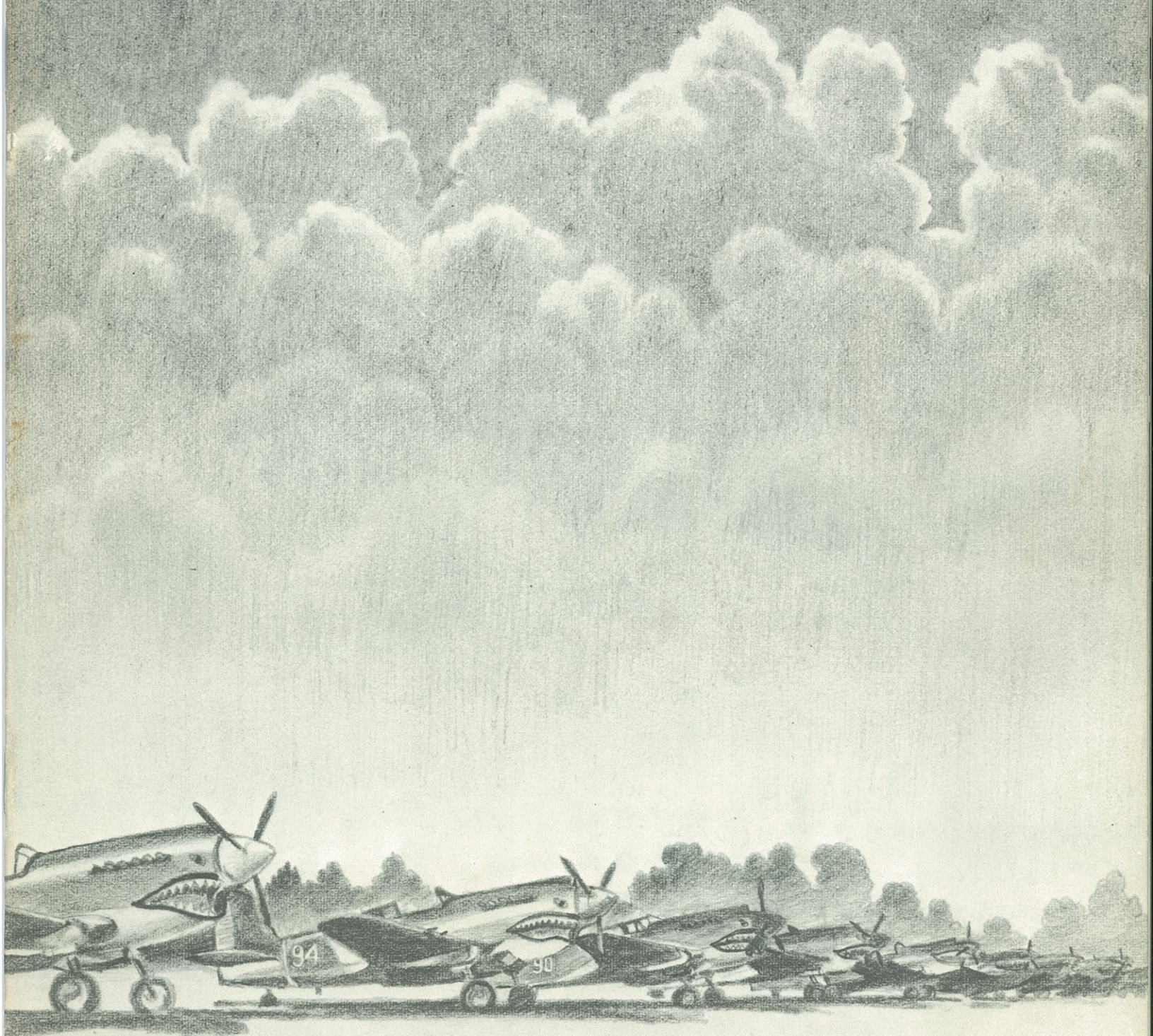
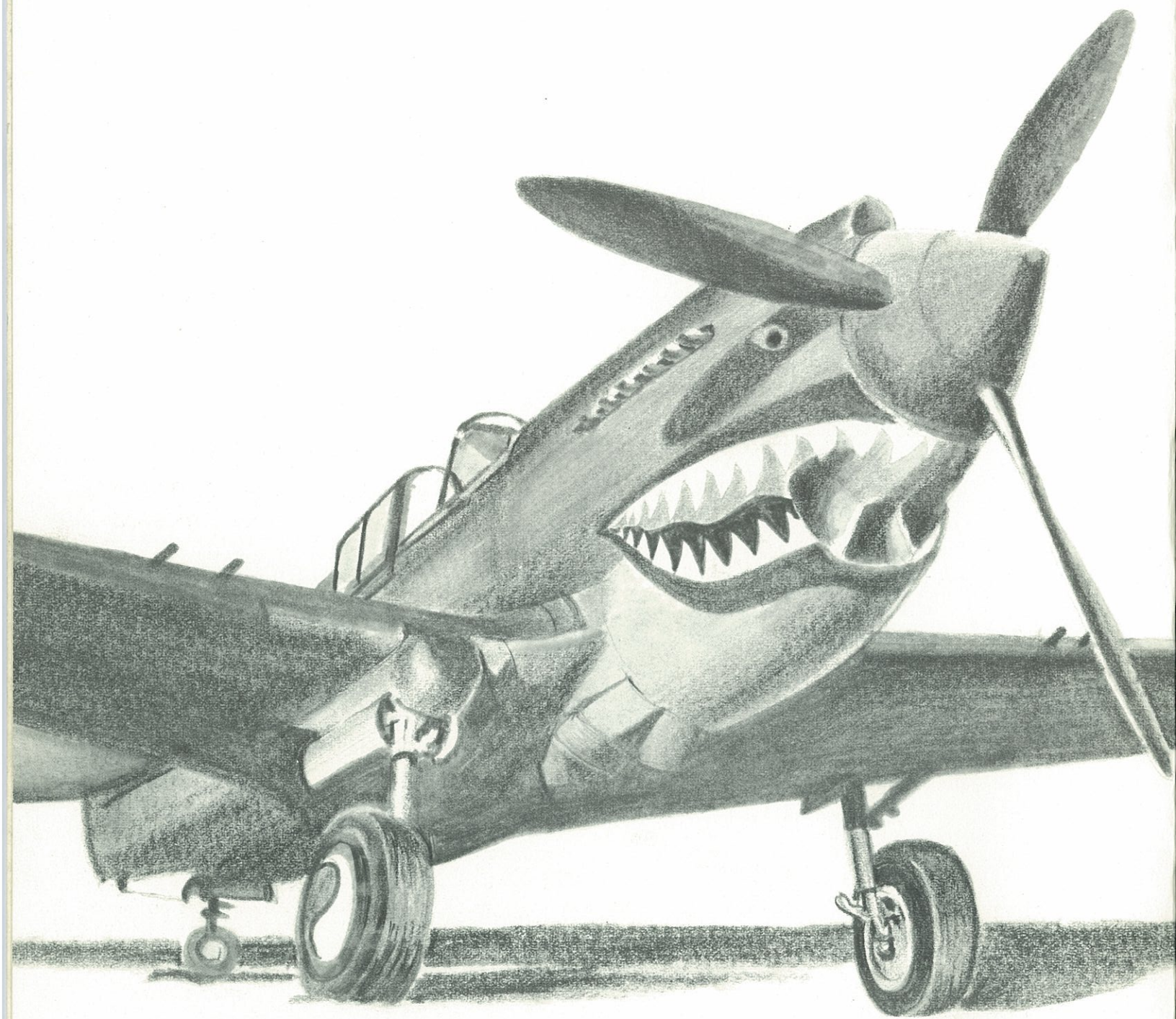


