

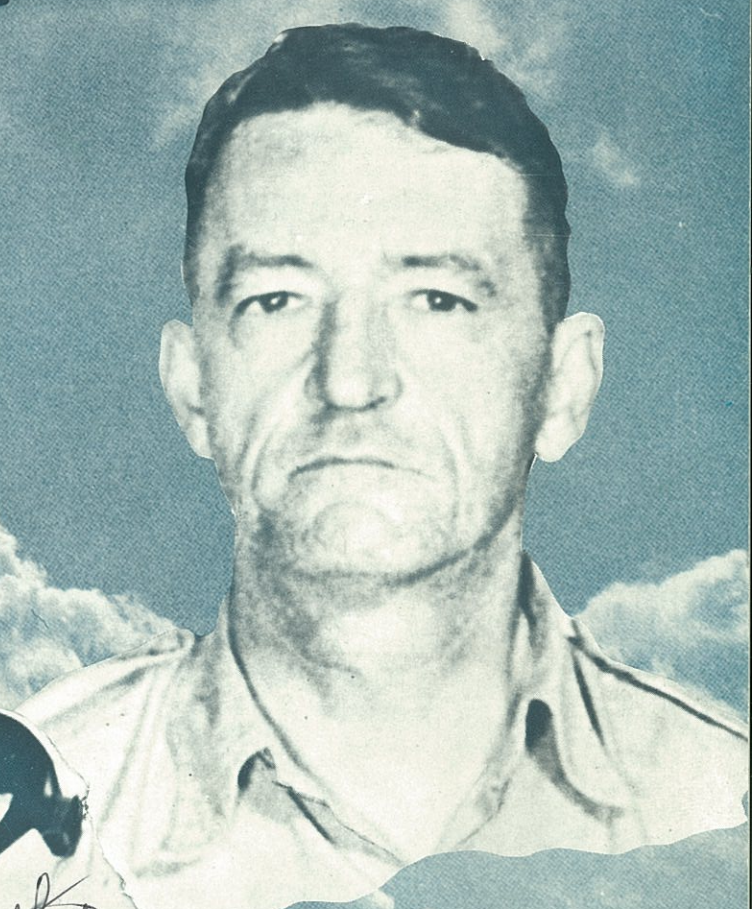
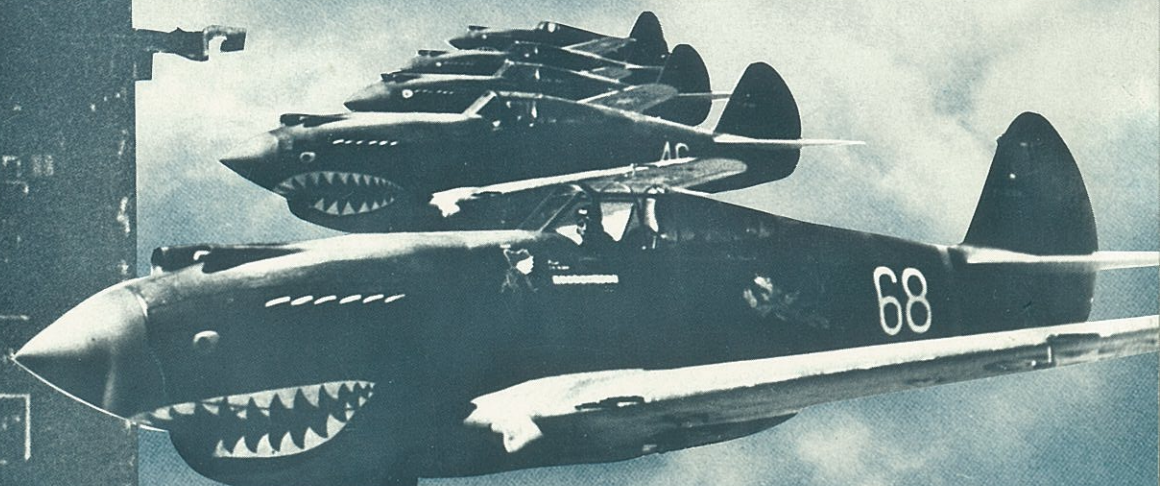
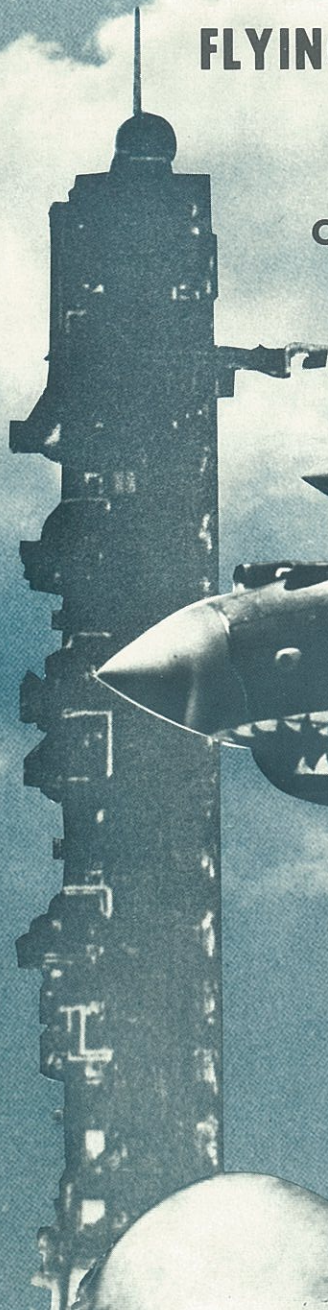
FLYING TIGER 27th ANNIVERSARY REUNION

