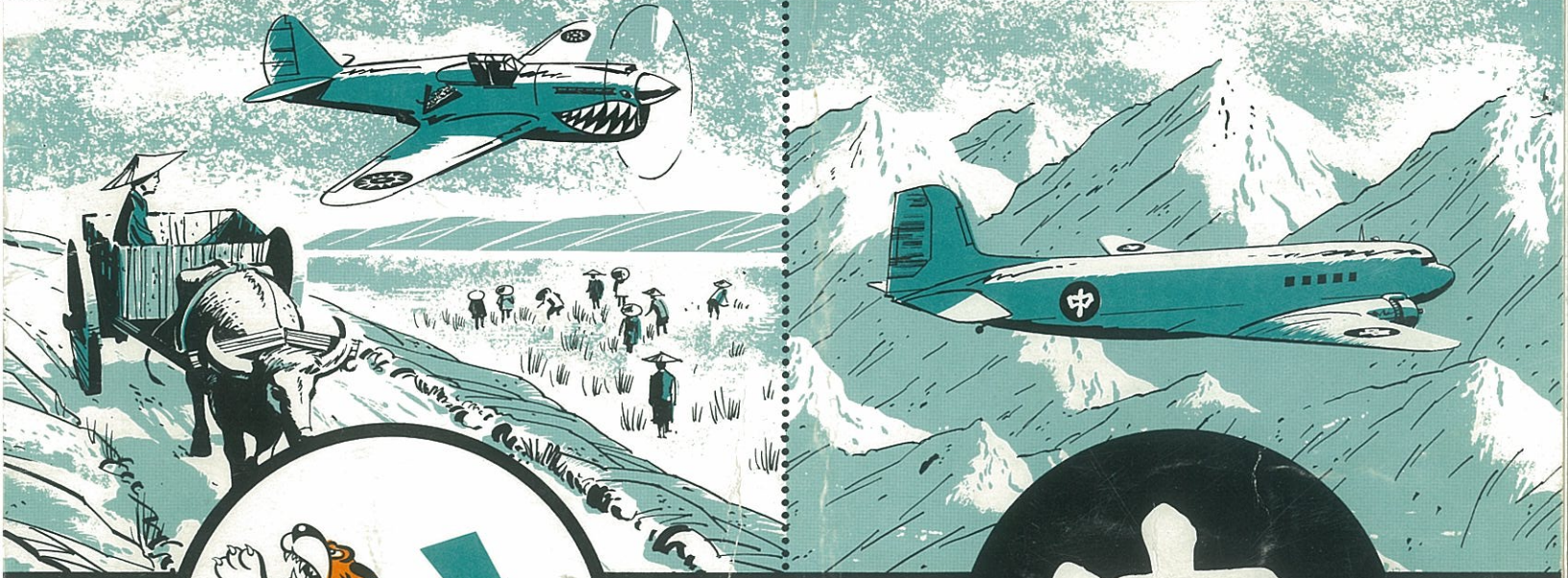


*Joe Michiels*

# JOINT REUNION



## FLYING TIGERS

American Volunteer Group  
Chinese Air Force



## CNAC

China National Aviation  
Corporation

OJAI VALLEY INN

OJAI, CALIFORNIA

26th, 27th and 28th of July, 1962





Gen. Claire Lee Chennault

*Claire Lee Chennault*

TWENTY YEARS AGO, at midnight on July 4, 1942, the American Volunteer Group was officially dissolved and passed into history. At the same moment a group of former AVG pilots officially started to work for CNAC, flying supplies across the "Hump" from India to China. Because of a common background in time and place, the two organizations later founded by the survivors of these groups, now meet in joint reunion, commemorating their activities.



