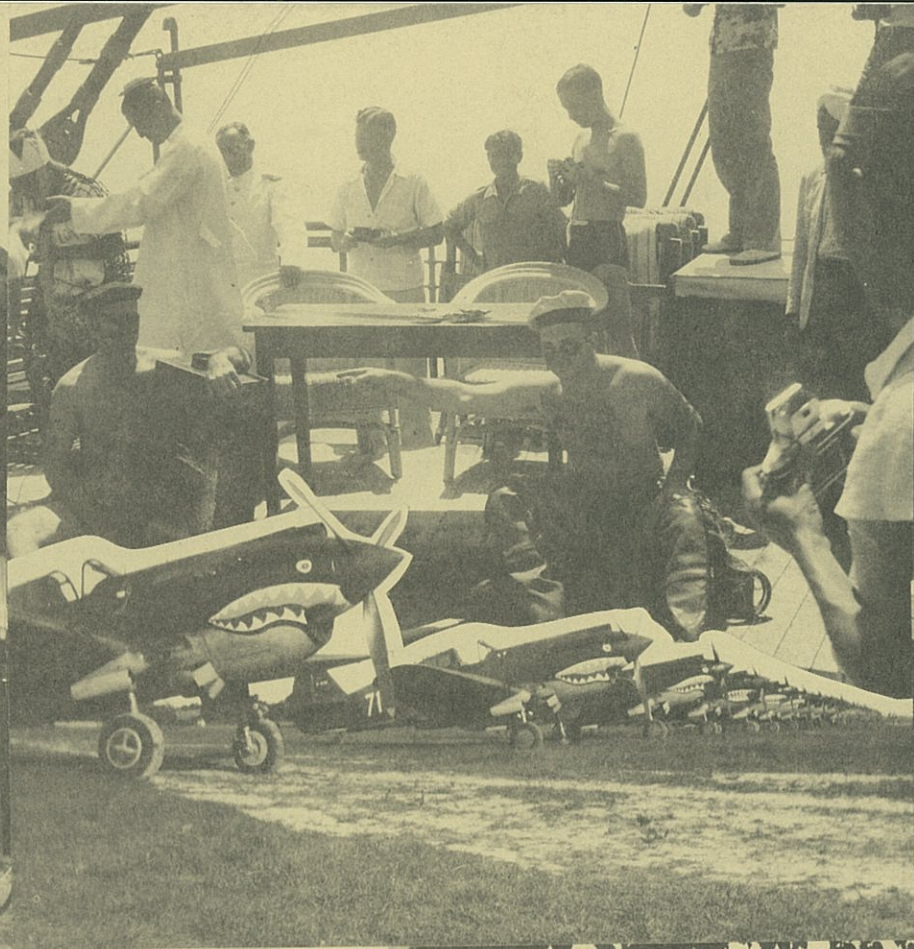
—Clare Boothe Luce

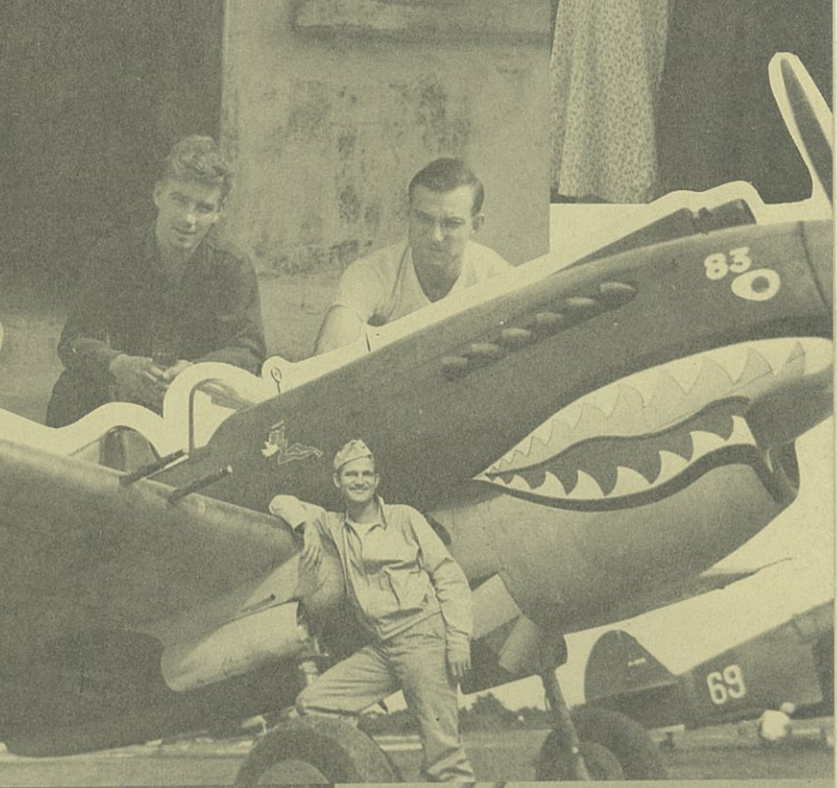
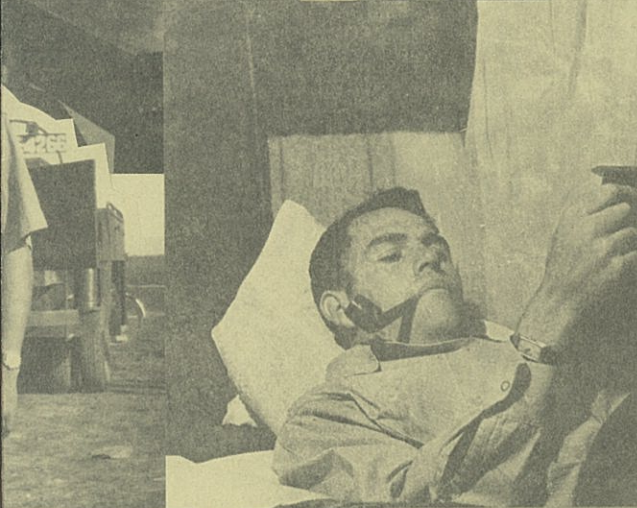
“They are China’s angels with — or without! — wings.”

—Madame Chiang Kai-shek



"Just one of life's little vicissitudes"





(American Volunteer Group — Chinese Air Force)

It is the summer of 1971 and 30 years have passed since General Claire Lee Chennault and his band of 252 men and women—pilots, ground crews and staff—passed into history in war-torn China.

Behind, they left an imperishable record, which many authorities have called a conquest without parallel in the annals of air battles.

In seven months of combat, this group of 87 pilots, with a fleet of 100 airplanes, shot down, by official count, 299 enemy aircraft, destroyed another known 240 planes and scored a total estimated kill of upwards of a thousand aircraft, many of which could not be confirmed officially or by estimate, but which pilots felt reasonably certain disappeared in the mountains or sea or were caught in strafing raids.

Their own losses totaled four pilots lost in combat, 11 more in strafing or bombing actions, 45 airplanes in combat through accidents, and 45 more by accidents, bombing or capture by enemy ground forces.

How the Flying Tigers came into being is a story as unusual as what happened to them between their first battle in December, 1941, and their disbandment in July, 1942.

In the mid-30's, an Army captain, Claire Lee Chennault, had retired from a pioneer military flying career and had written a book about his concept of aerobatics. The text came to the attention of the Chinese, then engaged in a hit-and-run war with Japan. The beleaguered Chinese asked Chennault to help them develop an air force, and in 1937, he went to China.

Four years later, with war spreading over the globe and the Chinese situation critical, Chennault was empowered by Generalissimo Chiang Kai-shek to seed a core of American airmen to help train the Chinese. President Roosevelt consented to allow members of the American Armed Forces to volunteer for duty with Chennault. A total of 252 men — 87 pilots and 165 ground personnel — signed up for a year's service. Recruited from Army, Navy and Marine Air Corps ranks, they were shipped to Burma,

where 100 P-40 fighters were sidetracked from other military assignments for their use.

Formed into three squadrons — Adam and Eve, Panda Bears and Hell's Angels — they had experienced hardly three months of training as fighting units before the aroused Japanese hit them at Christmastide of 1941 over Rangoon.