QUAI 1973





1973 AVG-CNAC Reunion

AVG - Officers and Executive Committee

Lt. Gen. Claire L. Chennault, USAF (Decd.)
Honorary Permanent Chairman

John R. Rossi
Chairman

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

Board of Directors

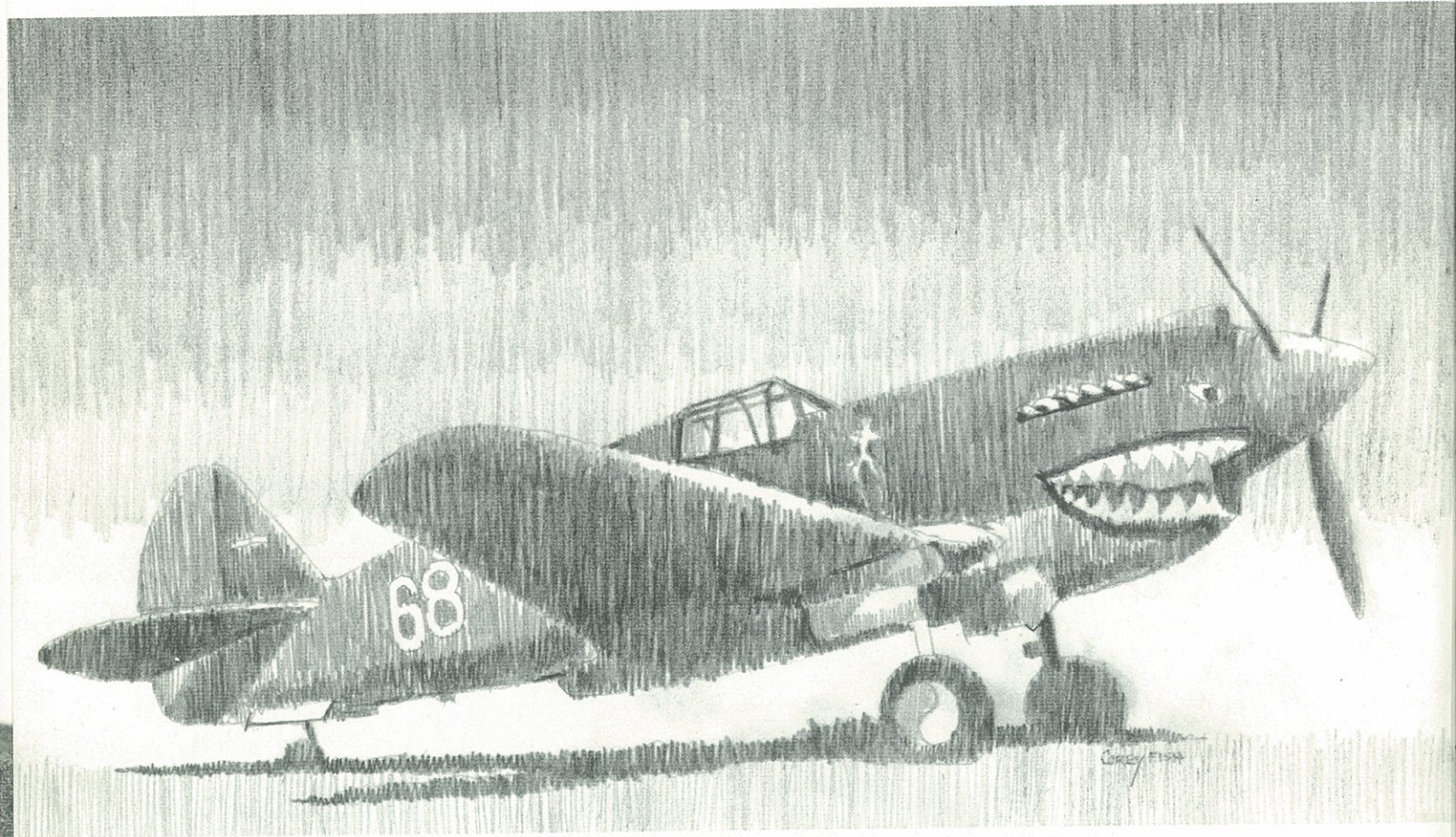
George H. Burgard
Walter J. Dolan
"Red" Petach Hanks
Robert P. Hedman
David L. Hill
Robert B. Keeton
Robert H. Layher
Robert C. Moss

