

Bill Lange Joins Board of Pan Am Historical Foundation

We are pleased to announce that William (Bill) Lange has joined the Board of the Pan Am Historical Foundation. With extensive experience in senior management positions, Bill began his career with Pan Am in 1973 after graduating from Massachusetts Institute of Technology (MIT) with Bachelor of Science and Master of Science degrees in aeronautics and astronautics.

He quickly rose through the ranks at Pan Am during his twenty-year career with the company. In 1987, he was named Vice President/General Manager Airline Planning and Scheduling at Pan American World Airways. He later served as President and Chief Operating Officer of Pan Am Express, then the tenth largest U.S. regional carrier providing feeder service to Pan Am hubs in the U.S. and Europe. Known for his ability to simplify complicated technical information, Bill served as the link between the technical and business sides of airline operations.

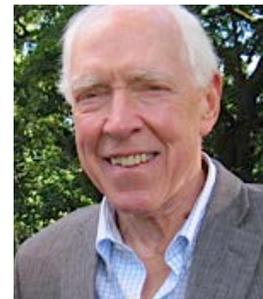
Bill remains an enthusiastic supporter of Pan Am and the Foundation's mission to preserve our legacy. "Pan Am was not just a business, it was a religion," he said. "The storyline of Pan Am is one of incredible loyalty to the company. We have to ask ourselves why is one company different -- still supported and loved after all these years? Beyond our history and our technical achievements, we need to talk about Pan Am's heart and our service to humanity. When something happened around the world, Pan Am was there."

He recounts a story about interviewing a young woman from South Korea

Lange cont. p. 5

From The President, Pete Runnette...

As I sit down to write this message, the world is in the midst of coping with the unprecedented corona virus pandemic. Our world has changed dramatically in recent weeks and the future remains uncertain. Nevertheless, we are all doing our best to 'stay calm and carry on'.



As expected, we will not be holding our Annual Meeting this year. The Annual Report will be mailed to you in April. It will also be posted on our Members' site at panam.org. As we enter our 28th year, our finances are healthy and membership remains stable. We wish to thank all of our members for their generous and enthusiastic support of the Foundation.

We have some good news to share. Our documentary, *Across the Pacific*, has been completed and the official release date is May 18 on American Public Television. Local stations have the option to air the three-hour program on three consecutive nights or over a three-week period. Others may elect to air the entire program on one night. Check your local listings for time and date.



Across the Pacific, Episode 1: Juan Trippe (Brian Muller) inspects the globe as he contemplates Pan Am's next route. © 2020 Moreno/Lyons Productions LLC

The film depicts the dramatic story of Pan American's pioneering legacy, reinforcing the frequent present-day reminders in various media of its unique impact on American history as well as commercial aviation. A recent example: an obituary of one Joseph Coulombe, who started his extremely successful company, "Trader Joe's", based in part on the news that Boeing was planning a new airplane, the 747, that he thought meant more international travel and thus more interest among Americans in exotic foods.

The Foundation welcomes our new Board member, Bill Lange. Many of us have worked with Bill during his tenure with Pan Am (1973-1989) in his capacity as General Manager Planning and Scheduling, and ultimately as Vice President, Planning. You can read more about Bill's background in this issue and the valued perspective he brings to our board.

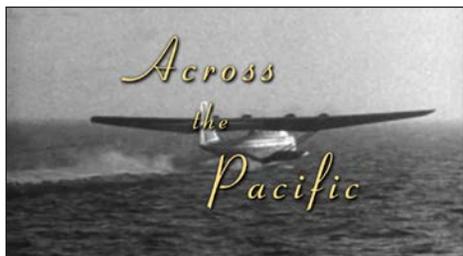
In this time of social distancing, the Internet has become more important than ever as a vehicle for social connection and learning. Our website, panam.org, was upgraded last year and now offers unique capabilities such as video and slide shows, continued digitization of records and enhanced interaction through social media. Our Annual Report provides a comprehensive update on upgrades to our website and social media. The enhanced digital capabilities will also help us attract new Next Gen members.

President cont. p. 2

‘Across the Pacific’

A sampling of completed documentary’s promotional images

Unless otherwise noted, all images © 2020 Moreno/Lyons Productions LLC



Title shot



Pilot Robert Fatt (Andrew Justin Smith) and his co-pilot realize they have to crash-land a Pan Am mail plane in 1928.



PHOTO: JEFF DUNN

Radio engineer Hugo Leuteritz (Brad Koed) listens for incoming signals from Pan Am’s mail planes in Key West.