# FLYING TIGERS

(AMERICAN VOLUNTEER GROUP • CHINESE AIR FORCE)  
INCORPORATED

ALL CORRESPONDENCE: 737 BETHANY ROAD, BURBANK, CALIFORNIA



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Lt. Gen. Claire L. Chennault  
USAF (Decd.)  
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Robert C. Moss	Robert T. Smith
Robert H. Neale	Edward L. Stiles

George Leo Wingshee



## OFFICERS AND EXECUTIVE COMMITTEE

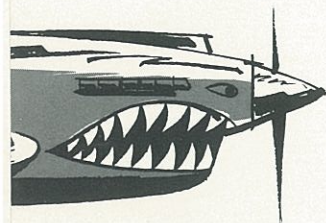
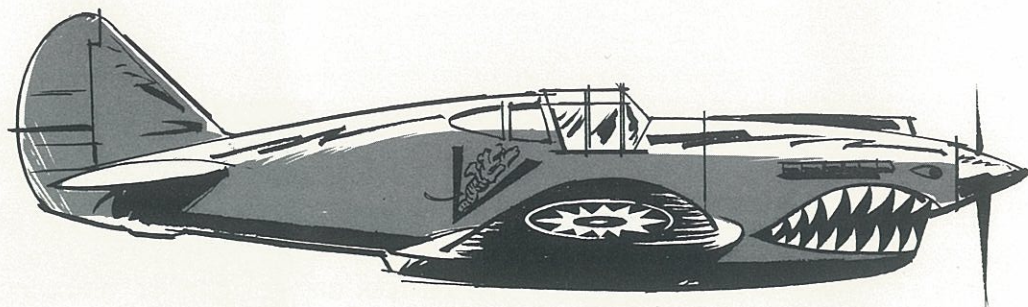
John R. Rossi President	David L. Hill Vice-President	Donald L. Rodewald Secy.-Treas.
George T. Burgard Vice-President	Charles H. Older Vice-President	Robert W. Prescott Asst. Treas.



中國航空股份有限公司  
CHINA NATIONAL AVIATION CORPORATION  
ASSOCIATION

President	R. W. "Bob" Prescott
Vice-President	R. W. "Pottie" Pottschmidt
Secretary	"Reg" Farrar
Ass't Secretary	Walter "Pappy" Quinn
Treasurer	Walter "Pappy" Quinn





## A brief history of the original Flying Tigers

(American Volunteer Group—Chinese Air Force)

Books have been written and movies made about a group of American men and women who went to Burma in 1941 and in seven months of fighting added an imperishable military record to the nation's great annals of warfare.

Now it is over 20 years since the landing at Rangoon and the first air battle there but the anecdotes of those early days of World War II and the adventures of the AVG still live vividly in story and film and reunion and the name hung upon the little group by war correspondents—Flying Tigers—is familiar to most Americans.

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 seek 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 and 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.

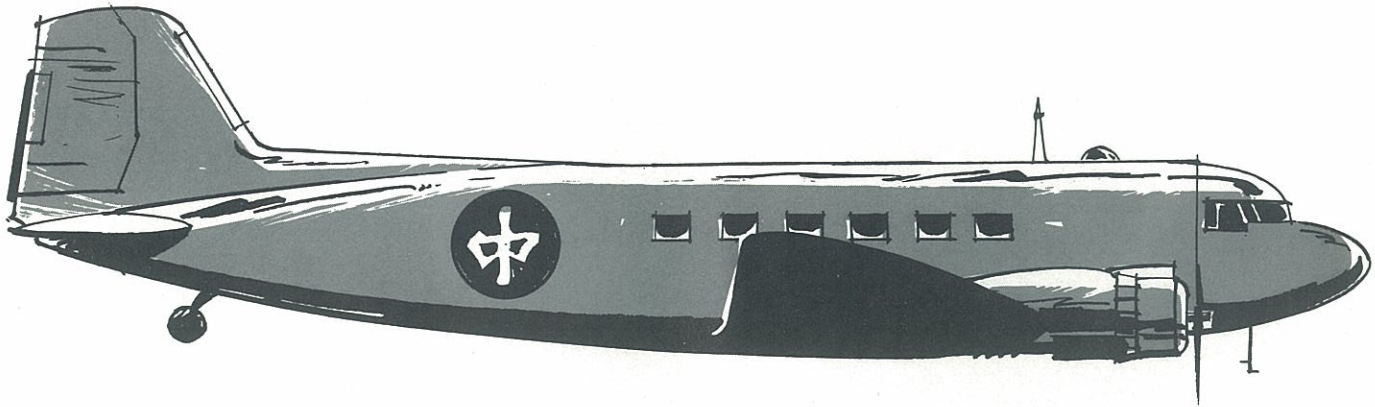
Often out-numbered as much as eight to one and fighting under primitive conditions with shortages of both food and supplies, their planes held together by the determination and resourcefulness of ground crews, this handful of less than one hundred pilots checked the Japanese invasion of China.

