

CNAC
ASSOCIATION



Eve Coulson, Editor
291 Russell Road
Princeton, NJ 08540
eecoulson@gmail.com

DECEMBER 2009
Peggy Maher, President
PO Box 294449
Kerrville, TX 78029
PeggyMaher@starband.net

William Maher, past President and lifetime advisor/consultant to Madame President
PO Box 984, Jackson, MI 49204 (517) 784-5603



Carey Bowles shows the way at CNAC Association Reunion 2009

Journeys

At first, it was that perilous and thrilling flight over the Hump that defined the CNAC experience. Later, it was the memories of these experiences that drew “our guys” (and a few CNAC gals and spouses and children too) back together, beginning in the mid 1950’s for good times, and opportunities to reconnect and reminisce in Palm Springs, Ojai, and elsewhere. This continues on today, and naysayers (AND recession effect!) to the contrary, our most recent reunion brought close to 80 folks to our beloved Burlingame Embassy Suites for all of the above, and a number of new presentations as well. In the intervening years, there have been return trips to China where some of our pilots have been honored, and to crash sites along the route where downed planes and now treasured artifacts of the people who flew them have been recovered. In keeping with the theme of this issue, on page 4 we have the story of Captains Len Parish and Bill Maher’s March 10, 1946 unbelievable flight entitled, “Trapped by Overcast”. And a somewhat less perilous reconnaissance trip to the Cannonball archives (stored in the uncharted attic) revealed some previously overlooked treasures, including the CNAC personnel policy manual from 1945, a portion of which is reprinted on page 14. For those unable to attend this year’s reunion, it is hoped that the photos scattered throughout help you feel a bit more like you were with us.

At our September reunion, we heard of still more journeys—including Wong How Man’s cat repatriation mission, Margaret Mun Soong’s account of her experiences as a stewardess, the exciting possibility that Louis Stannard’s *China Diaries* may “go Hollywood”, an update on the progress Greg Crouch has made in bringing his book to completion, Nancy Allison Wright’s account of her father’s satisfying experiences training the Chinese, and his love of the ocean, and Bill Gilger’s brief but amazing career as a rice kicker (you *had* to have the fearlessness of an 18 year old do it!).

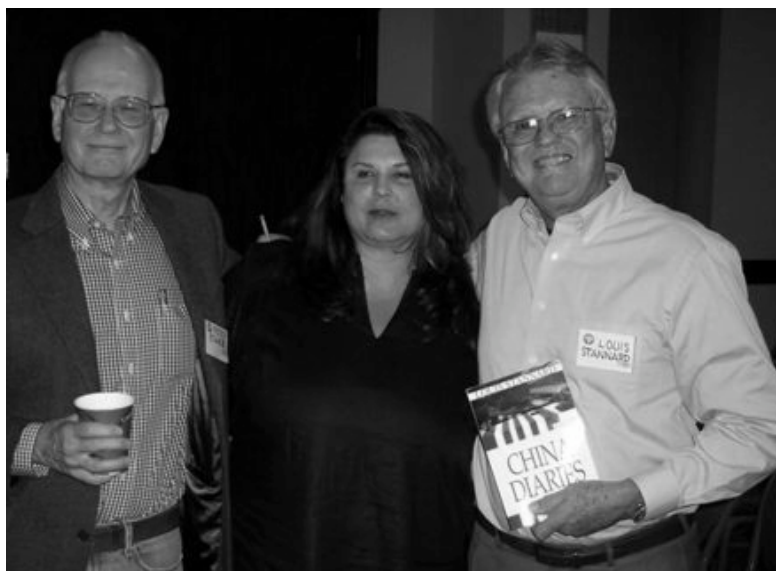
The map this year (see preceding page) We were spellbound as some of our pilots retraced their flights on a gorgeous wall sized map that had been a part of the Kunming exhibition. Some of us knew Diego Kusak was bringing it but we didn’t realize how great it would be to live with it in our meeting room throughout the week.

Looking to the future, we began a discussion during the business meeting on Saturday regarding the future of the organization. (FYI: we were sorry that more people weren’t at this meeting but realized that it wasn’t as clear as it could have been that **everyone is welcome to participate.**) As we become a second-generation group—we lack the shared experience of flying the Hump, which has been reason enough to gather year after year. We are certainly drawn to learning more about our fathers, uncles; in some cases, we are not even related to CNAC pilots, but come to the reunion as interested historians and writers. What purpose beyond shared interest in these experiences will keep us together? We discussed the value and importance of speaking to school and community groups, writing pieces for local papers and other periodicals, and continuing to support the museum exhibitions here, and now in China, led by Diego Kusak. We realized that we need to continue to talk about this, not because we found this year’s reunion program or turnout anything but spectacularly wonderful. All organizations change over time and we want to continue on into the future as long as it makes sense.

