

FLYING TIGER HISTORICAL ORGANIZATION

a NON PROFIT 501c3 ORGANIZATION

EIN # 26-1492466



14th AAF



AVG

GUILIN, CHINA

HONORING THE PAST □ LOOKING TO THE FUTURE
Flying Tiger Historical Organization Newsletter

October 12, 2011

Volume 1: Issue 4

Park Progress

FLYING TIGER HERITAGE PARK MUSEUM CONSTRUCTION PROGRESS

Current Photos record Museum progress

Construction of the museum building at the Flying Tiger Heritage Park located on the Old Yang Tang airport outside of Guilin, China is progressing on schedule. The 127 acre park will honor and record for history the deeds and exploits of the American and Chinese fighting forces in China in WW II. This is also the location of General Claire Chennault's operations and command cave which will be restored to its WW II livery.

For more information on this project and ways you can help please visit our web site
www.FlyingTigerHistoricalOrganization.com.



Museum building as it will appear when completed. General Chennault's Command cave is in hill in background.

This joint project will build on the warm feelings left by the American forces and their Chinese counter parts at the end of WW II.



Foundation, cave in center background.

Approach to cave and museum site.



Construction workers temporary quarters.

Deputy Director Ms Zhu, right in photo, and other Lingui County officials inspecting the progress at the site. Cave center in hill at back.





Access road to Flying Tiger Heritage Park.

FTHO ACTIVITIES and EVENTS

The Flying Tiger Historical Organization honored Captain Moon Fun Chin for his contributions with the China National Aviation Corporation (CNAC) prior to, during and during and after World War II. Before America's entry in the Pacific War, CNAC pioneered the famous routes over the Himalayan Mountains (The Hump) between India and China. Captain Moon Fun Chin flew in China, Burma, India (CBI) and helped lay out the famous Hump route across the Himalayas which allowed China to receive much needed material and supply for her war efforts against the Japanese. Captain Chin's contribution was so great to the war effort that he was later awarded American military status by Congressional action from 1941-1945 although he never actually served in the military. The CNAC as a whole provided airlift for the Flying Tigers, transporting personnel and supplies to and from various Flying Tiger bases. After July 4, 1942, when the Flying Tigers were merged into the 14th Air Force some of the Tiger pilots joined the CNAC. Flying as much as 150 hours a month, in unarmed transports, these pilots flew in cloudy weather or at night to avoid marauding Japanese fighters. From April, 1942, when the Burma Road was lost, to August, 1945, CNAC crews made more than 38,000 trips over the Hump, transporting approximately 114,500 tons of vital personnel and materials to the Chinese and American forces in China, Burma, and India. This operation was so successful that the Berlin airlift post World War II was patterned after it. CNAC also played an important role in the Burma campaign by dropping supplies to Chinese and American ground forces, evacuating beleaguered Chinese and British troops and supplying the Ledo Road project with men and equipment. It was a cruel and demanding operation, from which many CNAC planes and their crews never returned. General Albert C. Wedemeyer, Chaing Kai-shek's American Chief of Staff remarked "Flying the Hump was the foremost and by far the most dangerous, difficult, and historic achievement of the entire war".

It is not surprising that from the Chinese standpoint all the pilots in military and transport are collectively remembered as Flying Tigers. Captain Moon Fun Chin falls squarely into that category. Beside his Hump and general transport flying, he flew General Claire Chennault, Commander of the Flying Tigers, Generalissimo Chaing Kai-shek and his wife Madame Chaing, as well as Jimmie Doolittle from China to India. This latter flight followed Doolittle's B-25 crash landing in Zhejiang Province after the legendary bombing raid on Tokyo in April, 1942. Captain Moon Chin continued flying after World War II. He is particularly remembered for piloting a PBY Catalina air boat in the rescue at sea of a six member crew from a US Air Force C-119 which crashed on a flight from Taiwan to Guam. After several failed attempts at rescue by other aircraft, Captain Chin landed his aircraft in dangerous sea conditions risking his life and saving the lives of the C-119 crew. His heroic action, including the C-119 rescue, and service in the CBI Theater, the U.S. Senate by resolution in 1995 awarded Capt. Chin the Distinguished Flying Cross, Air Medal, WWII Victory Medal and the Asia-Pacific Medal with two silver stars.