AMERICAN VOLUNTEER GROUP

CHINA NATIONAL AVIATION CORPORATION

OJAI VALLEY INN • OJAI, CALIFORNIA

JULY 3-4-5, 1969





FLYING TIGERS

(AMERICAN VOLUNTEER GROUP • CHINESE AIR FORCE)
INCORPORATED

PLEASE DIRECT ALL CORRESPONDENCE TO
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1969 Reunion Program



THURSDAY, JULY 3rd

10:00 A.M.
BUS LEAVES FOR OJAI

12:00 NOON
LUNCHEON

AFTERNOON
ENJOY YOURSELVES

6:30 P.M.
HAYRIDE TO TIGER GLEN

7:00 P.M.
COCKTAIL PARTY

8:00 P.M.
OUTDOOR WESTERN
STEAK FRY
Informal – Blue Jeans –
Western Dress – Casual
MUSIC & DANCING



* FRIDAY, JULY 4th *

MORNING
BREAKFAST AT
YOUR CONVENIENCE
GOLF TOURNAMENT STARTS

11:00 A.M.
CNAC BUSINESS MEETING

LUNCHEON
AT YOUR CONVENIENCE

AFTERNOON
REUNION MOVIES IN
THE LOUNGE
MORE GOLF

7:00 P.M.
COCKTAIL PARTY

8:00 P.M.
CNAC BANQUET
HERB FISHER – SPEAKER

SATURDAY, JULY 5th

MORNING
BREAKFAST AT
YOUR CONVENIENCE
LAST ROUND OF GOLF
TOURNAMENT

LUNCHEON
AT YOUR CONVENIENCE

3:30 P.M.
AVG BUSINESS MEETING

7:00 P.M.
FLYING TIGER LINE
COCKTAIL PARTY
HOSTS & HOSTESSES
PRESCOTTS & HOFFMANS

8:00 P.M.
AVG BANQUET
BILL PAWLEY – SPEAKER
GOLF AWARDS
FLYING TIGER PILOT AWARD
TO
COLONEL THOMAS STAFFORD

PLEASE REGISTER WITH "PAPPY" ON ARRIVAL

1969 Award Winner

One of the great astronauts of the space age with three missions to his credit and commander of a flight which brought man closer to the moon than he had ever flown before has been awarded the Flying Tiger Pilot Trophy.

He is Col. Thomas P. Stafford, USAF, Apollo 10 Commander.