Who wants to go to China? There have been preliminary discussions of organizing a trip, possibly in October 2010, hopefully to include a visit to an exhibition in progress at a Chinese museum, as well as other destinations related to the CNAC experience. Diego has begun to develop an itinerary and he is well positioned with his contacts in China to help us plan an amazing and meaningful experience. This could be an excellent way to strengthen our bonds as a group. If you are interested, contact Valerie, and we would welcome anyone who wanted to get more involved in helping to organize this.

Next year's reunion should not be missed! In 2010 we will mark the 65th anniversary of the end of WWII and the end of the Japanese War of Aggression against China. The AVG and CNAC stopped the Japanese elite Red Dragon armored division forces at the banks of Salween River. Never before had an invading army been defeated solely by air power. It was a defining moment in aviation history, and as CNAC was so integral to the victory, it will be an important moment to reflect and celebrate. We understand a film was made of the air battle; if anyone has a copy of it, or knows where one might be (perhaps one of the museums) please contact Valerie so we can try to include it in next year's program. Reunion dates are September 8-12, 2010 (check in Wednesday 1:30 PM-- depart Sunday September 12).

Louis Stannard brought us a particularly exciting presentation—his novel *China Diaries* has been optioned by Gigi Garner (daughter of James Garner) and she came and spoke to us about why she thinks this is a good moment in time for the story line and the underlying message. The “Asian Holocaust” is an unknown concept in most of the world, but as Ms. Garner put it, “Americans talk”. She feels that as a film it would be both engaging and serve a meaningful purpose of illuminating a difficult story in a way that could ultimately help heal the wounds from that time.



Peter Stanek, Gigi Garner, Louis Stannard

Hello Everyone

My name is Austin and I am the great grandson of Captain Len Parish. My grandma Valerie and I are sending this story out to all of you because my Poppie Len and Captain Bill are awesome. I have been here and seen the writing that Captain Bill and Peggy have sent. I helped do the story-sweat dripping from the brow- is my line because I said they must of been sweating it. My grandma says that Poppie Len and Captain Ced and Captain Al Mah had an awesome flight too. I hope to work on that one too.

My grandma told me about Captain Chic who gave her a cookie a long time ago when she really needed one. Thank you for doing that for her. I saw your book. I'm going to read it and do a book report on it. I have to read at least 4 books a year from a list. I don't like them. I hope my teacher will let me do a report on your book.

Thank you everyone for being my Poppie Len friends and my grandmas too

Merry Christmas and Happy Hanukah. My great grandma was Jewish and survived the camps in Germany. So we have lighted candles on the Christmas table for her while we eat. I light them for her.

Love Austin

Trapped by the Overcast

Interviewers Peggy Maher –Valerie Parish Kendrick

Captain William J. Maher

June-December 2008

Friendships Develop for a Reason, a Season, or a Lifetime



**Bill Maher
US Navy Pilot
Flight Instructor**



**1945
Bill Maher in China**



**Len Parish US Army Air Corp
Flight Commander
Flight Instructor**

Introduction

In the fall of 1944, William J. "Bill" Maher and Leonard Lee "Len" Parish resigned their commissions to join the China National Aviation Corporation ("CNAC"). CNAC pioneered the Hump Route over the Himalayan Mountains while supplying the American Volunteer Group "Flying Tigers," the U.S. 14th Air Force and the Chinese Army, a feat thought impossible.

Maher's flight career, with CNAC, spanned the years, from 1944 thru 1946. Parish served from 1944 thru 1949. When the Chinese Nationalist government collapsed in 1949, Parish was one of the last ones to leave China...flying his loaded plane with refugees and supplies to Hong Kong.

In late 1944, Maher and Parish met in New York City after signing contracts with Pan American Airways, a major shareholder of CNAC; the other share holder being the Chinese Nationalist government. A strong bond soon developed, one that would prove to be a fun loving, trusted, loyal, and dependable friendship.