**CAPTAIN MOON FUN CHIN HOSTS FRIENDS AND PILOTS AT HIS HOME IN JUNE, 2011,
ATTENDED ALSO BY FTHO DIRECTOR MICHAEL BIANCO AND FTHO GOOD WILL
AMBASSADOR KERRY BERRY BROGAN**

Captain Moon Fun Chin hosted a CNAC semi-annual reunion luncheon in his Hillsborough home to which he invited FTHO Director Michael Bianco and FTHO Goodwill Ambassador Kerry Berry Brogan. Michael Bianco briefed Captain Chin on the FTHO and its mission to develop General Claire Chennault's Operations and Command Cave, as well as built a museum to honor the Flying Tigers, including CNAC and CBI personnel. In addition a memorial plaza and Walk of Heroes will be built to honor the Flying Tigers. Captain Chin told his guests that he had visited the cave and remarked on the vast interior it occupied in the mountains adjacent to the former Flying Tiger airfield. Following the luncheon discussion, Captain Chin led his guests on a tour of his trophy room which contains numerous photos, artifacts, and memorabilia as well as his aviation awards. Kerry Berry Brogan found Captain Chin charming and posed with him, Michael Bianco, and highlighted trophy room items. Photos of the luncheon participants and trophy room items are included following this article. Captain Chin graciously extended an invitation to Michael Bianco, Kerry Berry Brogan, and the Chairman of the Board of FHTO Jim Whitehead, President Larry Jobe, and all other FTHO officers and directors to attend the next CNAC reunion in September, 2011, with about 100 guests from throughout the country expected as well as several news reporters for the Chinese press. In a parting gesture of friendship and cooperation between FTHO and CNAC, Michael Bianco presented Captain Chin with several Flying Tiger mementos, including a lapel pin and patch with the Flying Tiger emblem designed by Walt Disney.



FTHO Goodwill Ambassador Kerry Brogan views the trophy room at Captain Moon Chin's Hillsborough home

Lt. Colonel Roger Dong, USAF (Ret.) shown with Captain Moon China and FTHO Goodwill Ambassador Kerry Brogan





FTHO Director Michael Bianco greeted by CNAC leader Captain Moon Chin in his Hillsborough trophy room

Flying Tiger pilot's blood chit displayed in the trophy room collection of Captain Moon Chin



FLYING TIGER HISTORICAL ORGANIZATION HONORS CAPTAIN MOON FUN CHIN AT CNAC ASSOCIATION REUNION IN SEPTEMBER 2011

Members of the Flying Tigers Historical Organization met at Captain Moon Fun Chin's residence to spend a pleasant afternoon on September 9, 2011, meeting and chatting with CNAC veterans and families. These gentlemen held their annual reunion at the Embassy Suites Hotel in Burlingame and collected at Captain Chin's home for cocktails and dinner. FTFO Chairman of the Board, Major General James Whitehead presented Captain Moon Fun Chin with a plaque naming him as an Honorary Board Member. Photos following record the Honorary Board Member reward.



Major General James Whitehead, left, board members K.C. Ma and Michael Bianco, right, present the Flying Tiger Historical Organization Plaque to Captain Moon Fun Chin.

Captain Moon Fun Chin flanked by Major General James Whitehead and his wife Sandra.



Captain Moon Fun Chin



CNAC personnel, family members, friends all gather to witness presentation of FTTHO Honorary Board Member Plaque to Captain Moon Fun Chin.



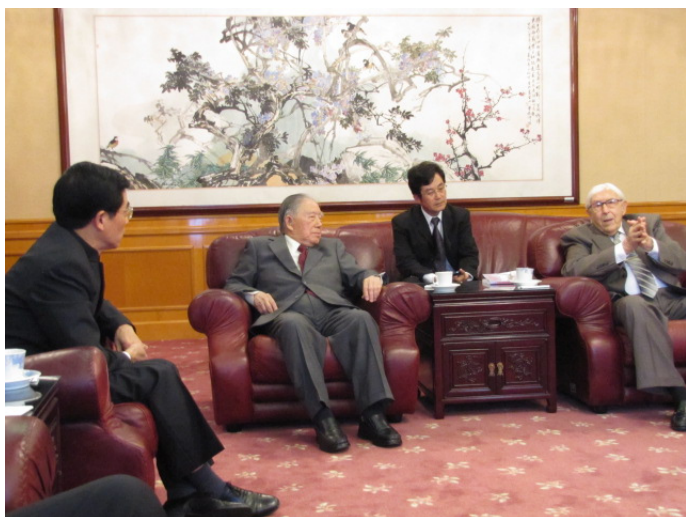
MUKDEN INCIDENT COMMEMORATED AT SAN FRANCISCO CONSULATE WITH TWO WWII PILOTS HONORED, INCLUDING CAPTAIN MOON FUN CHIN IN SEPTEMBER 2011. ALSO ATTENDED BY FTHO CHAIRMAN MAJOR GENERAL JAMES WHITEHEAD, PRESIDENT LARRY JOBE and FTHO DIRECTOR and CHINA LIAISON KC MA

The Mukden Incident, also known as the Manchurian Incident, was a staged event engineered by the Japanese military as a pretext for invading the northern part of China known as Manchuria in 1931. On September 18, 1931, a small quantity of dynamite was detonated close to a railroad that was owned by Japan's South Manchurian Railway near Mukden. Although the explosion was so weak that it failed to destroy the line and a train passed minutes later, the Imperial Japanese Army accused Chinese dissidents of the act and responded with a full invasion that led to the occupation of Manchuria. Six months later the Japanese established the puppet state of Manchukuo. The ruse was soon exposed to the International community leading Japan to diplomatic isolation and its withdrawal from the League of Nations. This event in China is looked upon as the beginning of the Japanese war of aggression.