His remarkable flight in which he and Commander Eugene A. Cernan (USN), descended in their lunar module to within 9.5 miles of the moon's surface, is acclaimed in this biennial award of the American Volunteer Group.

Col. Stafford is the 11th winner of the Trophy, which was first established in 1952. He is the second astronaut to receive it. The first was Major Robert M. White, the X-15 pilot, who received the award in 1962 as the first pilot to qualify as an astronaut.

The Apollo 10 flight climaxed for Col. Stafford a career in aviation and space which has few, if any, parallels.

His flight in Apollo 10 was his third venture into space. Selected by NASA as an astronaut in 1962, he served as backup pilot for the Gemini 3 flight. On Dec. 15, 1965, he and command pilot, Walter M. Schirra, flew into space on the historic Gemini 6 mission and participated in the first successful rendezvous of two manned maneuverable spacecraft by joining the already orbiting Gemini 7 crew.

His second flight was made in 1966 as command pilot of the Gemini 9 mission. In this three-day flight, his crew performed three different types of rendezvous with the previously launched Augmented Target Docking Adapter and Pilot Eugene Cernan logged two hours and 10 minutes outside the spacecraft.

Col. Stafford, born Sept. 17, 1930 in Weatherford, Oklahoma, graduated from the United States Naval Academy in 1952 and was commissioned in the United States Air Force. He accumulated a record of more than 5,000 hours of flying time, including more than 4,000 hours in jet aircraft, prior to his selection as an astronaut.

He flew fighter interceptor aircraft in this country and later attended the USAF Experimental Flight Test School at Edwards Air Force Base, California. He served as Chief of the Performance Branch at the USAF Aerospace Research Pilot School at Edwards, supervised the flying curriculum for student test pilots and was an instructor in flight test training. He specialized in academic subjects, establishing basic textbooks and directed the writing of flight test manuals. He is co-author of the Pilot's Handbook for Performance Flight Testing and the Aerodynamics Handbook for Performance Flight Testing.



Col. Thomas P. Stafford, USAF.

Col. Stafford is a member of the Society of Experimental Test Pilots and holds two NASA Exceptional Service Medals, Air Force Astronaut Wings, the Distinguished Flying Cross, the AIAA Astronautics Award and was co-recipient in 1966 of the Harmon International Aviation Trophy.

Married to the former Faye L. Shoemaker, he has two daughters, Dionne, 15 years old, and Karin, 12 years old.

His hobbies look like a pretty good training formula for flying — Handball, weight lifting and swimming.

PREVIOUS TROPHY WINNERS

1952 — Capt. Russell J. Brown
First American pilot to down a MIG — Korea

1954 — William B. Bridgeman
Pioneer pilot on the X3

1956 — George F. Smith
First pilot to survive supersonic bailout

1957 — A. M. "Tex" Johnston
First pilot to fly the 707

1958 — Lt. General Claire Lee Chennault

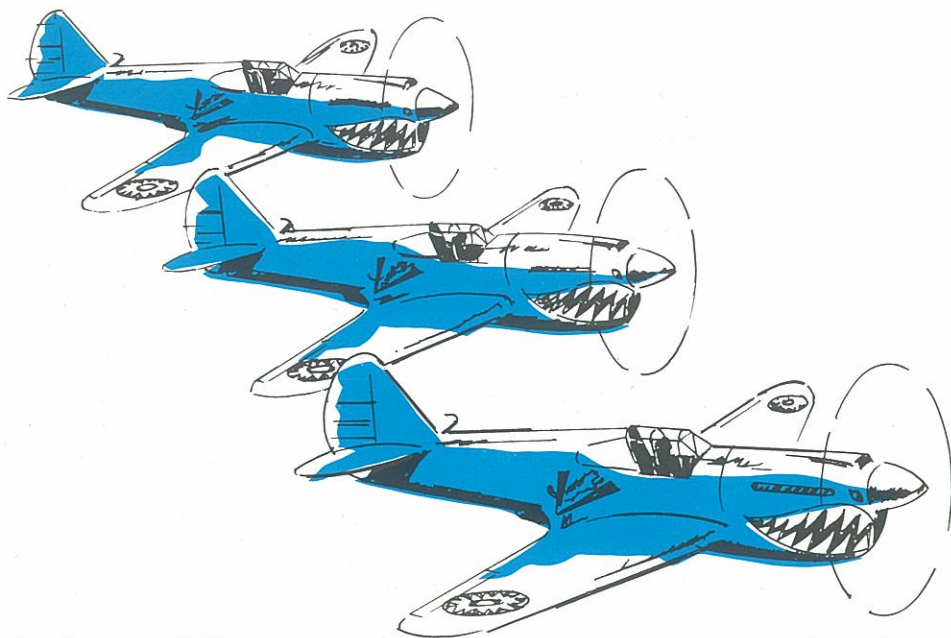
1959 — Maj. Walter W. Irwin
World speed record in F-104 — 1404 MPH