The friendship blossomed to include Bob Rengo, Joe Hall and Tud Tarbet. Prior to leaving NY for China, the 5 chevaliers went out, for a night on the town.



Left to right and top to bottom...

Len Parish and Bob Rengo, Joe Hall in the middle, Bill Maher, and Tud Tarbet. This picture was taken in New York just prior to embarkation in February of 1945.

All five carried copies of this picture to China and back.

Many more people would join this tight knit group as paths crossed and horizons expanded.

From China, to India, to Burma and back, from the tallest mountains,



To the lowest valleys, the friendships changed, endured and grew.

This first ever written story is gripping and is a testimony to mutual friendships developed over time and based on skill, trust, reliability and faith.

On March 10 of 1946, CNAC Captains Bill Maher and Len Parish took off from Peishiyi airfield, an old CNAC, AVG, CAF airfield near Chungking with a planeload of Chinese troops. Their destination was Sian (Xi'an), capital of Shaanxi Province, and the airfield located in the Wei River Valley, with a turn around flight back to Peiping (Beijing) airfield, located in central Hebei Province.

Pilots flying to Chungking were posted to Peishiyi airfield. There was an approach problem there with low clouds in the mountains that surrounded the airfield. Shaped like a horseshoe surrounded by mountains, there is an entrance from the South that incoming planes could approach and land onto the airfield. An old two-hundred-watt transmitter was put at right due south, the pilots had to fly over it at a certain altitude and the radio operator would say, "You are passing overhead now". Pilots would complete a 180-degree turn and come in on a certain compass, and then would fly into and through the hoop of the horseshoe and land. If the pilots were not careful in their approach they would come down and hit the mountains.

After the troops were unloaded and left the airfield in jeeps, the planes were gassed up and checked over. Satisfied, Maher and Parish, and their respective crews took-off at noon from Sian (Xi'an) back to PPG Peiping (Beijing). Len was in the lead plane. Maher was in take-off position behind Parish. Maher's co-pilot, Tom Applegate was aboard for his check out flight and the radio operator was Wang. The pilots made smooth successful take-offs and joined up in the air and headed northeast towards Peiping. The flight was to take 3 hrs and 30 minutes. They were flying CNAC C-46's (Curtis Commandos). Maher literally had no logbook; he only had "crappy pieces of little papers", and a pocket notebook with radio frequencies. He jotted down the flight information.



Flight maps indicated Maher and Parish could fly over a green agricultural valley. It turned out the maps were inaccurate. Startled, but able to readily

assess their situation quickly, they decided to follow the river and wide valley the maps showed. Maher noticed the landscape. The rocks were gray with some brownish in color. Water flowed towards the Yellow River Gorges.

Both planes flew into a canyon with Parish in the lead plane. Both pilots knew what was about to happen could lead to an uncertain future. At 16,000 feet the headaches would start as the direct route from Sian to Peiping would require flying at 16,000 plus feet without oxygen. Feelings of apprehension and uncertainty mounted. Both men knew it would take another approximately 16,000 feet climb to get up and over the mountains. The ceiling started to come down. Parish radioed back to Maher..."We can't turn around or climb out of here. The weather is bad and unpredictable. Follow me and I'll tell you the direction of the next bend." By then the weather conditions had turned to snow showers and turbulent winds....

The winds shook the plane violently at times and pushed the C-46's towards the canyon floor. The two valiant and experienced pilots pushed on, keeping the planes in continuous vertical steep turns, right to left, left to right with the alternate wing down. Parish glimpsed the bend in the gorge and piloted his plane, towards the bend of the gorge, with the river below, to turn to a vertical bank left wing down position skimming the plane against the jagged mountain walls.



Bill, he radioed back... "Do what I tell you and we'll both make it out of here!"

Bill repeated the maneuver. "Jesus! Len! This is going to be rugged!"

They kept in touch with each other by radio, snaking through the treacherous mountain gorges, in continuous steep vertical bank positions for some 12 miles, flying in and out of snow showers at about 200-300 feet above the river, just clearing the ridges down to the river. By then the radio operator was up over the peddles, with his head up against the windshield, like an unsteady spider on an uneven wall, trying to balance himself, pointing and calling out the turns. Co-pilot Tom Applegate's check flight was turning out to be the ride of a lifetime! Wild eyed, he listened and responded to Maher's every word without hesitation. Both pilots could periodically see the terrain through the storm, but realized they couldn't pull up...they couldn't see the sky. That creepy feeling all aboard felt... soon settled into sheer terror!