PHOTO: JEFF DUNN

Engineer Hugo Leuteritz (Brad Koed), on loan from RCA to Pan Am in Key West in 1928, listens for the radio signals that best cut through the static of the tropics.



©2020 IGOR I. SIKORSKY HISTORICAL ARCHIVES

Russian-born airplane designer Igor Sikorsky (left) and pilot Charles Lindbergh, on the maiden voyage of Sikorsky’s S-40 flying boat, discuss the features Lindbergh wants in Sikorsky’s next flying boat, the S-42.



WIKIPEDIA

Across the Pacific Episode 2. The Sikorsky S-42 flying boat takes off and shatters all records in its 1934 test flight.

President *from p.1*

Plans are also being explored to create a new exhibit space at Dinner Key in Miami honoring Pan Am’s pioneering role in the Flying Boat era. The City of Miami acquired the Art Deco Pan Am Terminal in 1954 and established it as its City Hall. A temporary exhibit will be installed in the new garage currently under construction on the site where the Pan Am hangers still stand. We will keep you posted as the project evolves.

Looking to the future, it is more important than ever that we continue to enroll our children, grandchildren, relatives and friends in our Next Gen program. Details on Next Gen enrollment can be found on the Members’ page of our website.

Many of you have inquired about the Pan Am Tour to Egypt that took place just as Covid-19 began to spread. We are happy to report that Ed Trippe and the entire group has returned home safely and healthy. Ed will give us a full report with pictures in the next issue of Clipper.

As always, we look forward to your comments and suggestions. Stay safe and stay healthy.

— Pete

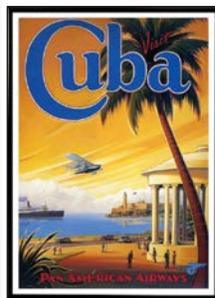
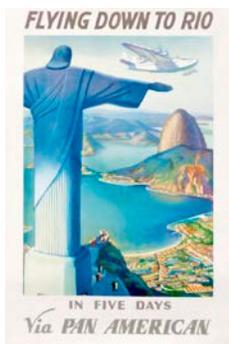


Blocked from crossing the Atlantic, Juan Trippe (Brian Muller) turns his attention to the Pacific.



©2020 PAN AM HISTORICAL FOUNDATION

The Martin M-130 flying boat dubbed the China Clipper prepares to take off on the first transpacific airmail flight in 1935.



Two of the many travel posters Pan Am designed to encourage people to take their vacations by air.



WIKIMEDIA COMMONS

Igor Sikorsky’s revolutionary S-42 flying boat crosses the unfinished San Francisco Bay Bridge on its historic survey flight of the Pacific Ocean. Wikimedia Commons.

FULFILLING A DREAM

CAPTAIN RONALD CHIN WON

The First Asian American Commercial Pilot for Pan Am

By Dr. Raymond Douglas Chong (Zhang Weiming)

Ronald Chin Won is a pioneer aviator who, against all odds, overcame racism to become an aircraft mechanic for Pan American World Airways (1939-1948), a commercial pilot for Pan Am (1955-1985) and a military pilot for the United States Air Force (1950-1980). As a trailblazer in the Chinese American community, he served in three wars and became both an accomplished military and commercial aviator. He was the first Asian American commercial pilot for Pan Am, first as propeller pilot and later as a jet pilot.



Circa 1990

Ronald was born on May 20, 1925, in Omaha, Nebraska. His father Jok Chin was a successful merchant from Toishan in Cathay (China) with various businesses including the famous King Fong Café in downtown Omaha.

In 1928, Jok moved his family from Omaha to San Francisco so that his children would grow up knowing Chinese culture and language. But when Jok went bankrupt in the Great Depression, the family lived in poverty and chronic hunger. Ronald was often bullied by neighborhood kids. With his boxing skills, Ronald protected himself and his friends in the Chinese community.

Growing up during the 'Golden Age of Flight', Ronald aspired to be an aviator. While in high school in 1939, he worked after classes as an aircraft mechanic's helper for Pan Am, at its Treasure Island terminal. He worked on the flying boats, including the iconic China Clipper.

After the Japanese attack on Pearl Harbor on December 7, 1941, Ronald left high school to quickly enlist with the U.S. Naval Reserve, moved by a deep sense of patriotism.

There the Navy recruiter asked of him, "Are you willing to be a messman, cook, or steward?" Ronald responded with, "No, I'm trained. I have experience."

