

CNAC CANNON BALL

ASSOCIATION



July 1993

REUNION ISSUE

Reginald Farrar, Editor
319 Euclid Avenue,
Loch Arbour, N.J. 07711

The reunion in San Antonio was not our largest but still one of the best. Quite a few came for the first time or came after a long absence. Candy Wiss, Hank Smith, Howard Dean, Kenehan. The list below names most of them. It was decided to organize a trip to Hongkong for one last look before it reverts to China in October of this year. Roy Farrell got a price of \$1100 from the West Coast for 5 or 6 days with hotel and airfare. You have received a notice. It is open to members and friends.

In 1994 we propose to meet in Las Vegas. That should be interesting, exciting and cheap. Some of our high rolling friends are behind it.

Doc Rich passed on to Hoky Taw. We missed him at the reunion. Little did we realize that a few days late he would pass on at 87 years of age. He was in active practice almost to the end.

This issue may be called the over due issue. I have a lot of good material that deserves to be published. I wish I could put it all in this issue but this is devoted to the rest of Maupin's story. It was part of the experience. I wish Donald Wong, or Art Chinn or maybe Al Mahould write their experiences. Donald may be our senior pilot and of all the stories his would be one of the best and maybe the best. If you don't want to write it tape it and I will transcribe it. It was a pleasure to visit with old acquaintances from CAT. This was our last combined reunion. Although relations remain cordial it seemed better that we hold separate reunions in the future.

Glen Carrol

Those of us who make many of the Reunions especially the last 3 (San Antonio, and the 2 San Francisco) knew him. He was the organizer. He made them go. Glen was usually at Ojai. On May 14, 1993 Glen passed away. He had been under treatment for cancer and this spring it took off and spread rapidly. No one will be more missed.

*My photography isn't as good as yours
The sentiment was there.*

Reg

Reg and Mary Farrar
Oldenburg
Don McBride
Chuck Sims
Henry Schaus
Clifford Gibson
Dick Rossi
Hank Smith
Bob Rengo
Jim Dalby
Carey Bowles
Fred Pittenger
Jacob Fasset
Bob Sherwood
Robbi Roberts and Lucille
Jules and Peggy Watson

John Kenehan
Bill Maher
Roy Farrell
Eric and Elsa Shilling
Carl Wiss
Sid Wilson
Dick Stuelke
Oakly Smith
Glen Carroll
Felix Smith
Joe Brower
Jack Folz
Frank Roth
Mary Ann Micka

DOC RICH

Doc Rich expired on San Antonio when he didn't show up. He always did. Little did we know that a couple of weeks later he would make the last flight west to Hogy Taw. We were indeed fortunate that he was in San Francisco last year. He looked great, as jovial as ever. Doc Richards was to my knowledge never known as Lewis Richards, M.D. It was always Doc Rich. That seemed to fit him and I guess he liked it. I don't know how he came to AVG. Some of you may know.

We were disappointed in

I think he came from Nebraska. I don't know when or where he went to College and Medical School. He served with the AVG and then came to CNAC where he seemed to be happily seated. He did it all for a while and then recruited Paul Laube, Reg Farrar and later Dr. Hoey. He returned to the U.S. where he began a General Practice in Daley City near San Francisco. I believe he had his mother with him and he brought her to some of the reunions. He never married but he brought his girlfriend Sue. Three or four years ago he retired from Daley City and moved to where he continued to practice. I wouldn't doubt that he had appointments the day he passed away,

Doc Rich made no pretensions he was what he was. As a flight surgeon for CNAC he was as good as any. He was a good practitioner. Doc Rich was well up in his 80s.

I particularly remember when Cliff Groh and Steve Kusak were introducing the new doctor to Calcutta's night life. He called me aside and admonished me. "It doesn't look good for the pilots to see their doctor on Kariyah Road. We should set a good example". Doc Rich was a hypnotist. I never thought much of this phase of medicine when he assisted an Orthopedist in Ojai to set a trimaleolar fracture. He was superb. After that I was a believer.

We will all miss him!



San Diego Aerospace Museum

2001 PAN AMERICAN PLAZA, BALBOA PARK, SAN DIEGO, CA 92101
(619) 234-8291 FAX: (619) 233-4526

May 18, 1993

Mrs. Glenn H. Carroll
1315 Bel Aire Rd.
San Mateo, CA 94002



James Dalby



Glenn Carroll

Dear Mrs. Carroll:

As the director of San Diego's Aerospace Museum, I hasten to extend to you my condolences over the death of your husband.

I learned of your husband's passing from your close friends, Jim and Peggy Dalby, who have generously donated one thousand dollars to the museum in honor of your husband, Captain Glenn H. Carroll.

You may be interested to know that the Dalby's donation will be used to enhance the CNAC Exhibit at the museum. The exhibit memorializes the invaluable contributions that were made during World War II by your husband and others who served with him in the China, Burma, India theater of operations during the war. The war material that was flown over the "Hump" by these valiant flyers contributed measurably to the Allied victory.

Again, I extend my regrets to you on the passing of your husband, Glenn.

Most sincerely,


Edwin D. McKellar, Jr.
Executive Director

EMcK/mbh

Jim Dalby is to be the next president of the San Diego Aerospace Museum. They could not have made a better choice.

Rej

CHINA NATIONAL AVIATION CORPORATION

January 4, 1945

Mrs. Mary Anderson
50 Stoney Brook Avenue
San Francisco, California
U.S.A.

Dear Mrs. Anderson:

I know that Pan American Airways has already written you regarding the death of your son, George H. Anderson. Nevertheless, I will try at this time to give you a complete account of the accident in order that you may be fully informed.

On November 30, 1944, George was piloting one of the CNAC freight planes on a routine flight from Dinjan, India, to Kunming, China. The plane took off from Dinjan at 1005 GMT and the last reported radio contact was at 1047 GMT. Shortly thereafter, the plane crashed in the jungle. The only first hand report we have is from natives in the neighborhood who stated that they had seen the plane spinning into the jungle.

The plane was thoroughly tested before leaving Dinjan and was in good order. Every possible check has been made to determine the cause of the crash but so far we have been totally unable to reconstruct what happened. I am afraid that this is one of those tragic things which happens in war times for which we will never have a full explanation.

On December 1st, 1944, our ground search party identified the wreckage and reported the death of your son and the members of his crew. George was buried beside the wreckage on a jungle hill some thirty miles from Dinjan, approximately longitude $96^{\circ}15'$ East and latitude $27^{\circ}15'$ North on the westerly side of the crest of a ridge (approximate elevation 1,500') which runs NE-SW and is approximately four miles south from the Ledo Road.

George was a fine boy, worked hard, was courageous and well liked by all who knew him, and in the performance of his duties of flying vital material and supplies across the "Hump" from India into China, he was truly a soldier in every sense of the word.

It has been difficult for me to write this letter, but I did want you to have all the facts.

On behalf of the Company and all our staff, as well as myself personally, I wish to express again our deepest sympathy in your loss, a loss which is shared by us all.

Yours very truly,


Gordon B. Tweedy

GBT.fwc