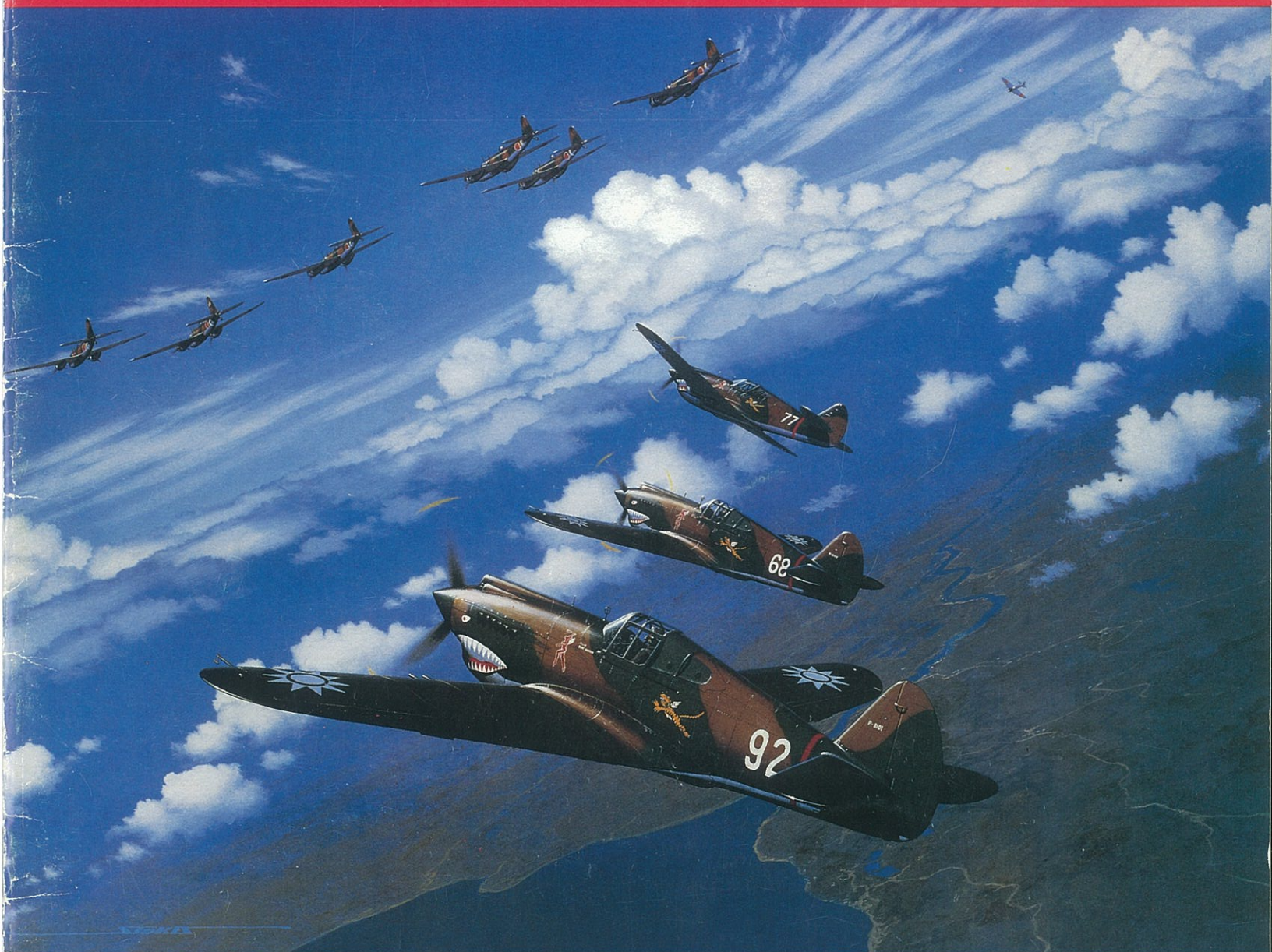


AMERICAN VOLUNTEER GROUP

1989 AVG-CNAC REUNION

CHINA NATIONAL AVIATION CORPORATION



OJAI VALLEY INN

OJAI, CALIFORNIA

JULY 2, 3, & 4



AMERICAN VOLUNTEER GROUP • CHINESE AIR FORCE
INCORPORATED

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"Red" Petach Hanks
Vice-President