The recruiter reluctantly assigned him to be a machinist mate. He was given the rank of seaman second class (private with one stripe), with the specialty of an aviation machinist. Due to the urgency of the

war, there was not enough time to put him through boot camp. Instead he was sent to a training center in Sacramento for three months to learn aircraft maintenance, mechanics, electronics, and advanced riveting techniques.

Upon completing his training, Ronald was initially assigned to Treasure Island Station to work on the M-130 and B-314 Clippers, the larger PB2Y Coronados, and the Martin PBM Mariners, which were produced by Glen L. Martin Company. He worked with a crew of skilled Chinese American aviation mechanics, led by crew chief Lee Leong.

As a machinist mate, he initially serviced Navy seaplanes at Naval Air Station Treasure Island. He later served at Naval Air Station Honolulu. And finally served at Naval Air Station Mills Field in California where he was discharged in 1946.

By 1943, Ronald held the Aircraft and Power Plant Mechanic licenses, issued by the Civil Aviation Board (currently the Federal Aviation Administration). Special facilities and equipment used on M-130s and B-314s included beaching ramps, winches, cradles with wheels, towing tractors, and areas for the washdown of seawater from aircraft, which were performed by the line service department.

Later that year, Ronald was transported overseas aboard the troop ship USS Matsonia to Naval Air Station Honolulu to repair PBMs and PB2Y3s. While the USS Matsonia was sailing to Hawaii, the U.S. Navy learned that she was being followed



The eleven men of the all-Chinese American crew of aircraft mechanics on Treasure Island Station in front of the "China Clipper" in 1943.

by a Japanese submarine. Fortunately, no torpedo was fired upon her. Ronald stayed in Hawaii until 1944, where he worked on the same aircraft, performing routine maintenance and battle damage repairs. After receiving an honorable discharge from the Navy in 1946, he returned to high school to receive his diploma.

While still in high school, he returned to Pan Am at Mills Field to work on the DC-4 and the DC-6. With a passion to fly, his joined Pan Am's flying club learning to fly a single-engine prop airplane and receiving his pilot's license.

After World War II, the Flying Boats were obsolete and a new generation of aircraft now carried passengers to overseas destinations.

During the Korean War, Ronald joined the United States Air Force, becoming a fighter jet pilot. After the war, Ronald went back to Pan Am seeking a job as

A Historic Flight that Brought Down the House

By Roger Weatherburn-Baker, President, the Naples Chapter of Le Chaîne des Rôtisseurs

Eighty years ago this month, March 1940, the Marine Air Terminal at LaGuardia Field opened for business and a Pan Am flying boat known as The Yankee Clipper took off from the East River bound for Lisbon, establishing LaGuardia as the premier U.S. gateway for North Atlantic airline service.

These aviation milestones were the subject of an extraordinary dinner this March hosted by the Naples, FL chapter of the international gourmet society known as the Chaîne des Rôtisseurs. Dating back to the 13th century, it's the oldest food and wine society in the world and the largest with about 25,000 members in 80 countries. The Naples Chapter, the largest of about 120 chapters in



the U.S., hosts themed dinners for its members every month during the winter season.

This March, we decided to commemorate the historic events of 80 years ago with a “Salute to the Golden Age of Flight” themed dinner held in an empty local performance space. We transformed part

of the space into a mock Pan Am “Departure Lounge” for a cocktail reception where volunteer former Pan Am stewardesses in their original uniforms registered guests and processed them before they took their seats in the interior of a mock flying boat created in the other half of the space.

A video showing vintage Pan Am inflight dinner service was projected on the wall of the plane’s “Flight Deck” while members enjoyed an extraordinarily creative multi-course, around-the-world dinner inspired by the culinary richness of some Pan Am’s long-distance destinations such as London, Paris, Venice, Wellington, Bangkok, Nassau and Puerto Rico.

Historic Flight *cont. back cover*

Capt. Ron Chin Won *from p.3*

a commercial pilot; not as an aircraft mechanic. There was only one commercial pilot position offered for a minority applicant. Ronald and a Japanese man applied for that same position. They had to take a written test, and Ronald obtained the highest score ever recorded by Pan Am at that time. Unfortunately, they thought he had cheated, so they sent his score to the Massachusetts Institute of Technology to see if it was possible for someone to achieve such a high result. Because his test results were not immediately released, he figured that he had failed. Pan Am soon confirmed that he had achieved the highest score in its history, and he was eventually hired. Racism and reluctance to hire a Chinese pilot was overcome in large part due to the efforts of Captain Sam Peters, who was the chief pilot of the Pan Am Clippers. Captain Peters stated of Ronald, “I want to hire him. I do not care about the union. If the union has something to say, they can see me.”