Charles H. Older
Preston B. Paull
George L. Paxton
Joseph A. Poshefko
Robert W. Prescott
Edward F. Rector
Lewis J. Richards

Freeman I. Ricketts
Roland L. Richardson
Donald L. Rodewald
John R. Rossi
R. M. Smith
Robert T. Smith
Edward L. Stiles
John J. Uebele

CHINA NATIONAL AVIATION CORPORATION ASS'N.

Permanent Chairman W. C. "Bill" McDonald, Jr.
Chairman L. F. "Robbie" Roberts, Jr.
President Arthur Chin
Vice-President J. R. "Dick" Rossi
Secretary Reginald Farrar
Treasurer Walter "Pappy" Quinn



The Curtiss Wright P-40 of Tiger history ▲

CNAC pilots flew the C-47 across the Hump ▶

AVG - CNAC 1973 Reunion Program at Ojai

JULY 5

- 1000 Bus leaves Sheraton Airport Inn, Los Angeles, for Ojai
- 1200 Arrival at Inn and Luncheon
- 1830 Hayride to Tiger Glen — Casual or Western Dress
- 1900 The Boeing Company Cocktail Party
- 2000 Outdoor Steak Fry
Western Dancing

JULY 6

- 900 Cleanup Registration and Breakfast
- 1000 CNAC Business Meeting
- 1100 Start of Golf Tournament
- 1200 Luncheon
- 1400 Movies in Lounge
- 1900 The McDonnell Douglas Aircraft Company
Cocktail Party
- 2000 CNAC Banquet