David L. Hill
Vice-President

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Vice-President

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In Memoriam

Since Our Last Reunion

Lewis Bishop— AVG/CNAC
H.G. Cross — AVG
James D. Cross — AVG
Herbert Cavanah —AVG
William H. Fish—AVG

P.T.Lee — CNAC
Robert D. Miller — CNAC
Robert Pottschmidt — CNAC
Wayne Snyder —CNAC
Don Whelpley — AVG

We also lost our very good friends:

Milton Caniff, Gen. Y.T. Loh & Gen. Tsang Hsi-Lan

We extend our deepest sympathy



1989 AVG-CNAC REUNION PROGRAM



SUNDAY

JULY 2

10:30 AM

Bus leaves the Hacienda
Hotel for Ojai

11:00 AM

Registration in the Hospitality
Room

6:30 PM

Transportation leaves for
Tiger Glen

7:00 PM

Cocktail Hour

8:00 PM

Outdoor BBQ and western
dances.

WESTERN OR CASUAL DRESS

MONDAY

JULY 3

Breakfast at your convenience.
Golf tournament starts.

10:00 AM

Hospitality Room open

3:00 PM

CNAC business meeting

7:00 PM

Cocktail Hour

8:00 PM

CNAC Banquet
Guest Speaker
Nancy Allison Wright

COAT AND TIE

TUESDAY

JULY 4

Breakfast at your convenience.
Finish golf tournament.

10:00 AM

Hospitality Room open.

3:00 PM

AVG Business meeting

7:00 PM

Cocktail Hour

8:00 PM

AVG Award Banquet
Presentation of Flying Tiger
Pilot Award to
the flight crew of
Voyager
Dick Rutan & Jeana Yeager

COAT AND TIE

WEDNESDAY

JULY 5

BREAKFAST AT YOUR CONVENIENCE

1:00 PM

BUS LEAVES OJAI FOR THE HACIENDA HOTEL

FLYING TIGER PILOT

RICHARD G. RUTAN

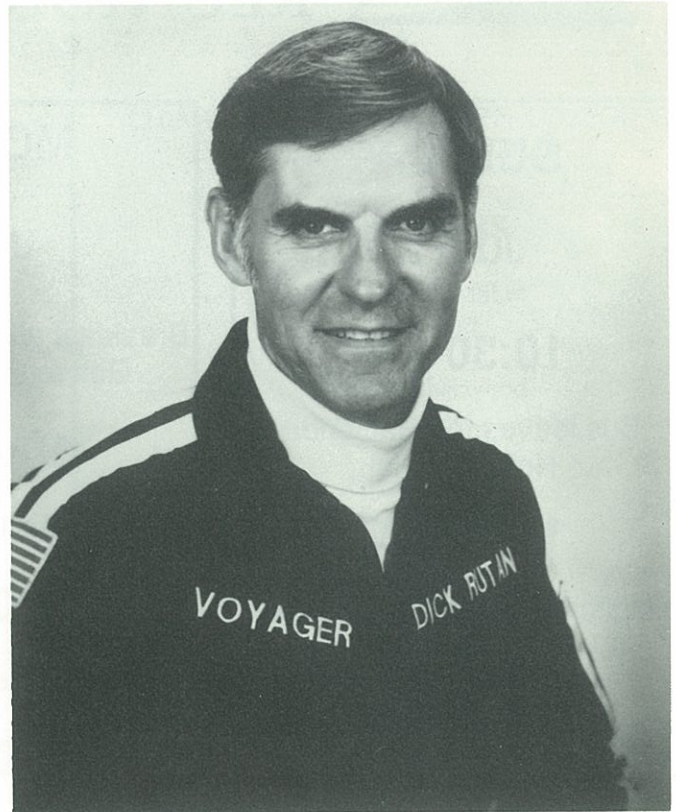
Richard "Dick" Glen Rutan was born on July 1, 1938, in Loma Linda, California, the eldest of George and Irene Rutan's three children. On his 16th birthday, he received his pilot's license as well as his driver's license. After graduation from high school in Dinuba, California, Dick joined the Air Force Aviation Cadet program, where he later received a Bachelor of Science Degree at the American Technological University through the Air Force Professional Education "Boot Strap" Program.