They were trapped by the overcast!

At times, Parish quit talking. Maher shouted into the microphone "Oh Shit! Len! Len! You...you... still there?"

He thought Len had gone down, afraid it would be his turn next and he would also crash.

The silence was agonizing. Parish came back on the radio, his voice clearly shaken "Yup! Still here! "Maher was relieved to hear his voice.

"Aw... Hells! Bells!" Parish shouted, "Get ready! Make another turn! We're coming up to another bend! Bank left and turns are sharp! Walls are jagged!

Go with the wide curve of the canyon wall! Bank right! The bend is more curved! Gorge is getting wider!"

The radio operator, his face still pressed against the windshield, terrorized by what he saw, repeated the directions. This scenario repeated itself time and time again, the planes battered by the storm.

Nerves on edge, yet in a heightened state of excitement, sweat dripping from the brows, the pilots and crew swayed in rhythm with their planes. They made it through the canyon, flying continuous vertical steep turn banks, all the way through the gorges, planes against the canyon walls. The weather was relentless, beating and shaking the planes viciously. The winds would let up, at times; as they rounded the bends, but resumed their ferocity in full force. Only quick glimpses of the terrain, could they see. Maher looked at his watch; they had been flying over the



canyon gorges for an amazing 1 hour and 45 minutes.

Just about when both men and crew thought there

would be no end to this white knuckled, nerve wracking flight, Maher heard Parish say, in a somewhat calmer voice, "Around this bend, head up. Level out. You'll see the prettiest sight you'll ever see!

Maher rounded the sharp bend and headed up. The radio operator chattered about the directions. There, before him, loomed two mountain peaks. Beyond that, he was able to glimpse

some open plains between the two peaks. For a brief moment, he saw, Parish's plane flying in the distance sky, horizontal above the flat plains. They landed in Peiping, one waiting for the other. Maher radioed as he taxied to a stop, "By the grace of God! We made it!" He glanced at his watch the flight had taken 4 hours 45 minutes. The flight normally took 3 1/2 hours. Captain Bill Maher said some 60 + years later, of all the events he flew through with CNAC this flight bothered him the most. Bill's daughter, Peggy Maher, commented...1,500 U.S. men died



in the Himalayan Mountains during Operation Himalayan. Many like our Dads were volunteers.

SUCH A DEAL*

Bob Willett says, "While I was working on the book *An Airline at War* I used references from the *Aluminum Trail* many times. But I had a hard time getting hold of a copy until Clayton Kuhles loaned me his copy. After my book was finished I contacted the printer, Hunter Printing Co. of Lake City, Florida to see what could be done and he contacted members of the Quinn family and finally got permission to have 50 copies printed. I paid for the copies and we have some left now, about 20. The cost is \$34 plus \$6 shipping (if you want to order one from Bob, call him at 321-454-3016). Clayton gets most of the proceeds for his search efforts, but the family actually gets nothing."

[Editor's note: Knowing nothing about this book, I did a little research online and found the information below on a rare book site called Bookride.com. Please note the quoted price at that time, hence the heading above.]

The Aluminum Trail: China-Burma-India-World War II How and Where they Died By Chick Marrs Quinn ***CURRENT PRICES \$200+** (May 25, 2007)

This is part of a fascinating genre of books, self published military histories. They are not like the buckram bound regimental histories lettered gilt on spine and front cover with crests etc. They are more likely to be paperbacks written by old soldiers and sometimes their widows, many came out of WW2 in US and UK and are often very hard to find.

AVIATION/ MILITARY HISTORY AND WARFARE.

Not a lot known about this wanted book except that it's about US aerial operations in the Pacific Area in WW2 and CMQ was a woman last heard of living in Lake City Florida. The book is dedicated to 1st Lt. Loyal Stuart Marrs, Jr., Chick's husband who was killed February 27, 1945. A letter to her from someone at the China National Aviation Corporation site in 2005 was returned unopened. The CNAC site has good info on many other books about US aviation in the Indo - China area in this period. The 'aluminum trail' title refers to the pattern of air crashes in these difficult regions, especially the Himalayas. I suspect persons who lost relations and loved ones flying so far from home eagerly want this rare book and not a few libraries.