1962 — Maj. Robert M. White
First pilot to qualify as an astronaut in an airplane — X-15

1964 — Col. Lee, Chinese Air Force
For distinguished classified mission

1965 — Col. Robert L. Stephens, Lt. Col. Daniel Andre
Pilots of the YF-12A to new world speed and altitude records

1967 — Major General Charles R. Bond, Jr.
35 year career in military aviation from fighter pilot to Commanding General



A brief history of the original Flying Tigers



(American Volunteer Group – Chinese Air Force)

It is the summer of 1969 and 27 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 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. 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 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.

Autographs

Autographs

Miss Flying Tiger of 1969

Miss Flying Tiger of 1969 is a slim, leggy blonde who rides, swims, skates on rollers or ice, has danced since she was four, and sings! — in the Billie Holiday mood.

She is Priscilla Paris, with three Gold (million selling) records and has written more than 100 songs recorded by the Paris Sisters, of whom she was once one of three, Don Ho and Eddy Arnold. Currently, she is on Happi Tiger Records.

A student of art and dancing, from ballet to Watusi, she plays the guitar. Her career includes two years in the Columbia Pictures Workshop, performances on the Red Skelton, Arthur Godfrey, Johnny Carson, Pat Boone, Dave Garraway, Noel Harrison and Woody Woodbury shows, top supper clubs throughout the world, from Las Vegas to Tokyo.

Statistically, she's five feet, five, 106 pounds, has brown eyes and is 23 years old. She isn't married, and fellows, not even engaged!



Dick Rossi and Bob Prescott tell Priscilla Paris all about how it is to be Miss Flying Tiger. Watch that hand, Dick!

Americans, Valiant and Glorious

Americans, Valiant and Glorious is the title of a booklet written by William D. Pawley, who was instrumental in the steps that led to formation of the AVG early in World War II. It is reprinted here in part as a refreshing memory of how the AVG was conceived and the steps that were taken to bring the group to China. Also included is a tribute to the leadership of General Chennault.

In this summary of the AVG I shall not dwell on combat results, for that story has been put in book form by several authors. I do wish, however, to give credit to those unsung heroes – on the ground, in the offices and in the field – who contributed so loyally to the great cause of assisting a friendly republic wantonly attacked by the Japanese – a nation which for more than ten years had been preparing for war against China and the United States.

The story begins in China, in May, 1939. I had been invited to discuss certain matters of business policy with His Excellency, Dr. H. H. Kung. Accompanying me to Dr. Kung's office were Captain B. G. Leighton, USN, and Edward P. Pawley, both Vice Presidents of The Inter-Continent Corporation. At the conclusion of our formal talks I asked Dr. Kung what we, as Americans, might do upon our return to America that would be of the greatest benefit to China and the Chinese Air Force. After some thought Dr. Kung observed that one of China's most urgent needs was for a Foreign Legion of American Volunteer airmen, who would give China's ground forces the air support which they required. Dr. Kung reminded me of the magnificent job done by a group of American pilots in France during the first World War – the Lafayette Escadrille. Dr. Kung pointed out the great advantage to both China and the United States in having a group such as the Lafayette Escadrille active in the Asiatic theatre. I once saw the tactical military advantages that would accrue to America, should Japan attack us, by having a nucleus of airmen experienced in Jap air tactics.