In commemorating this event, members of the Flying Tiger Historical Organization Board of Directors were asked to bring Americans who helped defeat the Japanese Imperial forces in China to the Chinese Consulate in San Francisco on September 14, 2011, to meet with Consul General Gao and others who wished to recognize and honor them. The FTHO was able to contact two such individuals, Captain Moon Fun Chin, whose exploits are described in the above articles, and Captain Bill Behrns. Captain Behrns flew P-38 Lightning's out of Burma, shooting down five Japanese Zeros and destroying several more on the ground. He has published a riveting account of his hair raising adventures flying the P-38 Lightning titled "The San Joaquin Siren." Copies can be obtained by contacting Amethyst Moon Publishing, PO Box 87885, Tucson, AZ 85754 ampubbooks@gmail.com

The Consular event was attended by Flying Tiger Historical Organization Board Members, Chairman Major General James T. Whitehead Jr., President Larry Jobe, and Board Member and China liaison, Mr. KC Ma. Consul General Gao addressed the assembled guests and audience. Captain Moon Fun Chin and Bill Behrns also addressed the assembly. Consul General Gao and the entire Chinese San Francisco Consular staff sang a song in praise of the actions of American servicemen in China in WWII. One woman, now a Judge, who was a young girl during the rape of Nanking, vividly recalled the cruelty of the Japanese toward the Chinese. She spoke entirely in Cantonese, but her emotion and passion could be felt throughout the assembly. She later told FTHO Board Chairman James Whitehead "the world knows about the war in Europe but few know that 35 million Chinese were killed by the Japanese in WWII, including 300,000 in the Rape of Nanking". She could not thank him enough for our group and the Flying Tiger Heritage Park in Guilin, China, so the world will know about the war in China and the sacrifices of both Chinese and Americans.

The Chinese have not forgotten the sacrifices made by American men and women helping defend against a brutal Japanese enemy. Many of the Consulate guests asked to have pictures taken with the two Captains. They all knew of the "Flying Tigers" and their heroics, but never had the opportunity to meet any of them. Children from schools in Berkeley gathered to give thanks and have their photo taken with the "Tigers". Both Captains were overwhelmed by the respect and admiration of the entire audience. Photos following record the events of the memorial celebration.



Consul General Gao listens intently to Bill Behrns describing his adventures in WWII. Captain Moon Fun Chin on left and Captain Bill Behrns on right.



From left to right-

Larry Jobe
Consul General Gao
Captain Moon Fun Chin
Captain Bill Behrns
Major General James Whitehead



Consul General Gao addressing the assembled guest and audience.



Captain's Bill Behrns and Moon Fun Chin addressing the assembly.



This lady, now a judge, was a young woman during the "Rape of Nanchang" and has vivid memories of the Japanese atrocities.



Consul General Gao and entire San Francisco Consulate staff sing a song in praise of the actions of American servicemen in China in WWII.

A comment from the Editor

The signature shark's mouth and leering eye are among the most enduring symbols in US military history. They are emblematic of the P 40's that fought in China and Burma and elsewhere in war theaters and stand out with the Flying Tigers. They have been added to any number of military vehicles through the present day, including tanks, missiles, and aircraft such as the A10, F14, and even helicopters such as Apache and Hueys. Just recently the Rural Outreach Mobile Medical Clinic of the VA Palo Alto Health Care System came to Oakdale, California where your Editor resides. There it was, on the door of the clinic van, the shark mouth and leering eye. Kevin Storm, Emergency Manager with the Palo Alto Health Care System is a 28 year US Army vet who saw the art on the numerous vehicles previously noted and felt the image conveyed was a standout, something to draw attention, bring vets into the clinic, especially targeting those vets who are low income or even homeless. He has found the historical symbolism is universally recognized and has been effective in drawing vet participation. It is this continuum that fuels the efforts of our organization to preserve the Flying Tiger heritage.