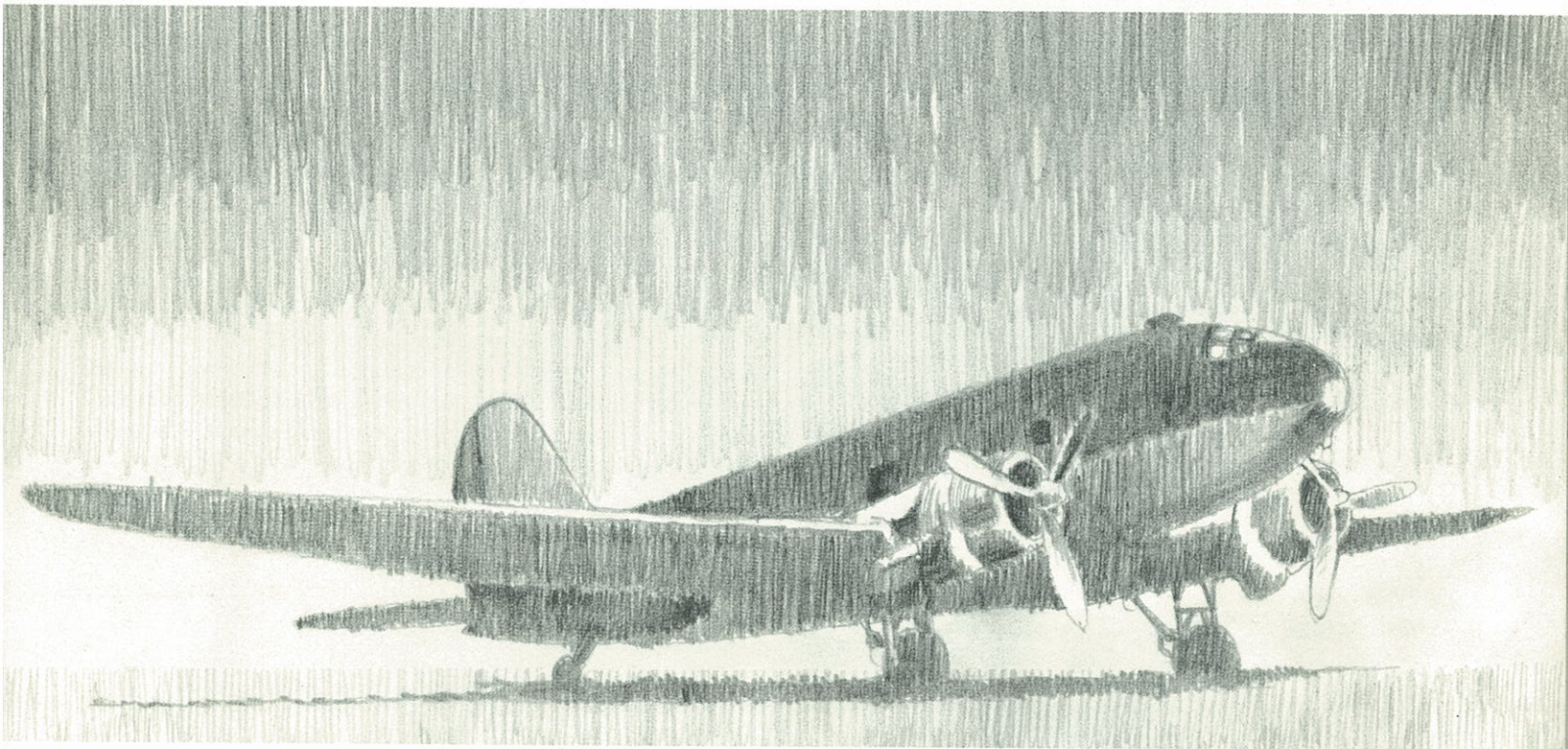
JULY 7

- 900 Breakfast
- 1000 Finals of Golf Tournament
- 1500 AVG Business Meeting
- 1900 The Flying Tiger Line Cocktail Party
- 2000 AVG Banquet and Presentation of Flying Tiger Pilot
Award Trophy to Lt. Gen. Sam Phillips; Bob Prescott, Roastmaster; Special Guests of Honor, Lt. Gen. James Doolittle; Lt. Gen. Szeto, Chinese Air Force; Lt. Gen. Tsang, Chinese Air Force; Konsin Shah, Representing Generalissimo Chiang Kai-Shek

JULY 8

- 1200 Bus leaves for Los Angeles

The drawings in the 1973 AVG-CNAC program are the work of youthful artist Corey Fish, who will turn 21 July 23.



General Claire Lee Chennault

- Founder of the Flying Tigers

Claire Lee Chennault was born in Commerce, Texas, reared in Louisiana, and made world history in China.

He was a hunter and fisherman in the mangrove swamps of the delta country where he grew up. When World War I began, he enlisted as a private, bootstrapped his way to a commission with the same iron-jawed determination that marked his later years in China.

After his discharge he tried his hand at cotton raising but was shortly back in khaki flying again. As a pilot he organized a wild trio known as the "Three Men on a Flying Trapeze," whose techniques in the air became the basic pursuit strategy of all airpower, and later were responsible for the outstanding successes of an untried group of young fighter pilots in China in World War II.

He turned down an offer from the Russians to go to Moscow to teach his techniques, but later, after a premature retirement from the Army in 1937 due to a physical disability, he accepted an invitation from Chiang Kai-shek to help organize and train a fighting force for China.

When America entered World War Two, 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 said, "but I can't fight without planes. If I have to be a general to get planes, then go ahead."

It was Chennault's intimate knowledge of Japanese strategy and air techniques, and never the number of planes at his disposal, that won his men their place in history. Chennault never had more than 50 planes of all types fit for combat, and never were more than 18 engaged at one time. But how they engaged!

Chennault arrived in China the year before the Japanese "incident" to take up the training of the Chinese Air Force. He followed Col. Jack Jouett, who had gone to China with a group of 20 young American aviators to begin the task of developing a Chinese air force.

In 1937, when Chennault accepted Chiang Kai-shek's invitation to assume command, the Japanese were slash-

ing their way through an almost defenseless China. But Chennault, using the men and materials at hand, held the Japanese at bay.

When the American Volunteer Group came under his command in 1941, he had to weld a group of high spirited, individualistic young men into a fighting force under conditions that would have foundered most men.

He helped his men accustom themselves to living in a land with ways alien to their own; helped them keep from beating each other to a pulp when high spirits, difficult conditions and occasional jealousies ruptured into protest; battled the monetary inflation around them, fought Burmese spies, Chinese bandits, black marketeers and the dregs of war.

He and his men were handicapped by lack of military intelligence, the hazards of unknown terrain, unfamiliar weather conditions, inadequate radio equipment and distorted maps.

He fought malaria, dysentery, fatigue, short rations, homesickness and rattled nerves — and beyond that, kept his men in trim to fight a war in the skies with the Japanese who outnumbered them often as much as eight to one — but still lost.

Not only did Chennault and his men triumph over almost unsurmountable handicaps, he drew into being a tightknit, disciplined group of expert airmen whose unbelievable exploits against the Japanese in combat will never be forgotten.

Generalissimo Chiang Kai-shek said of them, "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."

Winston Churchill said, "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."

Madame Chiang Kai-shek said, "They are China's angels with — or without — wings."

General Claire Lee Chennault ▶



San Diego - 1971



Judge Chuck Alders, R.T. Smith, Duke Hedman



Prescott



Bob Prescott, SAC COMMANDER Gen Bruce Hallaway, Tommy Conroy, Bill LEAR,

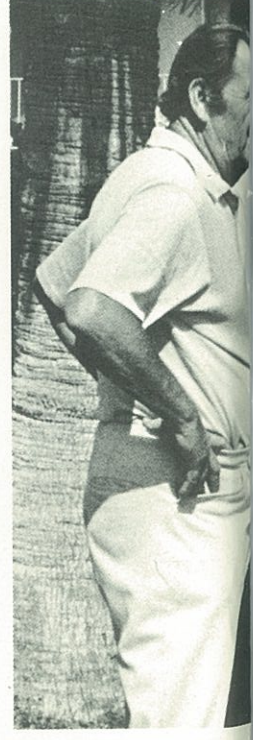
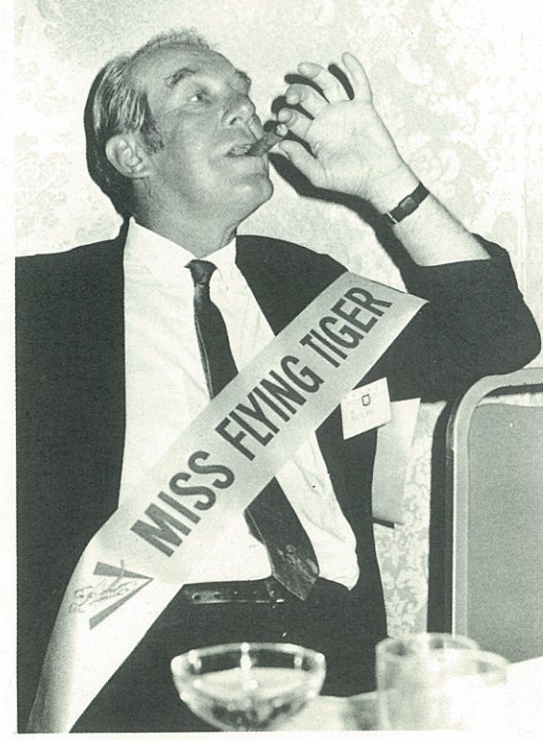
ANNA CHENNAULT