After taking the written exam in 1955, Ronald waited approximately one month before receiving notification from Pan Am

to take a physical examination in order to start flight training on the DC-4. He completed the training syllabus and started flying the line. His first trip was to Honolulu and the Fiji Islands on the Boeing 377 Stratocruiser, known as the ‘double bubble’. He also flew the Douglas DC-7. He had to get used to flying propeller-driven machines again. He felt that the one benefit was that it had four jet engines instead of one.

While working at Pan Am, he served in the United States Air Force Reserve. He flew in the Reserve mainly on the weekends. During the Jet Age, Ron was promoted to captain at Pan Am where he flew the Boeing 707 and later the Boeing 747, as well as the Boeing 747-SP aircraft.

The proudest moment of Ronald’s career as a commercial pilot with Pan Am was when he landed a Boeing 747 at Kai Tak International Airport with a tropical cyclone warning signal — Stage 9 (Increasing Gale or Storm) in Hong Kong. All flights were diverted to alternate airports except his. Ronald had faith that God would get them there safely. He landed without problems. His was the only jet to

land in Hong Kong that day, earning him a reputation in Hong Kong as the commercial pilot who landed a flight under extremely adverse weather conditions.

During his illustrious career with Pan Am, Ronald would be away from his family in San Francisco between five to eleven days at a time. When he was at home, he served as a colonel in the United States Air Force Reserve, drilling at Hamilton Air Force Base in Novato, California, and then later at McClellan Air Force Base in Sacramento, California.

Ronald stopped flying commercially and retired in 1985 at the age of 60, the FAA mandatory retirement age at that time. His final flight with Pan Am was from San Francisco to Honolulu and Sydney, and from Sydney to Los Angeles. His wife, Marian Louie Won, flew with him in First Class. The company also hired a limousine to pick up Ronald and Marian at the airport. He officially retired on May 20, 1985. Ronald now lives in San Francisco.✈

Dr. Raymond Douglas Chong is a writer, composer and film director. He is also a civil engineer with various transportation certifications.

PAN AM EXHIBIT PLANNED FOR DINNER KEY IN MIAMI

By Jeff Kriendler

Pan Am enthusiasts may soon see their favorite airline return to its former flying boat base at Dinner Key in Miami.

Originally constructed at the end of Pan American Avenue in Coconut Grove, Pan Am dedicated its art-deco style terminal on March 25, 1934. On weekends it was not unusual to see 5,000 -10,000 spectators congregate on both sides of the boulevard to watch celebrities, international diplomats and corporate VIPs embark on flights to Central and South America, Mexico and the Caribbean. Colonel Charles Lindbergh regularly flew in and out of the base.

Pan Am operations continued until World War II when the U.S. Navy reestablished its base there and put all Clippers under contract. At the end of the war, the City of Miami acquired the property from Pan Am, establishing the iconic building as Miami City Hall in 1954.

A new garage has been built next to the site of Pan Am's original historic hangars. The new building is currently draped with a mesh screen of Pan Am Flying Boats which in the 30s called Dinner Key its home.

Plans are underway to create temporary exhibit space within the garage honoring Pan Am's role in this exciting era in aviation history. ➔

Lange from p.1

for a position in his department. I asked her why she wanted to join Pan Am. She said that she wanted to work for a company that was heavily involved in helping people around the world."

Bill believes that we need to make the story of Pan Am relevant to future generations. "Especially in these challenging times, we need to ask what can I learn from this story... what can you learn... and what can the world learn," he said. ➔

— Ruth Maron

The Story of a Remarkable Woman: 'The Lady and the Tigers' by Olga Greenlaw

A Review by Becky Sprecher

Born in Mexico of Spanish, Serbian and American ancestry, Olga Sowers was the beautiful wife of Harvey Greenlaw, Claire Chennault's executive officer for the American Volunteer Group (Flying Tigers). Olga tells the tale of their adventures in Burma and China in 1941-42, as the Flying Tigers fought the Japanese while being supplied by the China National Air Corporation, the latter a partnership between Pan Am and the Chinese nationalist government.