The fact that they not only survived the Japanese assault but repulsed the enemy with heavy losses electrified the Allied side of the war, which had been repeatedly defeated by the Axis powers. The American victory was once more, as at Lexington some 165 years earlier, a shot that was heard around the world, and the Tigers flew on through the Burma skies to an everlasting place in American history.

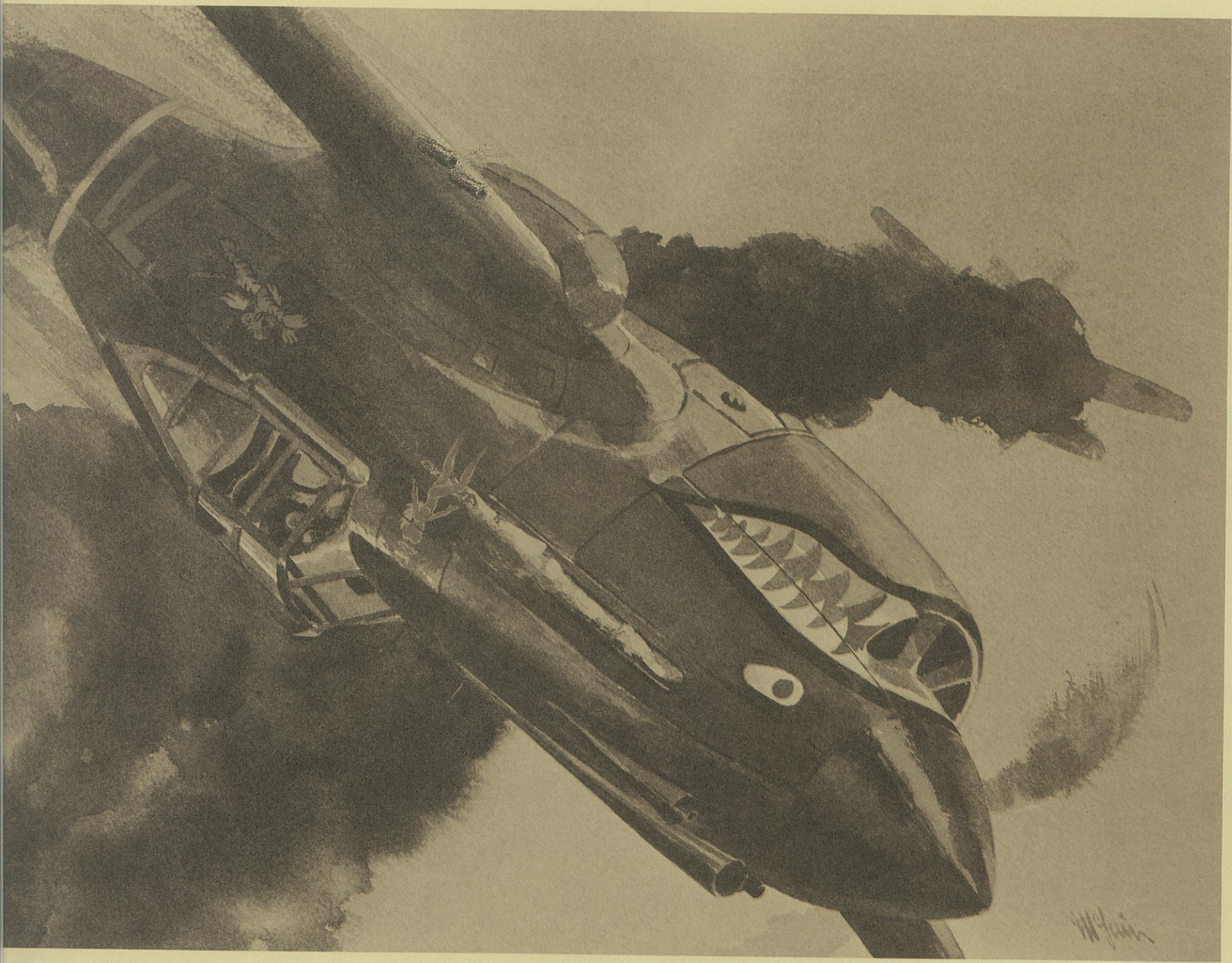
Often out-numbered as much as eight to one and fighting under primitive conditions with shortages of both food and supplies, their planes held together by the determination and resourcefulness of ground crews, this handful of less than one hundred pilots checked the Japanese invasion of China.