Their official record in the seven months of fighting as the AVG was 299 aerial victories and 240 more enemy planes destroyed but not confirmed. However, it is probable that their total score against the enemy ran to more than a thousand planes, many of which disappeared forever into the seas, mountains and jungles of Burma and China. Their own losses were unbelievably few.

The tribute paid them on the occasion of their tenth reunion by Chiang Kai-shek sums up their story in simple but glowing language:

"The heroic deeds of The Flying Tigers will go down in history as one of the great military feats free men have accomplished for the cause of righteousness."





## A brief history of CNAC

(China National Aviation Corporation)

"CNAC" is a name synonymous with Flying Tigers among those who had a part in the great China adventure of World War II.

Many of those who flew with General Chennault during the AVG 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 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 an 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.

By the war's end, hundreds of Air Force planes were flying the Hump with radio aids and controlled traffic, alongside the small group of CNAC planes which continued daily to bring in hundreds of tons of munitions, supplies and personnel. 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.





1952 at Los Angeles



1954 at New York

# M e m

1956 at Milwaukee







1957 at Ojai



1958 at San Francisco

# ories

1959 at Ojai





# 1962 REUNION PROGRAM

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## THURSDAY, JULY 26TH

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**10:00 A.M.**  
Transport leaves  
Hollywood for Ojai

**12:00 NOON**  
Luncheon

**AFTERNOON**  
Use of Ojai Valley Inn's  
Recreational Facilities

**6:30 P.M.**  
Joint Oil Companies  
Cocktail Party

**8:00 P.M.**  
Outdoor Western  
Steak Fry

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## FRIDAY, JULY 27TH

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**MORNING**  
Breakfast at  
Your Convenience

**LUNCHEON**  
At Your Convenience

**AFTERNOON**  
Showing of AVG and CNAC  
Films by Members  
and Golf Tournament

**11:00 A.M.**  
AVG Business Meeting

**6:30 P.M.**  
Rolls-Royce  
Cocktail Party  
Host: Ernest Gerber

**8:00 P.M.**  
CNAC Banquet  
Introduction by Dick Rossi  
Tall Tales of the Himalians  
Under the Monitorship of  
Red Holmes and Bob Prescott

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## SATURDAY, JULY 28TH

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**MORNING**  
Breakfast at  
Your Convenience

**11:00 A.M.**  
CNAC Business Meeting

**LUNCHEON**  
At Your Convenience

**AFTERNOON**  
Golf Tournament  
or  
Enjoy Yourself

**6:30 P.M.**  
Canadair Cocktail Party  
Hosts and Hostess  
Fred Kearns  
Mr. and Mrs. Miller Smith

**8:00 P.M.**  
AVG Banquet  
Introduction by Dick Rossi  
Vince Barnett, Master of Ceremonies  
Introduction of Miss Flying Tiger of 1962  
Introduction of Guests  
Reminiscences by Thomas Corcoran  
Presentations of:  
AVG Scholarship Award to  
Miss Joan Claire Petach  
Flying Tiger Pilot Award to  
Major Robert M. White





# Flying Tiger Pilot Award

In 1952, at the first reunion of The Flying Tigers on the tenth anniversary of their disbandment, the Group voted to establish a memorial award to be presented at each reunion. The award is made to a pilot whose achievements in aviation constitute a record of distinction, emblematic of the AVG. The trophy thus designed, based upon the history of the Group and its own record, is awarded by a poll of members and is called "The Flying Tiger Pilot Award."