VALUE? Not on web and I have little idea of price. Pretty scarce. One chap on the excellent wantedbooks.com site is offering \$25 to \$50 for a copy for his 85 year old uncle. Probably could add quite a bit to that. As uberbookmeister AMW Rosenbach said 'a book is worth what somebody is willing to pay..' or was it 'A book is worth what you can get for it?' [W/Q ***]

Update note/ May 2007. I have had several emails from old soldiers and their sons looking for this. It is resolutely unfindable although a copy seems to have gone through Ebay recently for about \$50 so watch the skies. They should reprint it.

Meanwhile here is a verse from the book, probably a dedication at the front:

A streak of silver in the sky...the engines roar...propellers try...
To lift the giant screaming plane...above the mountains drenched with rain..
Black ominous clouds and gale winds blow...amid the ice and swirling snow..
As plane and crew, with every breath...tries to win a fight with death...
To climb above the snow capped peak...a place not far for the very weak...
The plane is in a mighty grip...the crew can hear the metal rip...
As suction lifts them like a kite...above the peaks into the night...
Then, just as quickly dropped like snow...into the jutting rocks below...
Time has run out for plotted goals...a cry aloud, "God save our souls!"...
A crash like thunder, a flash of light...then silence in the blackened night...
Crumpled engines, wings and tail...help pave the "Hump's" Aluminum Trail...
A dog tag here...a jacket there, a picture worn by love and care...
A parachute unopened lay...no time to jump, no time to pray...
In this far, forgotten place, of jungles, mountains, rocks and space...
The wreckage lay like broken toys...discarded by mischievous boys...
And boys they were of tender years...and families weep in silent tears...
To know the sacrifice they made...the part their gift for freedom played...
Lieutenants, Captains, Sergeants too...Privates, maintenance, or crew...
Whatever rank, whatever job...they did their best with each heart throb...
Some gave their lives to save a friend...a brother to the very end...
They gave their lives, so we might live...what more can any person give.

Erik and
Russell Mars



A WORD OR TWO ABOUT CNAC WOMEN

Everyone knows **Elsie Cunningham**, the lively woman with the dramatic and beautiful silver and turquoise jewelry, who is just always part of the scene. She was a CNAC stewardess, right? Or maybe someone's widow? Try again. In a recent phone call, her original connection to CNAC was revealed. A friend organized the festivities for the first reunion, and knowing that Elise was a great dancer, invited her to come along. The rest, as they say, is history.

Will the real stewardess please stand up? That would be **Margaret Mun Soong**, another stalwart



member of the CNAC family. Margaret gave an amusing talk about her experiences flying with CNAC, but it was her ingenuity and strength that emerged as the stories were told. Many of the passengers had never traveled and certainly never flown, and became very emotional at the moment of departure. She took charge. "You cry inside!" she said. "If every passenger took an extra minute, it would be 21 extra minutes to say good bye and the pilot will say, Margaret, what happened?" Then there was the gentleman who was upset when he could see the sky and clouds below when he went to use the toilet. Worried that he might relieve himself elsewhere on the plane, Elise handed him three paper cups and told him to "go pist, pist, pist!" Crisis averted. Through no fault of her own, due to problems in the airline business, Margaret found herself in the US with an uncertain future. Through a combination of luck and some help

from the Catholic Church and the government, she got to stay and go to college. Her telling of her story was so much better than this brief and incomplete recap—Margaret, won't you please come back next year and do it again?

Emma Jane Foster Hanks died October 17th after a short illness. Jane died: no sappy euphemisms regarding an afterlife journey to the great beyond. With Jane you got truth, like it or not. Some did, some didn't. But with Jane you also got wisdom grounded in experiences very few today could even imagine.

At age 25 Jane was a nurse in Kunming, China tending the pilots and crew of the famous Flying Tigers, the American Volunteer Group or AVG, fighting for the Nationalist Chinese against the marauding Japanese invaders. At age 27 she was the pregnant widow of one of these heroic flyers. Jane volunteered to go to China and serve with the Flying Tigers, one of 2 nurses who served. Conditions were austere at best and dangerous most of the time as the Japanese did

their best to neutralize the Americans with bombs and strafing.

Jane was born in February 14, 1916 in Bellefonte, Pennsylvania. She earned a BA in Political Science from Penn State. As an undergraduate, she spent a year as an exchange student at Lingnam University, Canton, China, in that university's first class. She returned home and then earned a Masters Degree in nursing from Yale in 1940 intending to return to China to provide medical care for the Chinese people. A year later she was back in China with the Flying Tigers.