Chennault, recapping later the story of his group of rough and ready fighting men whose military informality recalled the stories of early American Indian fighting days, said that while the A.V.G. was blooded over China, it was their aerial exploits above Rangoon between Christmas and New Year's Eve of 1941 which put the stamp of history upon them. In the first nine days of initial combat with the enemy, the Tigers shot down officially 75 planes with a loss of only six of their own, and only two pilots.

In all the history of aerial combat, there never had been such a total air victory as this one.

History records the tributes of the war leaders—Roosevelt, who hailed their exploits as one of the great records of war — Churchill, who called the Tigers' repulse of the enemy a feat comparable to that gained in the Battle of Britain — and Chiang Kai-shek, who saluted their deeds "as one of the great military feats free men have accomplished for the cause of righteousness."

A Brief History of the Original Flying Tigers



A Brief History of CNAC

(China National Aviation Corporation)

While the Tigers flew in the skies above Burma and China fighting the aerial advances of the Japanese, another band of men were undertaking as heroic and often even a more dangerous assignment than their compatriot fighter pilots.

Little attention was paid to their accomplishments for instead of fighting the enemy in the skies, theirs was the job to see that Chennault's fighter forces got the supplies they needed to fly and fight—ammunition, fuel and food.

Members of "CNAC," they were pilots for China National Aviation Corp. Many who flew with General Chennault during the A.V.G. days later stayed on in China to fly with CNAC.

Actually, CNAC came into being long before the Tigers reached Rangoon. Set up by Pan American World Airways to fly commercially in China, it had been in operation for several years before the start of World War II in 1939.

When the World War spread to China, CNAC began flying supplies and personnel to areas which had been isolated from land connections by the enemy. In fact, many Tigers and their supplies were flown to Chennault bases during the days of the AVG in 1941-42. Eventually, CNAC became the main source of supply for the AVG, flying into Burma and China from India.

It was during this time, early in 1942, that CNAC pioneered the establishment of the world-famed "Hump" route over the Himalayas from India to China—the last link in the world's longest military supply line.

Originally, CNAC was a small core of experienced transport pilots. To their ranks were added many Tiger pilots as well as adventure-seeking commercial pilots, some of whom had never flown anything bigger than a Cub. Most of them had never been at the controls of multi-engine equipment or done any instrument flying. But these were the men who manned CNAC's small fleet of C-47's, later reinforced with C-46's, and became China's prime contact with the outside world.

For many months, these Hump pilots, now flying night and day over the world's roughest and highest terrain in all kinds of weather, fair and foul, provided almost the entire airlift for all the U.S. forces in China.

With little or no radio aids—under constant harassment by enemy fighters and flying unarmed over inadequately charted areas on daily flight schedules in which 16 to 20 hours of work was routine, they poured on ever-increasing trickle of supplies into starving China.

It was an operation as rough as the country and many CNAC crews and their planes are still out on the Hump, a never-to-be-forgotten monument to the sacrifice that built a supply route which eventually made its all-important contribution to V-Day.

A trip and a half a day over the 500-mile Hump route was common. There were many CNAC pilots who came out of the war with 500-trip records over the Hump and some with trip totals as high as 700.

These were the men—CNAC—who plugged the dike until the great might of United States manpower and supplies could be massed to stem the enemy tide.







Janski & Kepka on their first job!

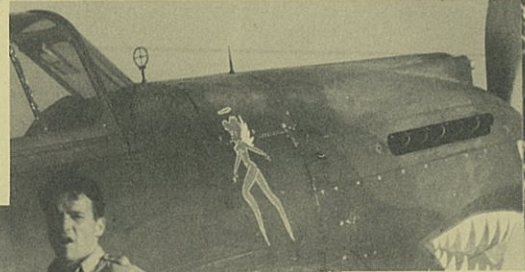
We were a little short on indoor plumbing...