## 1962 Award Winner

*To the Mitchell Boys & Modeline  
Bob White  
Robert M. White*



Major Robert M. White, USAF, First Winged Astronaut

Winner of the 1962 award is Major Robert M. White, the first man to qualify as an astronaut in an airplane. Major White has been the principal Air Force pilot for the X-15, an experimental high altitude, manned research rocket aircraft. In the X-15, he has flown a manned aircraft higher — 310,000 feet — than any other aviator. He has previously been awarded the Harmon Trophy and the Kincheloe Award for his work with the X-15.

Born in New York City July 6, 1924, he graduated from New York University with a degree in electrical engineering and began his military career in 1942 as an aviation cadet with the Army Air Corps.

He received eight Air Medals for 52 combat missions over Europe in World War II during which he was shot down and captured by the Germans. After the war, he graduated from the Air Force Experimental Test Pilot School in 1955 and was appointed Air Force project pilot for the X-15 program in 1958. He has been flying the X-15 since April 15, 1960.

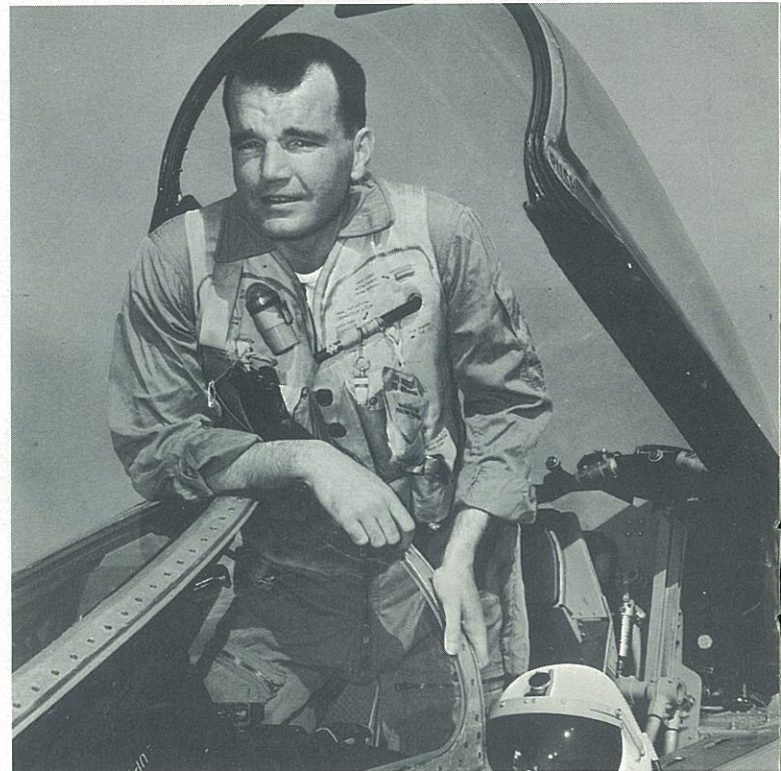


# Previous



## 1952 AWARD WINNER

Capt. Russell J. Brown, USAF, first American pilot to down a MIG-15, November 8, 1950, in Korea.



## 1956 AWARD WINNER

George F. Smith, Test Pilot for North American Aviation, the first pilot to survive a supersonic low altitude bail out.



## 1954 AWARD WINNER

William B. Bridgeman, Engineering Test Pilot for the Douglas Aircraft Company, pioneering speed and altitude flights in the Skyrocket and X-3.