As a tactical Air Command fighter pilot during most of his two decades in the Air Force, Rutan flew 325 combat missions in Vietnam, 105 of them as a member of the Commando Sabre Super FAC, a high risk operation commonly known as the "Misty's". While on his last Strike Reconnaissance mission over North Vietnam in September of 1968, he was hit by enemy ground fire and forced to eject from his burning F-100 and was later rescued by the Air Force's "Jolly Green" Helicopter team.

Before retiring from the Air Force in 1978, Lt. Col. Rutan had been awarded the Silver Star, five Distinguished Flying Crosses, 16 Air Medals, and the Purple Heart.

After retirement, Dick joined his brother Burt as Production Manager and Chief Test Pilot at Rutan Aircraft Factory (RAF). He flew the test flight development on the Defiant; the Beech Starship Proof of Concept Prototype; the European Micro Light; the T-46 Scaled Demonstrator for Fairchild Aircraft; and the Long-EZ, in which he set numerous individual world speed and distance records. In 1982, Rutan was awarded the Louis Bleriot Medal by the prestigious Federation Aeronautique Internationale in recognition of these record flights.

In 1981, Dick Rutan founded Voyager Aircraft, Inc., with partner Jeana Yeager, in preparation for the first around-the-world, non-stop, non-



refueled flight of the Voyager to more than double the previous absolute world distance record held by an Air Force B-52 Bomber.

On the morning of December 14, 1986, Dick Rutan and Jeana Yeager took off on their history-making flight. Nine days, three minutes, and forty-four seconds after take-off, Dick set the storm-battered Voyager down on the historic dry lake bed at Edward's Air Force Base in California, successfully completing the six-year quest. His goal to fly at least the maximum circumference of the globe (24,855 statute mile) non-stop, non-refueled, was exceeded by 132 miles.

President Ronald Reagan awarded Dick the Presidential Citizen's Medal of Honor at a special ceremony for the Voyager Team, four days after the landing. This Medal of Honor has been presented only sixteen times in the history of the United States. Since then, Dick has dined at the White House as an invited guest of the President and First Lady.

AWARD WINNERS



JEANA YEAGER

Jeana Lee Yeager was born on May 18, 1952 in Fort Worth, Texas. Most of her early years were spent in Garland, Commerce, and Houston, Texas, where she developed her love of horses. She became an expert rider, training quarterhorses at the early age of 10.

In 1977, Jeana moved to Santa Rosa, California, where she continued studying the fields of energy, aerospace design, and commercial engineering draftsmanship. For several years, she worked in engineering and administration for Thermogenics, Inc., a geothermal firm, and then for Robert Traux's Project Private Enterprise, aimed at developing a reusable spacecraft for the private sector, which Jeana would pilot, thus becoming the world's first private astronaut.

That same year, Jeana learned to fly planes as a first step towards piloting helicopters. She soon broke and set a half-dozen new F.A.I. and N.A.A. world records for speed and distance in Vari-Ezes and Long EZ's.

In March of 1981, with partner Dick Rutan, Jeana founded Voyager Aircraft, Inc., devoting herself exclusively to the building, testing, developing, and flying of the Voyager for its first around-the-world, non-stop, non-refueled flight. Jeana managed the critical organization of the ground support and office staff, creating and implementing the grassroots funding effort of the Voyager Impressive People, or the VIP Club.

Jeana and Dick worked together on each of the Voyager's 69 flights. In July of 1986, they flew it on a 116 hour flight, setting a new closed course absolute world distance record. It was the first time that a woman had ever been listed in the absolute category.