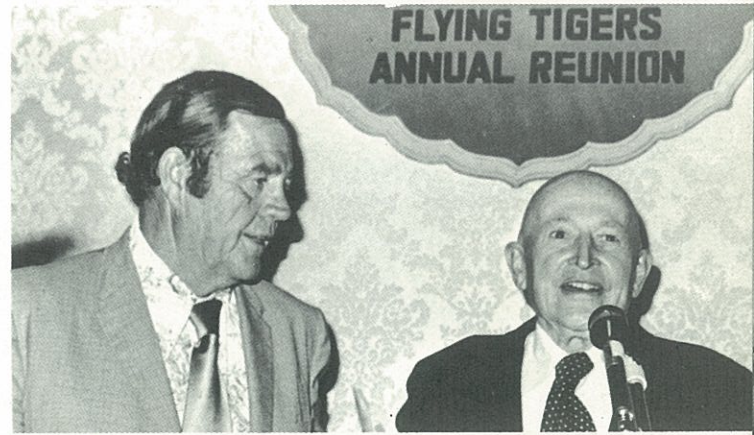
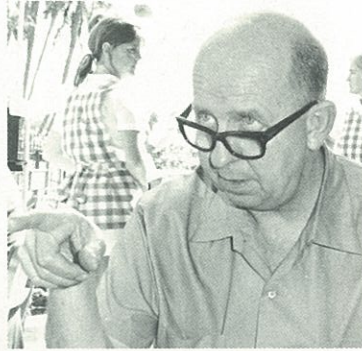
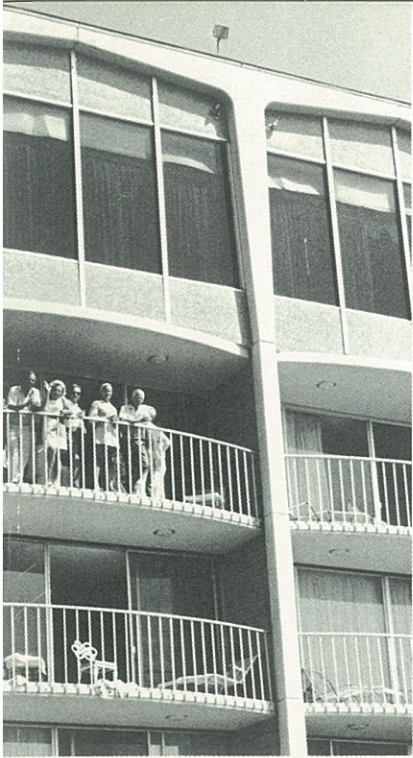
Judge Chuck Olders, R.T. Smith, Duke Hedman



Bob Prescott, SAC



San Diego - 1971



Prescott



COMMANDER Gen Bruce Hallenby, Tommy Concoran, Bill LEAR,



ANNA CHENNAULT



Miss Flying Tiger - 1973

This year's Miss Flying Tiger is an ugly old lady who wears combat boots under her homespun dungarees and really only should go out after dark so as not to frighten the children.

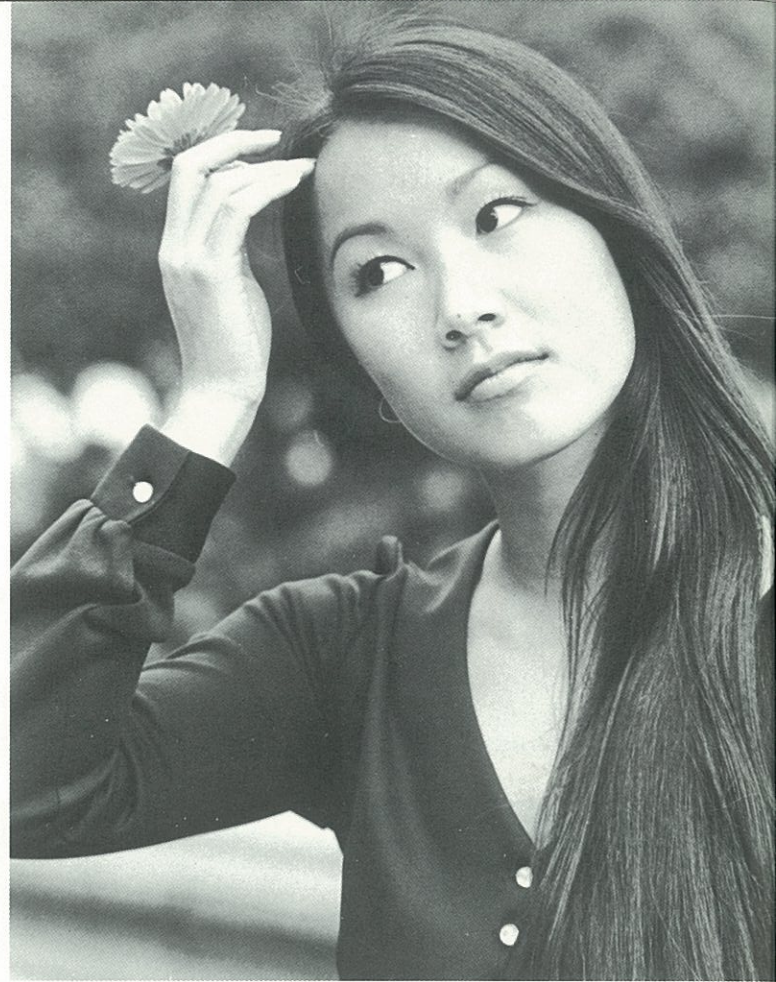
Judy Kim Chee Wong, 21, is a Flying Tiger Airline secretary to the director of industrial engineering.