We promised Dr. Kung we would do everything possible to put China's problem before various men of influence in the United States. A few days later I flew back to America and Captain Leighton shortly joined me. We talked to many of our friends in the United States. After a number of patient discussions with Chinese Government officials and officers, permission was secured to employ a group of men to join our company – Central Aircraft Manufacturing Company – of which I was President and sole stockholder, and a formal agreement was entered into with the Chinese Government. Dr. T. V. Soong, now Premier, empowered me to employ 350 men – pay their salaries, traveling expenses, assist in the purchase and shipping of the necessary aircraft, receive the planes and assemble them at Rangoon.

Thus the AVG was born.

In Los Angeles, I discussed the problem with my friend Captain C. C. Moseley, World War I ace and an able judge of men. Captain Moseley advised me to engage Richard Aldworth to seek out and hire our personnel. Aldworth was then a patient at Walter Reed Hospital, suffering from an ailment which eventually took his life. We reached him by telephone, told him the problem, told him why the group was being organized. Although ill,

he agreed to meet us in New York within three days. Dick Aldworth did a magnificent job, although he knew at the time he took the assignment that his days were numbered.*

Soon the AVG was rolling, although our problems continued.

In mid-November, 1941, I flew to Manila to secure supplies for the maintenance and overhaul of the 47 airplanes left from the original 100 ships that had been sent to China. We desperately needed tires and tubes, Allison engine parts, radio equipment, .30 and .50 calibre ammunition. I found some real friends to whom I explained our urgent needs. They offered every possible assistance, but they had no supplies for P-40's. I did manage, however, to secure 75 tires and tubes, engine parts, radio equipment and some ammunition.

We loaded these precious supplies into three flying boats. Loaded to the gunwales, the ships took off for Singapore. At that port we immediately transferred as much of the supplies as possible into a chartered KLM Douglas, and aboard my own Lockheed. The balance was shipped from Singapore to Rangoon by coast-wise steamer, and arrived there on December 5, 1941.

On December 8th, Pacific date, Pearl Harbor was bombed. That day, after I conferred with General Chennault, we decided that one squadron of the AVG – 18 ships – would be sent to Rangoon.

Two weeks later, the Japs, after arrogantly broadcasting their intentions, came over Rangoon to wipe out the American contingent. The Flying Tigers were ready. The combat situation: 18 American planes against 100 Japs. When the fight was over, 9 Jap ships were definitely destroyed. Two of our boys were killed and another had been forced to bail out, and 4 other planes had been badly shot up and required rebuilding. From the cracked-up planes 2 were repaired, making a total of 14 planes available.

On Christmas Day, the Japs returned, this time with 120 planes. But they did not reckon with the tactics worked out by Jack Newkirk and the Tigers after the first day's battle. On that day, Roger Reynolds, our Lockheed pilot, Ed Pawley and I watched the results of the new tactics. We saw 120 trained, disciplined, experienced Japs taken on in combat by 14 American boys – 14 boys who had seen combat only once.

When the smoke cleared and we were able to count the results, 24 Jap ships had been shot down. The AVG had lost none, although their ships, in many cases, looked like flying fish nets when they landed!

The Flying Tigers were really flying. In addition, they were bringing renewed confidence to the American people during those dark days after Pearl Harbor. Their contribution to the morale of the people of China and the United States can never be measured.

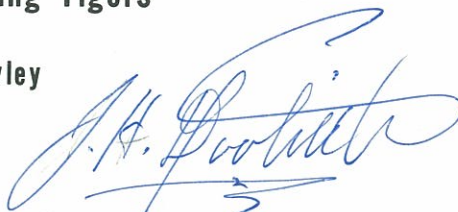
Tribute

to

Claire Lee Chennault

Commander of the Flying Tigers

by William D. Pawley



It has been said of Claire Lee Chennault that he has the face of a hawk, the mind of a genius, and the patience of a cautious angel. But a high-ranking observer who served with him in China growled: "I get irritated when I hear people call Chennault a genius. He isn't. An ordinary 'genius' would go mad out there. Claire is a cool, level headed soldier who knows his business, has an immense store of common sense, and keeps his head when things go wrong."