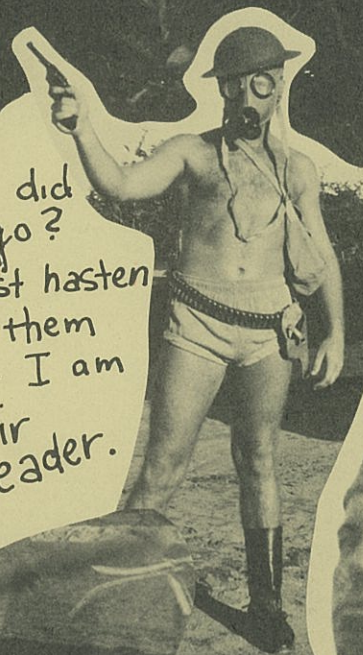
I wonder if there's a B-25's up there



And dysentery was another hazard....

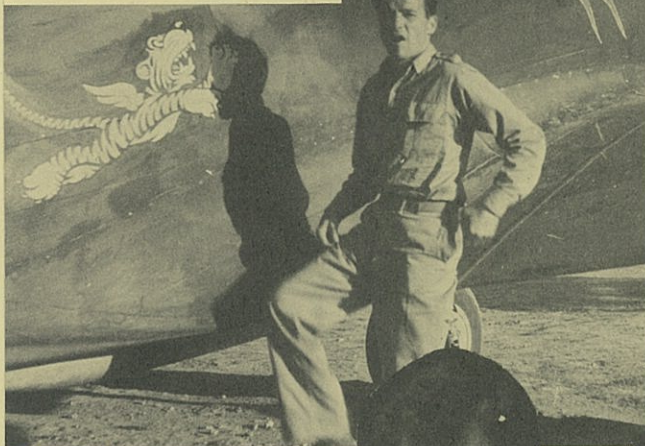


Where did they go? I must hasten after them for I am their leader.

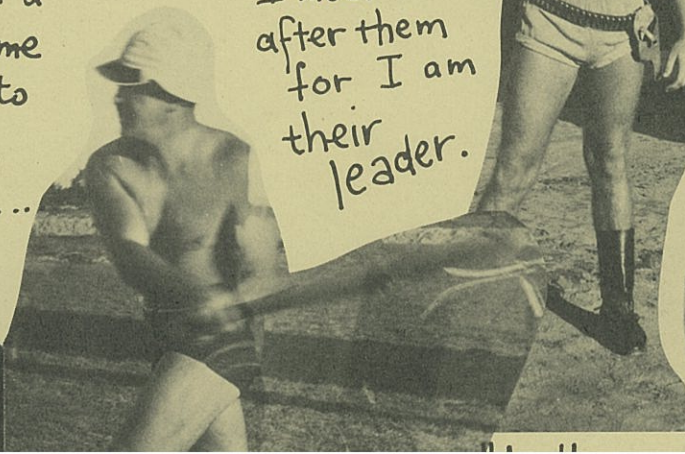


"I am not -- I'm just checking this Instrument!"

Doc spent a lot of time trying to make a score..



So that's what Doc Rich cut off!



1971 AWARD WINNER

William P. Lear, Sr.



William P. Lear, Sr., is one of America's great aviation pioneers but the amazing fact about this inventive genius is that at 69 years of age he is still hard at work finding new and better ways to get around the world.

Currently, he is involved in research and development of low pollution power systems to replace internal combustion engines.

Lear's accomplishments could fill the lives of two or three men. Born June 26, 1902 in Hannibal, Mo., he decided on a career in electronics when he was 10, after listening to radio accounts of the Titanic disaster. He built his own battery charger at 13, left school after graduating at 15, and joined the Navy as a radio technician. At 20, he became president of his own radio laboratory company and in the years that followed, as president of companies bearing his name, he —

developed the first automobile radio; specialized in aerospace instruments, electronics, automatic controls and fluid-handling devices; developed the autopilot for the Caravelle jetliner; designed and built the famed Lear Jet business aircraft; developed the concept of the eight-track stereo; and then moved into his present interest—low-pollution power systems. His current work also includes development, design and production of an advanced autopilot suitable for any size of aircraft.

Lear's recognition within industry and professional ranks has been as outstanding as his career accomplishments. His awards include the Frank M. Hawks Memorial Trophy for navigational design, the Collier Trophy for aviation achievement, the Swedish Thulin Medal and the Great Silver Medal of Paris for his work in aviation, Los Angeles Engineer of the Year Award, the Horatio Alger Award, and honorary degrees in engineering and science from the University of Michigan and the Art Center College of Design.