A second generation Chinese, Judy was born in Los Angeles. Her parents arrived in the United States 23 years ago from Hong Kong and an area south of Canton in Mainland China.

Judy, whose middle name "Kim Chee" means "Lovely Twigs", speaks a dialect of Cantonese in addition to English but says she can read only her name in Chinese.

She is a graduate of John Marshall High School in Los Feliz, where she was yearbook assistant editor, president of the Citizenship Honorary Society, vice president and secretary-treasurer of the Math-Science Club and a homecoming princess.

Judy attended California State College in Los Angeles for two years as an art major before joining Bob Prescott's little operation in April, 1972.



Judy Wong, 1973 Miss Flying Tiger



Judy wandered into the cockpit of a Tiger DC-8 one day and tried the captain's hat and seat on for size. "There," Judy says, "I knew there was nothing to flying one of these

planes. What was that noise? all these lights!"

Help! Somebody put out

1973 Award Winner

Lieut. Gen. Samuel C. Phillips, U.S.A.F.

Lt. Gen. Samuel C. Phillips is the Commander, Space and Missile Systems Organization (SAMSO) of the Air Force Systems Command (AFSC), Los Angeles Air Force Station, California.

A fighter pilot in World War II, honored with distinguished awards both from his own country and France, he capped an aviation career in engineering, electronics and missiles with a five-year stint as Director of the Apollo Manned Lunar Landing program.

Born in Arizona in 1921, he grew up in Cheyenne, Wyo., which is his permanent home and where his wife, Betty Anne Brown, was born. They have three daughters.

Graduating from the University of Wyoming in 1942 with a Bachelor of Science Degree in Electrical Engineering, he entered the war that year as a Second Lieutenant, Infantry, transferred to the Army Air Corps and won his wings a year later.

Two combat tours with the 364th Fighter Group, 8th Air Force in England, earned him the Distinguished Flying Cross with an Oak Leaf Cluster, the Air Medal with seven Oak Leaf Clusters, and the Croix de Guerre.

In 1950, he received a Masters Degree in Electrical Engineering from the University of Michigan and began a new career which carried him to a top position in the Apollo Moon program.

His duty included the Engineering Division at Wright-Patterson Air Force Base, the atomic energy experiments at Eniwetok and project officer assignments with the B-52 bomber, the Falcon and Bomarc missiles. In 1956 he returned to England as Chief of Logistics for the Strategic Air Command's 7th Air Division and participated in writing the International Agreement with Great Britain for the Thor IRBM for which he was awarded the Air Force Legion of Merit.

In 1964, he was assigned to NASA to direct the Apollo Manned Lunar Landing program, remaining until 1969, when he took over his present command. His work with NASA earned him the Air Force Distinguished Service Medal, two NASA Distinguished Service Medals and he also holds the Smithsonian Institution's Langley Medal for his part in the Apollo program, the 14th recipient since it was first presented to the Wright Brothers in 1909.