# Awards



## 1958 AWARD WINNER

Lt. Gen. Claire Lee Chennault, father of the modern concept of aerobatics, founder of the AVG and Commanding General of the 14th Air Force in World War II.



## 1957 AWARD WINNER

A. M. "Tex" Johnston, Chief of Flight Tests, Boeing Airplane Company, first to fly the 707 jet transport and the Air Force KC-135 Jet Tanker Transport

## 1959 AWARD WINNER

Major Walter W. Irwin, United States Air Force, who established a new world speed record of 1404.09 mph in an F104-A starfighter.









# More Memories





THE PRESIDENT  
OF THE  
REPUBLIC OF CHINA

Message

I am pleased to learn that all former members of the American Volunteer Group, and those who flew with the China National Aviation Corporation, will hold a joint meeting at Ojai, California, to observe the 20th anniversary of the disbandment of the Flying Tigers and to pay homage to your late beloved commander, Lt. Gen. Claire Lee Chennault. On this important occasion, my thoughts and prayers are with you though I am thousands of miles away.

The Flying Tigers came to our help when the rest of the world had yet to realize the significance of China's resistance against aggression. They proved by deeds that there are always people ready to defend their basic beliefs even before their own country is involved in war.

Today we are facing a common enemy who is a thousand times more vicious than the one we jointly fought to defeat. World peace and human freedom are once again in danger. But I am confident that so long as we hold fast to our faith in democracy and decency, we shall certainly achieve victory.

At a memorable time like this, I share your recollections as well as your expectations. To all of you and your families I send my most sincere felicitations and best wishes.

Chiang Kai-shek  
President of the Republic of China

YUNGH 6-9225

*Chinese Delegation*  
UNITED NATIONS  
MILITARY STAFF COMMITTEE  
235 EAST 42ND STREET  
NEW YORK 17, N. Y.

26 June 1962

Mr. Dick Rossi  
Chairman  
Flying Tigers Inc.  
737 Bethany Road  
Burbank, Calif.

Mr dear friend Mr. Rossi,

I am very grateful to have received the invitation to the reunion of the ex-members of the AVG and the CNAC to be held at Ojai this summer. Thank you very much.

As you know, I was the leader of the Chinese personnel of the AVG and an old friend and comrade-in-arms of the late General Chennault. Naturally, I would very much like to participate in this meaningful reunion. However, it is unfortunate that my time schedule would not allow me this pleasure. The chairmanship of the Military Staff Committee at the United Nations falls on me in July. A meeting was on the Committee calendar for the 26th, a diplomatic engagement has already been made for the 27th. Then, I have long accepted an invitation from General Kuter, Commander in Chief of the North American Air Defense Command, to go to Colorado Springs on the 28th for a series of military activities to be held there from the 29th to 31st. These include the ceremonies of General Kuter's retirement and the Change of Command.

I regret therefore, I shall be deprived of the time and pleasure to join with you for the happy get together. I have already told Mrs. Chennault about this in person and had asked her to send my regrets to all our old friends when she gets there.

Let me repeat, I am most regretful and sorry to be unable to participate the meeting. From the bottom of my heart, may I wish all our old friends good health and happiness and a big success for the reunion in July.

Yours sincerely,

S.M. Wang  
General, C.A.F.

*Tiger*



The left  
Margaret & Cliff Ad.  
31st Street  
Creston  
Soothe young

# Notes and Autographs

The AVG and CNAC wish to acknowledge and thank the many guests, friends and firms that have helped to make this reunion possible.

In addition to those listed on the back cover of this program we also wish to acknowledge

Tempo Artists, Inc.  
Hixson & Jorgensen, Inc.





*Acknowledgements:*

The American Oil Company  
Canadair Ltd.  
The Flying Tiger Line, Inc.  
Richfield Oil Corporation  
Shell Oil Company  
Rolls-Royce Ltd.  
Texaco