She begins her memoir at the Peninsula Hotel in Hong Kong, where Col. Chennault has just called Harvey to ask him to be his right-hand man. She recalls that the last time she had seen the "Old Man" was when she was returning from Hong Kong to Hengyang on a troop train just in time for a Japanese bombing raid. She had made

her way home in the darkness, almost getting shot at on the bridge by a guard as she crossed the river. After banging repeatedly on the gate to rouse the servants, she was told that her bed was occupied by a "Col. Chen Chou-ult."

Olga stomped up the stairs, unleashing a loud stream of profanities at this Chinese officer who was in her bedroom. The house was always full of CNAC and AVG pilots, along with American and Chinese officers, all of whom were on their way from somewhere to somewhere else. But on this one night, it was too much. She threw open the door to find the "Old Man" leaning against the bedpost clad in blue pajamas.

"Only an American girl could swear so picturesquely, Olga," drawled Chennault in his thick Louisiana accent, "makes me homesick."

As war activities intensify, Chennault tasks Olga with keeping the Flying

Tigers' Group War Diary, and it has since proved to be reliable reporting. She also kept personal diaries from which many of the events and conversations she writes about are reconstructed. Both confirm that she is an astute observer of both people and events.

You can't read this little 200-page memoir and not love Olga. Yes, she was a woman of her time, sometimes using what we would describe as politically incorrect language. She defines herself by the men

she meets, and never goes anywhere without her little dog and her Elizabeth Arden cosmetic kit. Always mindful of protocol, she packs a long dinner dress in her trunk in the event of a last-minute invitation to a military banquet or diplomatic dinner. And she knows how to handle servants and put her "quarters" in order, no matter how shabby they happen to be.



Olga Sowers in Hanoi

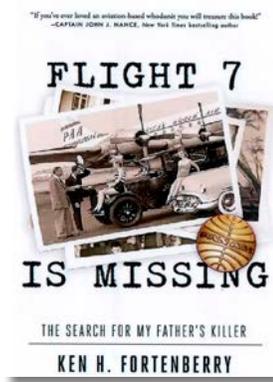
But she could also roll with things when she had to. If a dignitary arrived unannounced at the last minute (like Claire Boothe Luce, who was on her way to interview Madame Chiang Kai-Shek), Olga figured how to make them comfortable. At one station, she shared a bathroom at the end of the hall with the pilots. If one fell in love and wanted to get married, it was Olga who dressed the bride, rounded up the flowers, and arranged the celebratory dinner. When it was time to evacuate Burma ahead of the Japanese advance, Olga strapped on a Colt .25 automatic, grabbed the dog and high tailed it out of town on an old RAF truck laden with crates of gin and butter. And when "the boys" went down in their planes, which happened all too often, Olga grieved... then forced herself to move on.

Wherever they were, be it Kunming, Toungoo or Delhi, CNAC and AVG pilots found their way to the Greenlaw quarters.

Remarkable Woman cont. back cover

FLIGHT 7 IS MISSING: The Search for My Father's Killer

By Ken Fortenberry



Ken Fortenberry was only six years old when his father, a Pan Am pilot, left their San Francisco home on November 8, 1957 and never

returned. William H. Fortenberry was second officer and navigator on the Boeing Stratocruiser named 'Romance of the Skies'. Pan Am Flight 7 was on the first leg of an around-the-world flight with its initial stop scheduled in Hawaii. Halfway there, the aircraft had just passed the point-of-no-return and made a routine radio call. All okay and on time. A few minutes later, the plane simply vanished without warning in the middle of the Pacific Ocean. Forty-four people perished in what was called one of the most vexing and unexplained mysteries in American aviation.

The sudden disappearance of Pan Am Flight 7 prompted the largest sea-air search since Amelia Earhart's Lockheed Electra had been declared missing twenty years before. Federal aviation experts never determined why the airliner went

down, and FBI Director J. Edgar Hoover spurned their repeated requests for help in solving the puzzling case.

Eight years after the disappearance of his dad's flight, Ken Fortenberry began a search for answers that spanned six decades. An award-winning author and investigative journalist, he chased down every angle to find out why Flight 7 suddenly disappeared. He discovered that key people and critical pieces of evidence had been overlooked or ignored.

Among the passengers onboard were the president of Renault Europe; an Air Force Intelligence officer bound for Burma on a secret mission; a nervous first-time flyer headed to his mother's funeral in Honolulu; and a sailor returning to Tokyo to marry the woman he had met during the war. There was also a record number of UFO sightings in the vicinity that week. Did the plane crash because of mechanical failure? Was it sabotage or revenge? Or, was it an intentional act of mass murder-suicide committed by one of the people onboard? In this thoroughly researched aviation who-done-it, Fortenberry leads us to his stunning conclusion that everyone aboard Flight 7 had been murdered.