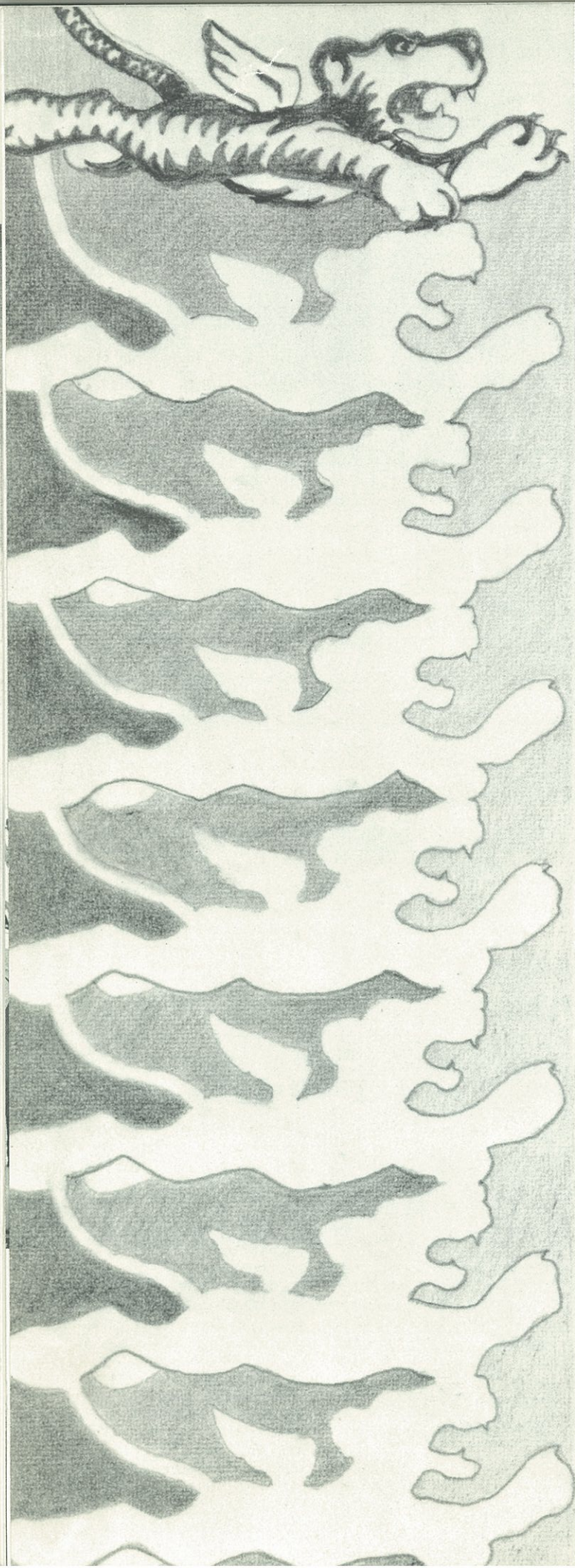


Lieut. Gen. Samuel C. Phillips



Previous award 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" Johnson
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 – Maj. General Charles R. Bond, Jr., 35 year career in military aviation from fighter pilot to Commanding General
- 1969 – Col. Thomas P. Stafford
Apollo 10 Commander
- 1971 – William P. Lear, Sr.
Aircraft and Electronics Pioneer



A history of the American Volunteer

The year was 1941. The thunder of war shook the world. In China, war already had become a way of life as the Chinese struggled in a "now-you-see-it, now-you-don't" conflict with Japan.

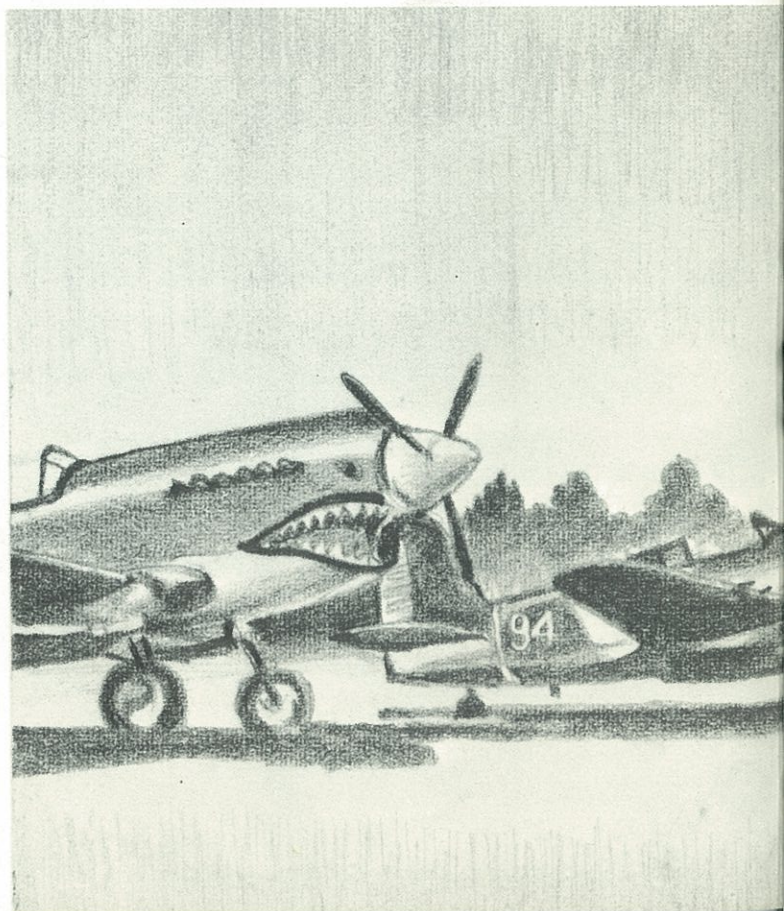
There was a man in the United States, a former Army captain, called Claire Lee Chennault. When he retired from his career as a military pilot in the mid 1930's, he wrote a book about his concept of aerobatics.

The text came to the attention of the Chinese, desperately looking for answers to their unequal battle against the Japanese in the skies.

In 1937, the Chinese asked Chennault to help them develop an airforce. Claire Lee Chennault went to China to do what he could to help a nation in distress.

Now, in 1941, Generalissimo Chiang Kai-shek authorized Chennault to bring together a group of American airmen to help train the Chinese. With the consent of President Roosevelt, members of the American Armed Forces were permitted to volunteer for duty with the new service in China. The tour of duty was to be one year's service.

The group, drawn from the U.S. Army, Navy and Marine Corps, straggled into China, 87 pilots and 165 ground per-



Group - the Flying Tigers

sonnel.

In Burma some 100 P-40 fighter planes sidetracked from other military assignments, awaited them, some of them aircraft that had seen better days.

The new group of Americans joining the Chinese formed into three squadrons: Adam and Eve, the Panda Bears and Hell's Angels. With Chennault urging them on with the sense of haste born of desperation and necessity, they went into intensive training.

War is not an orderly program, however. With barely three months of training as fighting units, the Tigers' first test came over Rangoon during the Christmas season.

In those minutes in the skies over Burma that took on the elastic dimensions of centuries compressed, the untried catch-as-catch-can American force not only survived the Japanese assault but repulsed the enemy, causing heavy losses.

Like the victory of Lexington 165 years before, news of the Americans' achievement electrified the world and gave courage to the faltering Allied forces, thus far repeatedly defeated by the Axis powers.