On the morning of December 14, 1986, Dick Rutan and Jeana Yeager took off on their history-making flight in the Voyager, flying the maximum circumference of the globe, non-stop, non-refueled in nine days, three minutes and forty-four seconds.

Four days after the flight, President Ronald Reagan and First Lady Nancy Reagan held a special ceremony for the Voyager Team, giving Jeana the Presidential Citizen's medal of Honor. It is only the 16th such presentation in the history of the United States. Since then, she has been the invited guest of the President and First Lady at a State Dinner. Jeana is also active in Mrs. Reagan's "Just Say No" drug campaign.

In May of 1987, Jeana and the Voyager Team were awarded the 1986 Collier Trophy, one of the most coveted aeronautical honors in America. She is the first woman to be listed since the award was established in 1911.

On July 24, 1987, the Federation Aeronautique Internationale world body sanctioning authority officially certified the two absolute world records (closed circuit/great circle distance), thereby officially culminating the goals set forth six years before.

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. Gen. Claire Lee Chennault*
Pioneer in developing fighter pilot tactics and
Commander of the Flying Tigers and also the
WWII 14 AF
- 1959 – *Maj. Walter W. Irwin*
World speed record in F-104 – 1404 mph
- 1962 – *Maj. Robert M White*
First pilot to qualify as astronaut in an air-
plane – X-15
- 1964 – *Col. Lee, Chinese Air Force*
For distinguished classified mission
- 1965 – *Col. Robert L. Stephens*
Lt. Colonel Daniel Andre
Pilots of the YF-12A to new world speed and
altitude records
- 1967 – *Maj. Gen. 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
- 1973 – *Lt. Gen. Samuel C. Phillips, USAF*
Director, Apollo Manned Lunar Landing Program
- 1975 – *Neil A. Armstrong, Astronaut*
First man on the moon, Commander of Apollo
XI, the moon ship
- 1977 – *Gen. Charles E. Yeager, USAF*
First man to break the sound barrier, and first to
fly at twice the speed of sound
- 1979 – *Robert W. Prescott*
Distinguished combat career and pioneer in com-
mmercial air freight



- 1981 – *Robert A. "Bob" Hoover*
Foremost precision pilot, WWII combat pilot
with more than 35 years of outstanding aviation
achievements.
- 1983 – *Gen. James H. Doolittle, USAF*
A lifetime of pioneer contributions to aviation
progress and innovations, including the Doolittle
Tokyo Raid
- 1985 – *Barry M. Goldwater, USAF Gen. & U.S. Senator*
Devoted a lifetime of service to his country and
to military aviation
- 1987 – *Lt. Col. Donald L. Rodewald, USAF (Ret.)*
First paraplegic to fly around the world
solo in a single engine airplane



CNAC'S FAMOUS DC 2-1/2



AVG'S AIR-CONDITIONED MAINTENANCE HANGAR



THE AMERICAN VOLUNTEER GROUP— THE REAL FLYING TIGERS

In all the history of aerial combat, there had never been such a total air victory as this. For Chennault, it was long-sought vindication of the tactics for aerial combat which he had sought to pioneer in America's aerial forces before the war. They were to be universally-accepted only after Chennault's Tigers had made living proof of his concepts.

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.

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, 97 pilots and 185 ground personnel.

In Burma some 100 P-40 fighter planes, sidetracked from other military assignments, awaited them. Some of those aircraft 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. While some pilots had been training in Burma for about four months, before the action started, the last contingent of pilots did not arrive in Rangoon until the second week of November, less than a month before the Pearl Harbor attack. These late arrivals were intergrated into the three existing squadrons, and some went into combat with less than a month of training in the P-40's.

Chennault, recapping later the story of his

group said that while the AVG was blooded over China, it was their aerial exploits above Rangoon that put the stamp of history, as The Flying Tigers, upon them.

In those ten weeks 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.

The cold statistics for the ten weeks the AVG served at Rangoon, show its strength varied between twenty and five serviceable P-40's. This tiny force met a total of a thousand-odd Japanese aircraft over southern Burma and Thailand. In 31 encounters they destroyed 217 enemy planes and probably destroyed 43. Our losses in combat were four pilots killed in the air, one killed while strafing and one taken prisoner.