Jane's first husband was John Petach whom she met while en route by ship to join the AVG. John was a fighter pilot and Jane, called "Red" by her friends, fell in love with this dashing hero. They were married in China. After the attack on Pearl Harbor, the AVG was disbanded, its pilots and crews absorbed into the Army and Navy air forces. Jane and her husband agreed to remain a fortnight longer to provide defensive support until replacements could gain experience. It was during this period that John Petach was shot down by enemy ground fire and was killed. After Jane's return to the United States in 1942 her daughter Joan Claire Petach was born.

Jane taught nursing at Yale for 2 years and then continued her career in health care until she married Fletcher Hanks of Oxford in 1964. After moving to the Eastern Shore, Jane remained active in public health and Republican politics. Her contributions to public health earned for her accolades from the State of Maryland. Fifty years after the fact, Jane and others who served with the AVG, were awarded the Bronze Star Medal by the United States Air Force for heroism in the war against the Japanese.

To many who never knew Jane but recognized a tall, stooped, elderly lady doddering along with her American flag bedecked walker, she was just another of Oxford's elderly. What a shame they didn't know Jane, or Red the fiery Flying Tigers nurse, the dedicated public health nurse, the devoted mother, the nationally ranked cyclist, the consummate tennis player. A moment with Jane would have revealed there was no loss of acuity, no loss of wit, no loss of candor. Towards the end Jane was frail, but her intellect never failed. Jane is survived by her daughter Joan Petach Randles, 5 stepchildren, and her faithful beagle, Penny.

A memorial gathering for Jane Hanks was held November 14th at the parish house of The Church of the Holy Trinity, 502 S. Morris St., Oxford, Maryland.

Donations may be made in Jane's name to the Flying Tigers Scholarship Fund – Checks payable to Flying Tigers Association, "Scholarship Fund" on the memo line. Mail to Chuck Baisden, Treasurer, 109 Wales Court, Savannah, GA 31410.



the party is gathering steam (no one in the pool yet)



Carol (Sharp) Slade and Elsie Cunningham



Your bartenders at Moon's house (Eli Obus, Eve Coulson, Cin Barnes)



John Lee, a beneficiary of the bartending efforts

(below) Tom Moore and Patty Lee, with Craig Chinn, itinerant lifeguard?



**MOON CHINN'S
ALWAYS
EXCELLENT
PARTY**

From the archives (WHAT archives, you may ask?)

A little known fact: when I (Eve Coulson) was offered the job of editing the Cannonball, it was predicated on my proximity to Reg Farrar's home (only an hour from me in New Jersey) and the assumption that I had some time on my hands (in other words, I was one of the newest CNAC members, a ripe target in any volunteer organization). Shortly thereafter, I made the trip to Loch Arbour, NJ, had a lovely lunch with Mary Farrar, Reg's widow, and was given an orientation which included a spin around the dining room table where many a issue of the Cannonball had been written and subsequently collated (imagine stacks of pages lined up side by side, stapler in hand). I returned home with several boxes of uncategorized materials---photos, personal notes, old issues of the Cannonball, reunion programs going back as far as 1956. There is what appears to be the entire manuscript of Roy Farrell's *Images in an Oriental Sky*. Was this ever published? I mention it because I had told someone at the reunion last year about the archives and said manuscript---but I am not sure this is what they were looking for. Is it? Let me know.

Recently I also found a photocopy of the CNAC Personnel Policy Manual from 1945, including the "Information Pamphlet for Newly Arrived American CNAC Pilots", which I am including below as I found it to be an interesting glimpse into the experience of arriving in India as a CNAC employee at that time. Mundane, perhaps, but a part of the whole experience.

I am certain that others with more CNAC tenure would find meaning in the archive materials that I cannot—I was not part of the original Hump experience. So if you are passing through New Jersey, please feel free to come and take a look (please don't make me bring it all to the reunion!) For now---

INFORMATION PAMPHLET FOR NEWLY ARRIVED AMERICAN CNAC PILOTS

The following information has been assembled to help you to comply with the requirements of the Government of British India and the China National Aviation Corporation. Although care has been taken to include all necessary information in the order in which it will be needed, changes may occasionally become necessary, in which event you will be so informed.

It is suggested that you keep this pamphlet and comply with the suggestions and requirements as nearly as possible in the order in which they are presented.