In the days immediately following, between Christmas

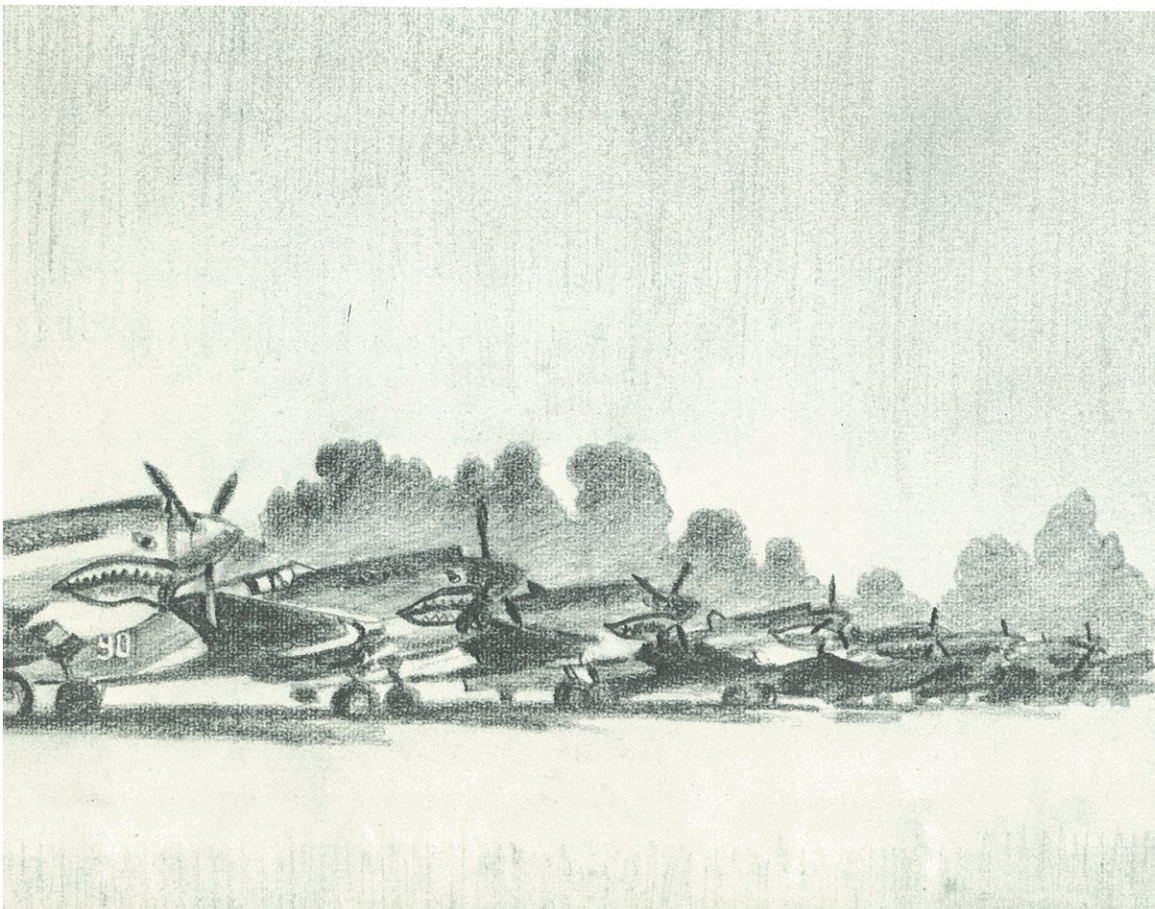
and New Year's Eve of 1941, the Americans shot down officially 75 planes, with a loss of two Tigers pilots and six planes of their own.

Never before had there been such a total air victory in the history of aerial combat. The name "Flying Tigers" burned itself into the pages of world history for all time.

In the seven months of combat that followed, the 85 surviving pilots and their tiger-toothed P-40's shot down, by official count, 299 enemy planes. They destroyed another known 240 Japanese aircraft. In addition, Tigers estimated a kill of upwards of a thousand aircraft which could not be confirmed officially, but which pilots recounted having watched disappear into the mountains or sea.

Outnumbered as much as eight to one, living under primitive conditions with shortages of food and military supplies, their planes held together by the determination and resourcefulness of their devoted ground crews, that handful of pilots checked the Japanese invasion of China.

"The Flying Tigers were a blazing beacon of ultimate victory," wrote Clare Boothe Luce. "For this happy revelation of them in our darkest hour their story is deathless."





A history of CNAC - the China National Aviation Corporation

Long before the men who came to be known as the Flying Tigers reached Rangoon, a small group of experienced transport pilots were flying a commercial operation in China which had been established several years before the start of World War II by Pan American World Airways.

When the World War spread to China, CNAC personnel were pressed into service to fly supplies and personnel to areas cut off by the enemy from land routes.

Many Tigers and their supplies were flown to Claire Lee Chennault's bases during the days of the American Volunteer Group's service in 1941-42's as CNAC and its men became the lifeline for the AVG.

Early in 1942, CNAC pilots pioneered the world-famous "Hump" route, the last link in the world's longest military supply line, which extended from India to China.

It was the world's first major airlift, and it was a pilot's nightmare.

The 500-mile route traversed some of the most treacherous country in the world. Flying with few or no radio aids over inadequately charted areas, under constant harassment from enemy fighters, CNAC pilots had not even the satisfaction of being able to shoot back. Their C-47's and later C-46's were unarmed.

To fill their ranks, CNAC added many Tiger pilots to their number when the AVG was disbanded, as well as other commercial pilots recruited in the United States and China. Some of the new pilots never had flown anything bigger than a Cub. Most of them never had been at the controls of multi-engine equipment nor were they familiar with instrument flying.

Now they were called upon to fly day and night over the world's roughest and highest terrain in all kinds of weather 16 to 20 hours daily. A trip and a half a day was not uncommon for the men. Many of the pilots — the ones who came back — returned from the war years with 500 trip records — and some with as many as 700 trips.

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

"I'll tell you one thing," one former Tiger remarked, "those guys had guts, flying unarmed planes across enemy territory, over some of the roughest country in the world in lousy weather, with none of the modern navigational aids we rely on today.

"Without CNAC there would have been no Flying Tigers . . . and maybe no China."