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 initial days in Rangoon, between Christmas and New Year's Eve of 1941, the Americans shot down officially 75 planes with a loss of two Tiger 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-40s shot down, by official count, 299 enemy planes. They destroyed another known 240 Japanese aircraft. In addition, Tigers estimated a kill 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 CNAC STORY

THE CHINA NATIONAL AVIATION CORPORATION



The China National Aviation Corporation played a significant role in the history of modern China. Originally a partnership between the Chinese government and the Curtiss-Wright corporation, the airline became a part of the Pan American Airways empire in 1933.

Surmounting massive technical problems, CNAC established the first air routes in China, connecting the commercial center of Shanghai with Canton, Peking, and the cities along the Yangtze River.

Following the outbreak of the Sino-Japanese war in 1937, CNAC remained China's sole means of speedy communications with outside world. Operating conditions were extremely hazardous because the airline was forced to fly under the worst possible circumstances to avoid Japanese attack.

Before America's entry into the Pacific war, CNAC pioneered the famous route over the Hump between China and India. When the Burma Road was cut off by the Japanese Army during WWII, this route became the only source of outside supply for China. CNAC's operation of an air-lift over the Hump became the most glorious chapter in a notable history.

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-47s and later C-46s were unarmed.

In the early days of WWII, CNAC also provided airlift for the AVG, transporting personnel and supplies to and from the various Flying Tiger bases. To fly pilots to India on their way to pick up new planes for the AVG and CAF, CNAC provided the service. General Jimmy Doolittle and his Raiders who landed in China,

were flown across the Hump on the beginning of their journey home.

In addition to its regular commercial operations, CNAC carried military supplies between India and China under a Chinese Government contract arranged in 1942 with the U.S. Army, which supplied Douglas C-47 and C-53 planes and, later, Curtiss C-46 transports. During the war, CNAC and the U.S. Army Air Transport Command carried approximately 10 and 90 percent, respectively, of the total lend-lease supplies flown across the Hump. From April 1942, when the Burma Road was lost, to April 1945, CNAC made more than 35,000 trips over the Hump. In 1944 it flew almost 9,000 round trips, or 10,000,000 miles, over this route, transporting approximately 35,000 tons of lend-lease, and also strategic materials. During the war it also transported to Northwest China considerable amounts of strategic materials destined for Russia. Carrying 38 percent of all strategic air cargoes on world routes in 1944, CNAC ranked second only to the Air Transport Command, which carried 57 percent. CNAC also played an important role in the Burma campaign by dropping food to Chinese expeditionary forces, evacuating besieged Chinese and British troops, and supplying the Ledo Road project with men, equipment, medical supplies, and food. Between October 22, 1944, and January 21, 1945, it made 523 trips, dropping 1,836,970 pounds of rice to roadbuilders.