1. Immediately upon arrival, contact Mr. Frank Myers, our Chief of Commissary and Quarters. He will furnish information concerning quarters and meals in the CNAC staff house and mess hall. You will probably find it greatly to your advantage to stay in the Company staffhouse for at least your first month in Calcutta. However, there are no objections to your living in town if you so desire. Mr. Myers will supply information concerning purchases of tobacco, toilet articles, etc., in the CNAC canteen.

2. Mrs. Lee, secretary to the operations manager, will supply you with all necessary information and credentials to expedite your registration with the American Consul and Chinese Consul, and the licensing of any firearms you may possess. Possession of an unlicensed pistol, rifle, shotgun or other firearms constitutes a violation of one of the most rigidly enforced laws of British India. It is very important that you have your gun licensed at once, regardless of caliber.
3. Mrs. Lee will also supply information and credentials, which will enable you to secure your Indian Police Permit. Remember that you are a foreigner here; a foreigner who plans to reside in a country which is at war. The fact that you are an American citizen and that you are employed by CNAC will curtail many tedious inquiries, which would otherwise be necessary, but the Indian Government does require that you appear in person and supply certain information concerning yourself. This registration should be made within 24 hours after your arrival in Calcutta.
4. The Chief Pilot will explain what CNAC expects of you and what you may expect of CNAC. You will find him to be a reliable source of information as regards flying in the East. He will give you information concerning the Calcutta Swimming Club, Golf Club, and night clubs
5. Our Chief Surgeon has worked with pilots in China, Burma, and India since the organization of the American Volunteer Group. Heed his advice as to precautions in eating, drinking, etc., (especially etc.). Malaria, dysentery, and venereal diseases are especially malignant in the Orient. Consult any member of our Medical Department when you need advice or treatment. If you are sick, report to the CNAC dispensary.
6. Upon completion of the above requirements you will become eligible for training. Report to the Link Trainer Department for information concerning schedules for both link and transition flight training. Comply with all schedules. If you are unable to attend any scheduled training, be sure to notify your instructor as far in advance as possible. Unauthorized absences will not be tolerated. Punctuality is encouraged and necessary.
 - a. The link trainer course is divided into two phases. Phase I includes primary exercises, use of the Automatic Direction Finder and instrument letdowns to CNAC fields at Kunming, Siufu and Dinjan. Phase II includes instrument letdowns to Yunnanyi and Fort Hertz and a review of Radio Range procedures.
 - b. Flight training in Calcutta is also divided into two phases. Phase I includes familiarization with DC-3 type equipment. Phase II includes instrument and radio flight in DC-3 type aircraft. You will have some 15 to 20 "hump" flights between the 1st and 2nd phases.
7. A list of questions and answers on the use of functional and navigational facilities of DC03 type aircraft has been compiled for your instruction. These lists will be supplied to you by any instructor in the Link Trainer Department. Study them carefully—this information may be of utmost importance to you some day.

8. An official of the Indian Customs Department will give you information on what articles may or may not be brought into or taken out of India. Indian prisons are not recommended for their luxurious fittings. The best way to find this out is to violate the Customs Laws of India.
9. When you have completed Phase I of the Link Trainer Course and Phase I of the flight transitional training, you will be eligible for assignment for up-country flights (flights, as copilot, to China). Assignments will be made by Mr. Z. M. Wong, Chief Secretary. Be sure that Mr. Wong knows where he can find you—this is your responsibility. Always notify Mr. Wong and the police at Pretoria Street of any change of address.
10. Before making any flight from Calcutta, all pilots must report to the "Briefing Room". There you will receive strip maps and a route manual, which will cover any territory which you will fly across. Here, also, you will receive information as to where to secure parachutes, flying suits, oxygen masks, first aid kits, etc. All maps and equipment must be returned to briefing when you return to Calcutta except such equipment as may be assigned to you for permanent use. You will be required to pay for any equipment lost due to your own negligence. Strip maps are secret and must not be lost or indiscriminately displayed. Lost maps are reported to the Royal Air Force Security Office and U.S. Army Intelligence.
11. When you are flying between India and China, you will live in CNAC hostels and eat in CNAC mess halls. You will need little or no money and will not be permitted to carry more than US \$50 or its equivalent in Rupees or C.N. These flights will constitute a most important part of your training. Your captains will be pilots who have been chosen as instructors because they possess special ability and experience. Ask them questions and learn all you can from them.
12. After a number of flights on the India-China run, you will be returned to Calcutta for rest and further training. This training will encompass Phase II of the Link Trainer Course and Phase II of the Flight Training, Calcutta, course.
13. Flight Training, Dinjan, Phase II, will consist mainly of a series of check rides across the "hump". You may be asked to fly and navigate entire trips under the guidance of an especially trained check pilot. When your work is approved by your check pilots, your record will be submitted to Capt. Woods, Superintendent of Flights, for consideration. If your record meets with the approval of Capt. Woods, you will be made a full-fledged captain. The object of our training program is to ready you for captaincy as quickly as is compatible with your own interests and those of CNAC.