Genius or G.I., Claire Chennault is a great man, and it is to America's undying glory and good fortune that he led the American Volunteer Group – the famed "Flying Tigers."

Chennault arrived in China, appropriately enough, a year before the Japanese "incident," to take up the training of the Chinese Air Force, following Colonel Jack Jouett. Colonel Jouett had gone to China with a group of 20 young American aviators to begin the task of developing a Chinese air force. During his three year tenure he did a magnificent job. In 1937, Chennault accepted Chiang Kai-shek's invitation to assume command. The swarming hordes of Japan were raping and burning their way through that almost defenseless nation, and China's small force seemed pitiful in comparison with the well equipped and ruthless foe. But Chennault parried and thrust, kept the Jap at bay.

When the American Volunteer Group came under Chennault's command in 1940, it was his difficult duty to weld these scores of high spirited individuals into a cohesive fighting team. The operational difficulties alone would have staggered many a less able man. Chennault had to help his men accustom themselves to a strange land and alien ways; to settle their personal gripes and discourage jealousies; to battle such intangibles as a skyrocketing monetary inflation and the superstition of the natives. He had to fight Burmese spies, Chinese bandits, black-marketeers, looters and murderers turned up by the dredge of war. He struggled with a lack of elementary military intelligence concerning his enemy's moves and dispositions; the hazards of unknown terrain, unfamiliar weather conditions, distorted maps, inadequate radio equipment; he had to work around the clock for months on end, coping with malaria, dysentery, fatigue, short rations, homesickness and frayed nerves. And above all he had to battle the Jap.

Somehow, out of the welter of confusion, Chennault built an organization. He developed a ground and operational staff that clicked, slowly at first, and off-beat, but one

that gathered speed as it gathered rhythm. And as the organization grew, Chennault lectured and demonstrated Jap-killing to his flyers again and again and again. And these expert airmen grew to know and follow Claire Chennault, and to have a deep respect and confidence in their indomitable leader.

The astounding record of the AVG – 297 Jap planes shot down against eleven Flying Tigers lost in combat – eloquently tells how sound was the teacher's doctrine, how apt the pupils' skill.

* * *

Claire Lee Chennault was born in Commerce, Texas, but was raised in Louisiana. He learned to fish and track and hunt tirelessly among the tangled mangrove swamps and fields of the delta country. When World War I began, he left his wife and children to enlist as a private, bootstrapped his way up to a commission. After his discharge he restlessly applied himself to cotton raising, but in a few months was back in khaki once again, this time in the fledgling Air Corps.

Chennault the flyer became Chennault the apostle of pursuit tactics. He organized a trio of zany birdmen known as the "Three Men on A Flying Trapeze" (Chennault, Lt. J.H. Williamson and Lt. W.C. McDonald) whose crazy, primary flying techniques later were to become the basic pursuit strategy or all airpower.

A disciple of Billy Mitchell, Chennault saw his efforts dismissed or ignored. The Russians, however, watched the work of this studious officer with the quiet drawl and offered him a handsome salary to come to Moscow and teach. Chennault declined, but after his premature retirement from the Army in 1937 on a physical disability charge, he accepted an invitation from Chiang Kai-shek. Given a free hand in China, it was there he demonstrated and applied the techniques that were to make his Flying Tigers the terror of the skies.

When America entered the war, General George Marshall, who knew a good soldier when he saw one, offered Chennault the star of a brigadier-general.

"I don't want to be a general," Chennault sighed, "but I can't fight without planes." For a while he had to fight without them anyway; in the summer and fall of 1942 he never had more than 50 planes of all types fit for combat, and never were there more than 18 engaged at one time! But his intimate knowledge of Jap strategy and air techniques, freely given to the Allied high command, was invaluable. No one else had it; none could have had it.



WHAT THEY SAID

“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