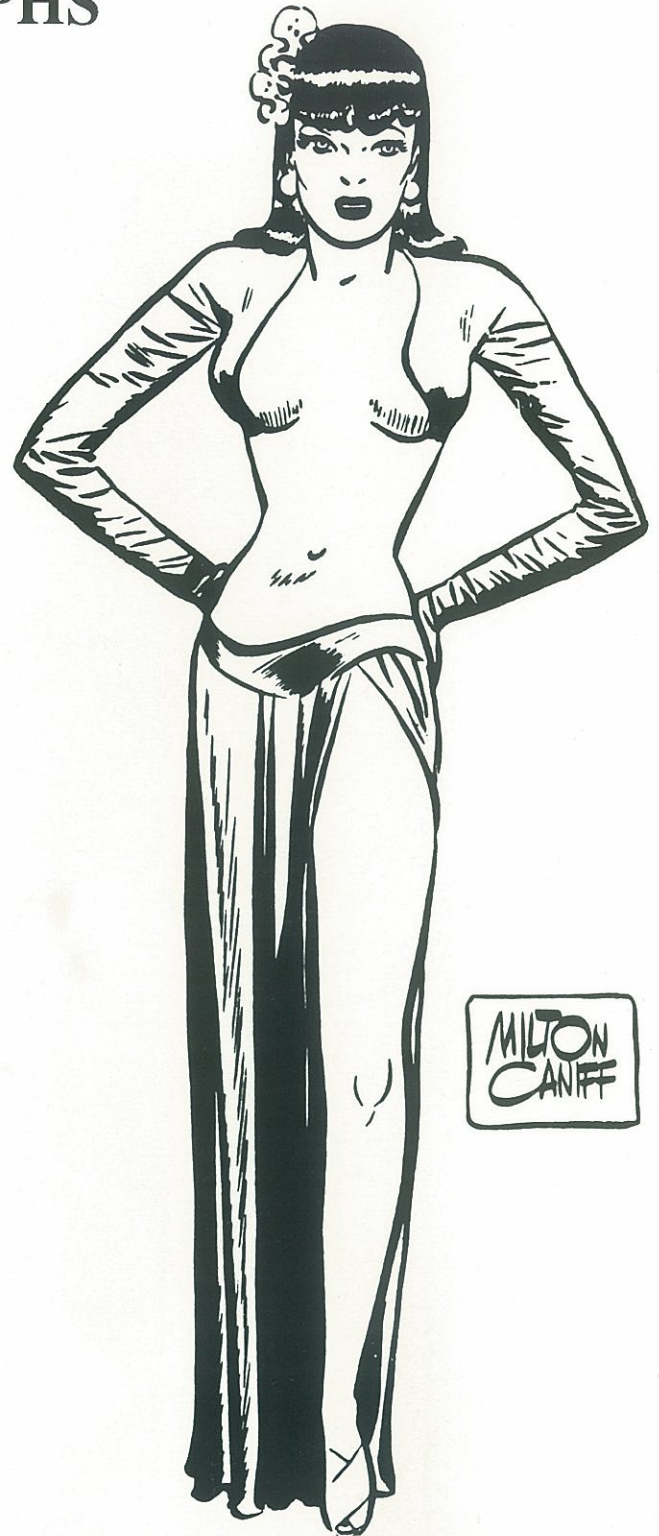
To fill their ranks, CNAC added many Tiger pilots to their number when the AVG was disbanded, as well as other commercial pilots recruited in the United States and China. Some of the new pilots never had flown anything bigger than a Cub. Most of them never had been at the controls of multi-engine equipment 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.



CLAIRE LEE CHENNAULT

AUTOGRAPHS



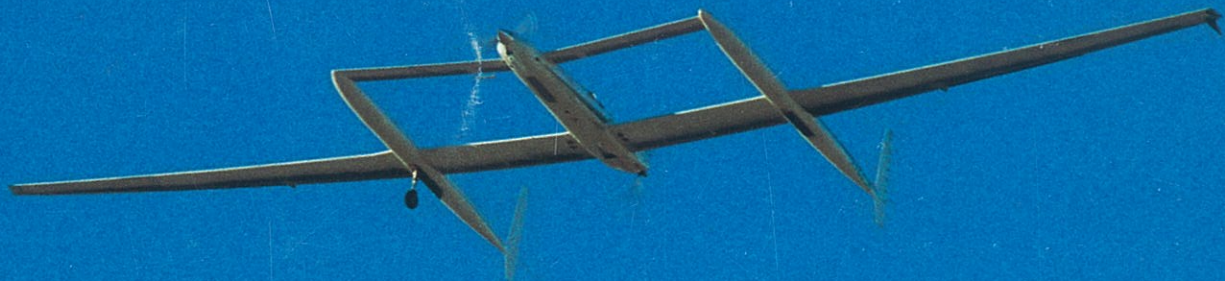
ACKNOWLEDGEMENTS

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Front cover: courtesy of Stan Stokes

numerous other printings done for the Associations. Thanks also to the Flying Tiger Line and Mrs. Ann-Marie Prescott, Bill Maher, Bob Rengo, Dick Rossi and AB Communications for the cocktail parties.

Back cover: courtesy Mr. Dale Ferguson



Dick Rutter