Peggy's Inspirational Thoughts on her Dad...

CNAC Past President of 30 years Bill Maher

CNAC Association 2009 Reunion

Bill...you are an inspiration to me, your daughter, and this group. You have always
Let your enthusiasm and optimism show...and your energy to inspire us all.

You have held this group together for 30 years... with hard work and dedication.

While all the other veteran groups, with the exception of 14th ASG, have disbanded, CNAC is growing due to your forethought of bringing the second generation into the fold.

It takes a special person and people to hold an organization together for so many years with all the praise...time...attention...humor...and leadership you have given...not only to me...but to CNAC. It also takes a special person...who is willing to put forth the effort to not only put his heart and soul into CNAC.... but who is willing to have the faith and trust in the second generation to carry on CNAC Association. You know how to love with your



whole heart...not only your family...but others as well. Birds of a feather...flock together. You, the past Board of CNAC, and the veterans of CNAC...both past and present...have shown, not only me...but the rest of us...that "Anything worth doing...is worth doing right", and, that, if you "Straighten up and fly right"..."Anything is possible", I think that these 3 phrases were repeated many times... over the years... in the many CNAC families no matter where we were.

YOU HELD US TOGETHER AND MADE US A STRONG EXTENDED FAMILY, FOR THAT...you are so very appreciated and loved!

CNAC Association President-Peggy Maher

September 12, 2009



(back, left to right: Diego Kusak, Craig Chinn; front, left to right: Eve Coulson, Tom Moore, Valerie Parish Kendrick)

CNAC Association Officers

Peggy Maher, President; daughter of CNAC Captain Bill Maher
 peggymaher@starband.net (830) 896-5030

Valerie Kendrick, Secretary/Treasurer; daughter of CNAC Captain Len Parish
 rosebud@saber.net (707) 459-5165

Eve Coulson, Cannonball Editor; daughter of CNAC Captain Bert Coulson
 eecoulson@gmail.com (609) 497-0324 (917) 439-4702 (cell)

Craig Chinn, Communications; son of CNAC Captain Harold Chinn
 cchinn2520@att.net (415) 517-9885 (cell)

Tom Moore, Historian and Web Editor; nephew of CNAC Captain Emil Scott
 pepperbud@dc.rr.com (760) 832-8213

Diego Kusak, CNAC Association Goodwill Ambassador; son of CNAC Captain Steve Kusak
 diegokusak@gmail.com (831) 601-5484 (cell)

Captain Bill Maher, Past President
 Home phone 517-784-5603 (after 10:00 AM EST)
 Office phone 517-787-8188 FAX 517-529-9686

CNAC Captain Moon Chin, Pilot Emeritus
 moonchin@comcast.net (650) 342-8788

Dear Valerie: -
 Here is my \$10⁰⁰ for the yearly CNAC dues,
 & if the good lord allows me, I'll be there
 with son John for the Sept. reunion.
 Also enclosing a snapshot of my general
 manager & me. Her name is "Millie," & she is a
 9 yr. old Pomeranian. We got her, or perhaps
 better said, she got us in January of 2000 (the
 millenium) which explains the name we gave her.
 When my wife "Kitty" died 5 yrs. ago, Millie took
 over the job of managing me. She tells me what to
 do, & when to do it, & believe me if I don't do
 it right, I'll hear about it! A little bossy,
 but lovable...
 Best regards & see you in Sept.
 Anson



Handsome Anson Lisk and Millie



Tom Watson and Rene Robertson



Jack Young (Moon Chin's co-pilot and wife Louise)

NEXT CNAC REUNION Burlingame, CA. September 8-12, 2010

CNAC CANNONBALL

Eve Coulson, Editor

291 Russell Road

Princeton, NJ 08540

