

CNAC CANNON BALL

ASSOCIATION



SUMMER EDITION
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HIMALAYAN ROGUE A PILOT'S ODYSSEY

I have just received a copy of this book by Peter Goutierre. Its big and has a lot of pictures but is mostly about him. I couldn't find any reference to me. In spite of this shortcoming it is highly readable, lots of pictures of people we all know. It covers his life and especially the CNAC part of it. Of all the books I've read so far this is one of the best. It is published by:

Turner Publishing Company,
Paducah, Kentucky
P.O. Box 3101
412 Broadway,
Paducah, Kentucky 42001
(502) 443 0121

*more later
THH*

Copies may be ordered directly from the publisher. It is a limited edition, and worth it whatever it costs. There must be at least 300 illustrations. Get a copy and see if you are in there.

REUNION 1996

We have been invited to go back to San Diego by Jim Dalby. Jim is President of the San Diego Air Museum. We are being represented there with exhibits. I'm sure he will make us welcome. Since it is on the West Coast we should have a good turn out. The largest concentration of our members are there. There will be more about this.

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RE: ERNEST AND SCHLARLEEN COLANT

A Piece of History

Most of have received from Mrs. Coleman, the wife of a former Pan Am captain, requests for money. She believes that CNAC employees, as well as Pan Am's, benefited from her effort to obtain USAF recognition for service in World War II, and therefore we should share the financial burden.

Mrs. ~~Coleman~~ **COLANT** indeed expended time and money in her quest. However, Bill Maher later journeyed to Washington, DC with records of CNAC's wartime service and discovered that Coleman's paperwork lay dormant in government files. Maher asked the USAF to incorporate his data with the stuff previously submitted by Mrs. ~~Coleman~~. But the colonel in charge said he had instructions from Mrs. ~~Coleman~~ to deny Maher access to the files.

In the blind, Maher gave his data to the Air Force and added some verbal explanations. He was then directed to a colonel in charge of Air Force history. And soon after that both Pan Am and CNAC received Air Force recognition.

Mrs. ~~Coleman~~ is an honest and reasonable person. We understand the logic of her position. However, it ignores our joint history of which she is innocent.

While we were flying the wartime Hump, overtired, and hurting from the loss of our friends on Himalayan peaks and in mountain passes, we were overdue for home-leave that couldn't be spared. Pan American Vice President William Bond assembled us and explained that our country would never what we were doing, nor would Pan American ever forget. He promised us careers in Pan Am after the war. We were delighted. We were proud to be a small wartime offshoot of the magnificent Pan American. We respected its history. We wanted to carry on the traditions set by Juan Trippe, Harold G. Gatty and others.

At war's end, Pan American's management attempted to honor its commitment by taking us into its pilot group. However, The Pan Am chapter of the Airline Pilots Association had the power to veto this. Pan Am's pilots voted to exercise this power. They made Pan Am's management eat its words. Its pilots slammed the door in our faces and left us out on the street with the other unemployed post-war pilots.

How can this fascinating contradiction--rejecting us in the first instance, yet embracing us in the second--be explained?