He is an honorary fellow in the American Institute of Aeronautics and Astronautics and the New York Academy of Sciences.



PREVIOUS TROPHY WINNERS

- | | |
|---|--|
| 1952—Capt. Russell J. Brown
First American pilot to down a MIG—Korea | 1962—Maj. Robert M. White
First pilot to qualify as an astronaut in an airplane—X-15 |
| 1954—William B. Bridgeman
Pioneer pilot on the X3 | 1964—Col. Lee, Chinese Air Force
For distinguished classified mission |
| 1956—George F. Smith
First pilot to survive supersonic bailout | 1965—Col. Robert L. Stephens, Lt. Col. Daniel Andre
Pilots of the YF-12A to new world speed and altitude records |
| 1957—A.M. "Tex" Johnston
First pilot to fly the 707 | 1967—Maj. General Charles R. Bond, Jr.
35 year career in military aviation from fighter pilot to Commanding General |
| 1958—Lt. General Claire Lee Chennault | 1969—Col. Thomas P. Stafford
Apollo 10 Commander |
| 1959—Maj. Walter W. Irwin
World speed record in F-104—1404 MPH | |

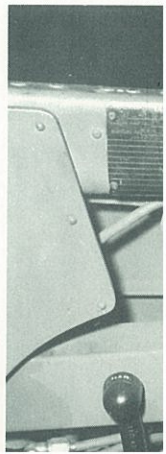
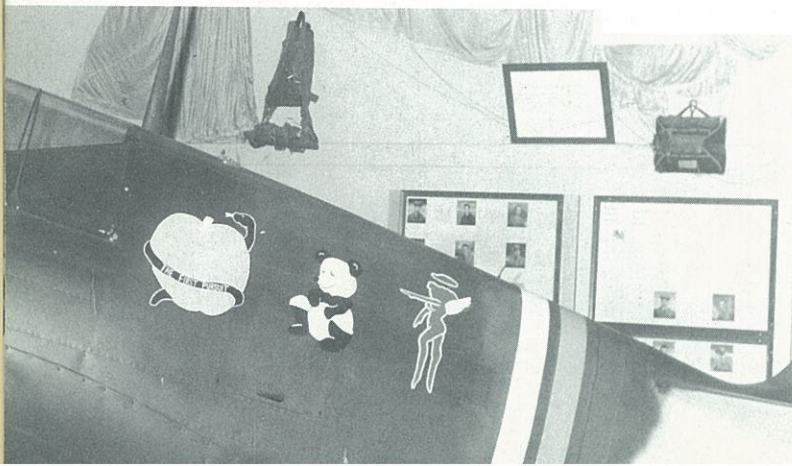
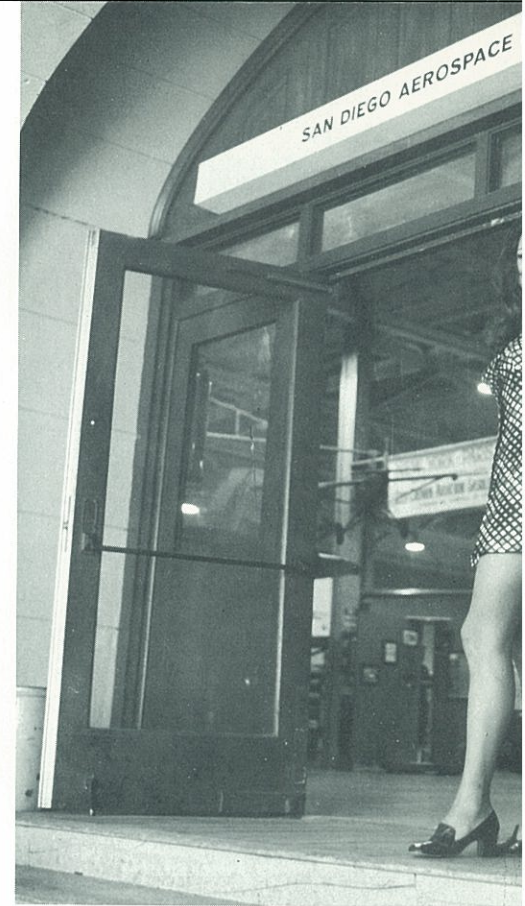


Miss Flying Tiger of 1971

Miss Flying Tiger of 1971 is a native of San Diego—and one of the city's more scenic attractions.