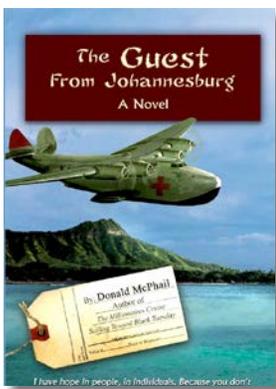
We talked to Fortenberry about his research and the evolution of his new book. A member of the Pan Am Historical Foundation, he relied heavily on the

Pan Am archives at the Richter Library in Miami. He made several trips to the archives including one in 2013 that was funded by the Dave Abrams/Gene Banning Award Grant. "The archives are amazing," he said. "Even though several critical pieces of information were missing, I was able to zero in on my dad's plane, 'Romance of the Skies' and Stratocruisers in general. Along with my colleague, Dr. Gregg Herken, we co-authored two articles for Smithsonian's 'Air and Space Magazine' reporting on some of our findings."

Fortenberry notes that former Pan Am employees were invaluable in his research. "The often-heard notion that Pan Am is a 'family' has been reinforced to me many times in my search for answers," he said. "The insights, advice and suggestions passed along to me through the years by retired and former employees helped me finally end my search for answers. I single out many of them in my book."

Pan Am has played a central role in the author's life. "As a side note, I remember the kindness and compassion of Pan Am's crew members when my dad's plane went missing," Fortenberry said. "Our house was filled with crew members, office staff, and family members in those dark, dreary days while the search was on." ➔

'THE SEARCH FOR FLIGHT 7' will be published on May 19, 2020. It is available on Amazon, Barnes & Nobles, and in local bookstores.



The Guest from Johannesburg

By Donald McPhail

Pan Am plays a starring role in 'The Guest from Johannesburg', an historic novel by Don McPhail. A sequel to

'The Millionaires Cruise', the new book features Duff Malone, an adventurous Pan Am executive. Originally from South Africa and now living in Hawaii, Duff Malone was the Pan Am Division Manager for the Pacific for 35 years. Set in Hawaii, Asia and Africa, the saga

spans two generations and three wars from the bombing of Pearl Harbor, to the Korean War, and Vietnam. His carefully researched book also discusses Pan Am's expansion in the Pacific including the historic flight of the China Clipper and the historic partnership with CNAC.

A tale of hope and resilience, the book is also a powerful anti-war novel. It brings to life the painful experiences of Japanese-Americans at Amache internment camp in Colorado and Japan's invasion of Shanghai and Pearl Harbor.

McPhail has had a long-time interest in Pan Am. "The novel harkens back to the

days when Pan Am was our unofficial flag carrier and epitomized luxury air travel," McPhail said. His father was a travel executive born in South Africa and was a sales manager for Pan Am at Idlewild Airport (now JFK) in 1944. Following in his father's footsteps, McPhail had a long career in the travel industry including positions as sales manager for United Airlines in Chicago and as regional manager for Hawaiian airlines. Now retired and living in California, he has written two books and continues to work as a freelance travel writer. ➔

'THE GUEST FROM JOHANNESBURG' is available through Amazon, Barnes & Nobel, and at local bookstores.

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RETURN SERVICE REQUESTED

Historic Flight *from p.4*



After dessert and Irish coffee (first served to passengers at a Pan Am refueling stop at Foynes in County Limerick), a glamorous trio from Louisville, Ky, known as the Ladies for Liberty (ladiesforliberty.com) evoked the era entertaining with song-after-foot-tapping song from the 30s and 40s that quickly had the audience clapping, singing and dancing, ultimately bringing down the house with a raucous standing ovation. ➤

Remarkable Woman *from p.5*

Olga served as big sister to these young men, all of whom were flying dangerous missions and desperately needed a port in the storm. When they drifted into the room, Olga would set up a bar, scrounge around for some food, and they would all sit on the bed and talk until the wee hours. Might this be the origin of the Crew Party as we Pan Am'ers know it? If so, we have Olga Greenlaw to thank. ➤

The Lady and the Tigers: *The story of the remarkable woman who served with the Flying Tigers in Burma and China, 1941-42, by Olga Greenlaw. Edited, with notes and additional material, by Daniel Ford. Copyright 1943 by E.P. Dutton Co., Inc. Revised print and electronic editions copyright 2002, 2012 by Daniel Ford.*