

**CNAC**  
ASSOCIATION



**PRESIDENT**

William Maher  
1700 S. West Avenue, Apt. A3  
Jackson, Michigan 49203

**EDITOR EMERITUS**

Reg Farrar

**EDITOR**

Eve Coulson  
291 Russell Road  
Princeton, NJ 08540  
(609) 497-0324  
[ecoulson@aol.com](mailto:ecoulson@aol.com)

When Reg Farrar departed for Hogy Taw on September 24, 2004, just about two years ago, the CNAC Cannonball fell silent. He had edited this newsletter from the beginning, and perhaps it was impossible to imagine anyone replacing him in this role. With the encouragement and advice of Mary Farrar, Fletcher Hanks and Bill Maher, I am going to try. My father was a pilot with CNAC, as well as a writer (you will see an essay he wrote in 1945 later in this issue), and I am pleased and honored to have the opportunity to keep the newsletter going. Please feel free to contact me with ideas and stories. I look forward to seeing some of you at the reunion this year!

A handwritten signature in black ink, appearing to read "Eve", with a long horizontal line extending to the right.

**REUNION IS RIGHT AROUND THE CORNER!**

I'm told that the early responses predict a great turnout for the reunion in San Francisco this year, September 28-October 1, 2006.

The 90 Plus Club has 5 members this year...Harold Chin (94), Moon Chin (93), Robert Sherwood (92), Dick Rossi (91) and Pete Goutiere, who will be celebrating his 91st birthday AT the reunion.

## TRIBUTE TO REG FARRAR

Because some of you are new or may not have read these before, here is Reg's farewell to CNAC, as well as a note from his family and a recent letter of commendation written by President Bill Maher.

*Over the years since its founding in May 1954, it has been an honor and a privilege to have served the Association just as one of the founders, its Secretary and finally as the editor of this newsletter, the CNAC Cannonball.*

*Like many of you, my time in CNAC flavored my life forever. It led me to strange and interesting lands and to some of the greatest people one could have ever known and ultimately, to meet and marry my wife Mary who has been a helpmate in these mailings, my friend and the mother of our children.*

*I hope a book will be written about us someday and we all will be remembered, that these Cannonballs I sent you (and hopefully, Maher saved!) will be used to help CNAC. I cannot predict whether this newsletter will be continued. I hope it will be. In the past I have said it was a cornball, but at any rate, it has been a ball.*

*Reg Farrar, Editor*

\*\*\*\*\*

It may be that some of you weren't informed of Doc's passing until now. I remember meeting many of you for the first time in 1964 with Reg, and later, working for Pan American in NYC. Reg so enjoyed the reunions, putting together the Cannonball, and making the banner that is hung at each reunion. Our family and I thank CNAC and Captain Bill Maher for the wonderful wreath, which we carried from New Jersey to the grave site in Maine. Also, thank you Captain and Mrs. Bowles for coming to the church and repast in New Jersey. It was very kind of you to travel so far in such stormy weather. It meant a lot to us. Later, at the repast, a giant rainbow spanned the beach from north to south where we all were. Someone said it was Reg, and things would be OK. Please keep the organization going. God Bless you all. *Mary Farrar, for the Farrar family*

*(Mary is sorry she won't be able to come to this year's reunion, but she promises to come next year! And she'd love to hear from CNAC friends in the meantime, at 319 Euclid Ave., Loch Arbour, NJ 07711)*



## CHINA NATIONAL AVIATION CORPORATION ASSOCIATION

P.O. Box 984  
Jackson, MI 49204

W.J. MAHER  
President

HQ AFPC/DPPPRA  
550 C Street West Ste 12  
Randolf AFB, TX, 78150-4714

RE: Reginald Farrar M.D.  
(CNAC Flight Surgeon)

To whom it may concern:

Dr. Farrar was hired by Pan American Airways in April of 1944 to serve with China National Airways in Calcutta, India. From April 1944 to July of 1945, his duties also took him to Dinjan in the Assam Valley of India as well as Kunming, China. He, along with Dr. Richards, were always there for the CNAC employees, treating many ailments foreign to Americans but endemic to the far east.

In view of the above, I believe Dr. Farrar, as a former member of China National Aviation Corp. , ATC Group, is entitled to a discharge from the Army Air Force. Additionally, I believe he is entitled to the World War II Victory Medal, and the Asiatic-Pacific Campaign Medal with three Bronze Stars. This recognition will have to be awarded post-humously, as he passed away in September 2004.

Dr. Farrar not only served with us in India, but also organized the CNAC Association as well as publishing our newsletter from 1954 until the time of his death. Dr. Farrar was highly regarded by the members of the Association, having always made himself available for consultation regarding their problems and ailments for over sixty years.

In recognition of his service in India and his contributions to the success of the China National Aviation Corporation Association, it is my pleasure to recommend him for a discharge from the Army Air Force, and for the awards and decorations that he is entitled to.

Presentations of awards/decorations should be made to his widow, Mary Farrar, and family.

Sincerely,

  
W. J. Maher

President,

China National Aviation Corporation Association.

Mary Farrar  
319 Euclid  
Lock Arbour, NJ, 07711  
(732) 531-4071

August 20, 1948

## **Report of Accident - XT-143 China National Aviation Corp.**

On Monday, August 16, we departed Rangoon to make a round trip (to) Myitkyna and return. The trip to Myitkyna was fairly uneventful, being contact from Mandalay to Bhamo, where it was necessary to proceed on instruments because of low visibility and ceiling. Near Myitkyna we were again contact and able to make a VFR descent to Myitkyna.

On the ground we checked our remaining fuel at 455 gals., which gave us an estimated hour and fifteen minutes reserve, overhead Rangoon. But, because of the weather at Bhamo, I elected to return direct to Rangoon with no (fuel) stops.

We climbed on course for Mandalay, leveling off at 10,000 feet. Our load consisted of thirty Kachin troops with equipment. We were on top most of the way to Mandalay. Through occasional breaks (in the undercast) we had established our drift at 5 degrees left, and over Mandalay our groundspeed was checked at 165 mph. We headed South on 185 degrees and were soon on instruments again. Mandalay was the last ground fix we received. Estimating an hour out from Rangoon, the ADF and Bendix were tuned to Mingaladon homer with no result. This was further checked at 15 minute intervals, with no success. Fifteen minutes before our ETO, I saw a break and descended contact, trying at the same time to contact Mingaladon tower. At 5-600 feet we again headed South, remaining contact and looking for landmarks. The visibility was variable from 1/2 to 2 miles in rain. With our ETO up I began searching East and West for landmarks, at the same time gradually working South. After 20 minutes of this I headed due South, intending to pick up the Rangoon River on the coast and follow it up to Rangoon. Upon reaching the Coast, we turned left and followed the beach in a northeasterly direction for about 10 minutes. Having found nothing in this time, and remembering the left drift, I turned and we followed the coastline Southwest for approximately 30 minutes. During this time was my intention to land on the beach in the event our fuel supply was exhausted. We then came to the mouth of a large river, where the trees came right down to water's edge.

At this point, the left engine (which had been) running on the left auxiliary tank quit and would not start on the left main tank. We proceeded with the left engine on the right main tank and the right engine on the right auxiliary tank, both gauges of which were too low to read. Although certain that we were not on the Rangoon River, there was no choice but to proceed inland and look for a suitable place to land. The passengers were instructed to fasten their seat belts tightly and the flight (radio) operator sent a message to the effect that we were forced to land.

About 20 miles inland, we spotted a marsh near a bend in the river. The landing was accomplished in this marsh with the gear up, half flaps, and the top hatch removed.