Kathi Houston is her name, and among her many titles are Miss Teen-A-Merica, Miss Autorama, Miss El Cajon and Miss SLOBB (Stop Littering Our Beaches and Bays). For obvious reasons, she's also a regular finalist in the Most Watchable Bikini in San Diego contest. Just as we went to press we received word that Kathi has been named Miss Southern California.

As a Physical Education major in a local college, Kathi is constantly at work improving her physical fitness, though how much more it could be improved is questionable. For the mathematically-minded, she is 18 years old, 5'6" tall and measures 38-25-36.



AVG Exhibit—San Diego Aero-Space Museum

A high point of this year's reunion is the dedication on Sunday, July 4th, of the AVG Exhibit at San Diego's outstanding Aero-Space Museum.

The result of two years' patient work by three dedicated men, this exhibit—the only one of its kind in the world—contains more information on the AVG than has ever been gathered together before. The focal point is a P-40N on loan from the Tallmantz Air Museum, painted in AVG colors and decorated with all three squadron insignias and flags representing the 299 enemy aircraft downed by the group.

In addition to the uniforms, souvenirs and other material on exhibit, the Museum's archives contain many historical documents relating to the AVG.

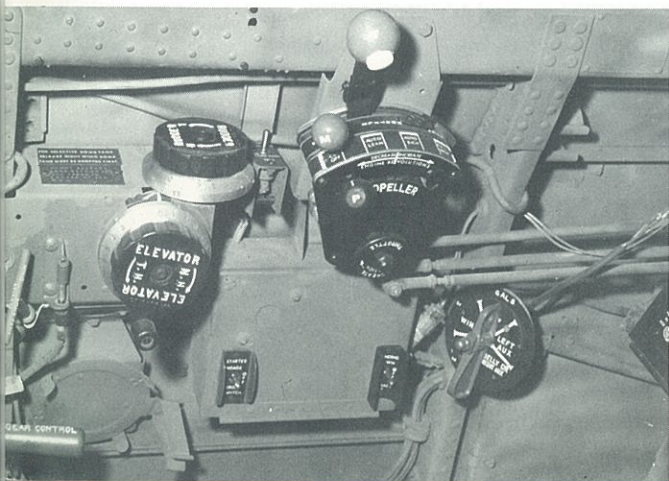
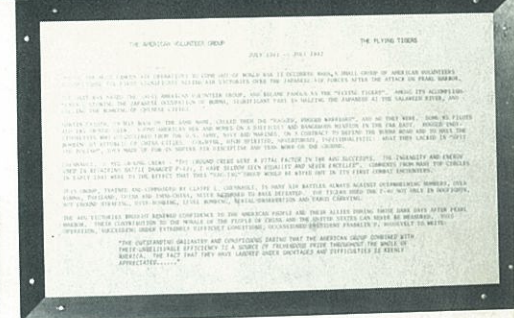
Credit for the exhibit belongs to Col. Owen F. Clarke, USAF (Ret), the Aero-Space Museum's Executive Director; John M. Williams, Chairman of the AVG Historical Committee; and Weston C. Williams, Ex-Officio Research Director. Thanks are also due to the many AVG members who provided the materials included in the exhibit.

This historical collection in one of the country's major museums is truly a fitting tribute to the brave handful of men who contributed so immeasurably to the morale of the people of China and the United States during the darkest days of the War.

The Aero-Space Museum displays much of the history of American aviation. Its location in San Diego is most appropriate for here began many of the historic enterprises in man's conquest of the air. Most famous, of course, was the manufacture of the airplane which Col. Charles Lindbergh flew on his pioneering flight across the North Atlantic.



Shown at the AVG Exhibit, San Diego Aero-Space Museum are (left to right) Col. Owen F. Clarke, Weston C. Williams, Kathi Houston (Miss Flying Tiger of 1971) and Col. John M. Williams.



AUTOGRAPHS

Jack L. E.

Cass Casselberry

□ 91
C. N. A. U. F. I. G. P. P. L. E. G. T. □