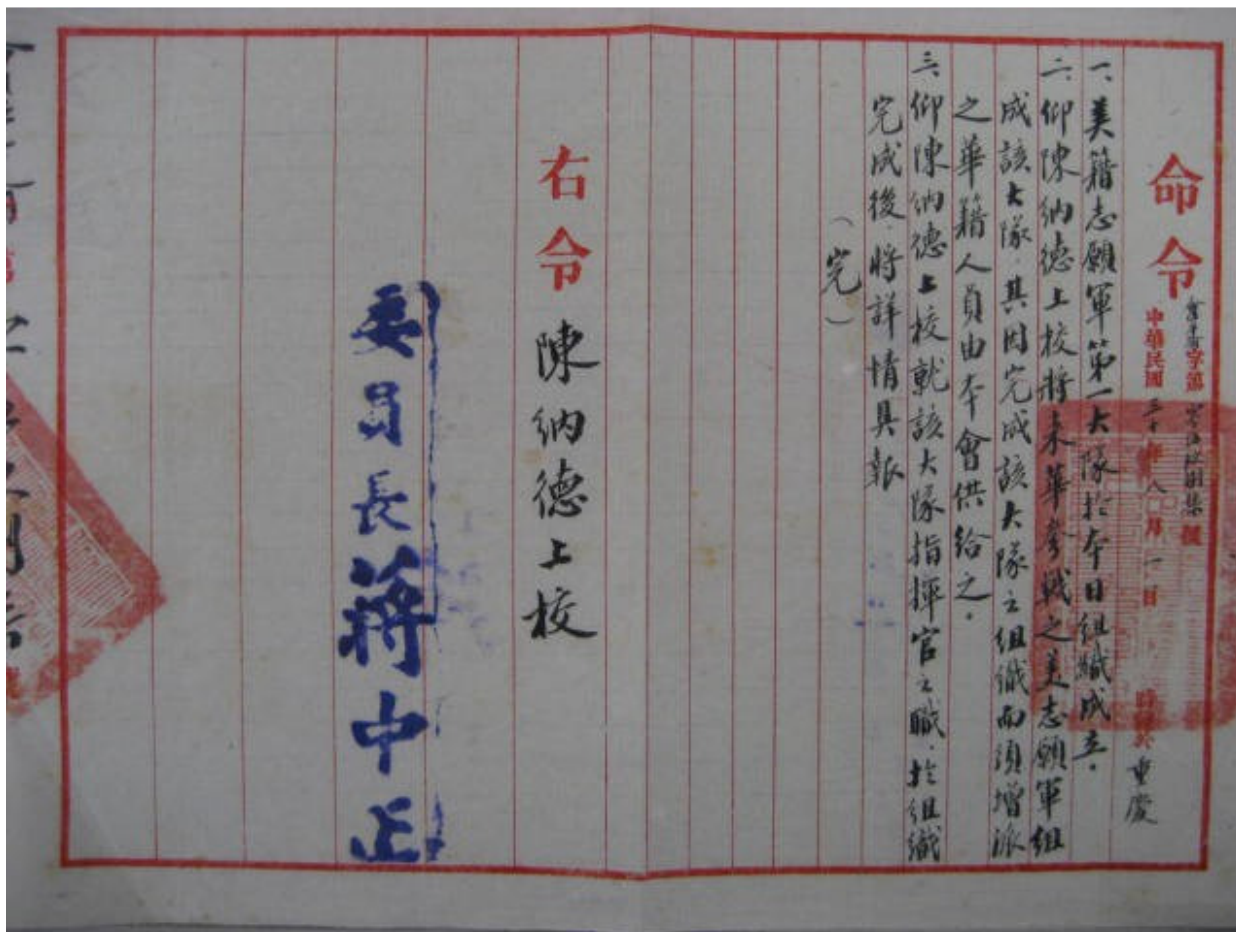


Long Ago and Far Away...Memories Of the First American Volunteer Group

By Phil VanZandt

The Burma Experience

As the third month of training rolled around, Chennault felt he had 85% of his pilots and ground crews trained well enough to meet the Japanese. There was still a contingent from Pensacola, FL, en-route, but so far CAMCO and the Chinese seemed to have done their part. His biggest worries were the loss of aircraft through accidents and lack of parts for needed repairs to aircraft that could be salvaged. Out of the initial 99 P-40s, only about 58 were serviceable, and fuel was in short supply. A month earlier Chennault had signed the agreement with Chiang Kai-Shek to accept the appointment as Commander of the AVG.



There would be a headquarters group. The pilots and ground crews would be divided into three squadrons. Chennault's Adjutant and his Executive Officer did the actual division work, while the pilots were permitted to name their Pursuit Squadrons.

Leaving Toungoo, Burma, Chennault headed to Kunming, China, where work on the airfield had been completed. Temporary housing for the AVG would be an older University building and two guest-houses until hostels could be completed on the airbase property. Even the relatively large airfield S.E of the city was typical of Chinese construction – layers of varying-size stones with mud packed between; meaning constant maintenance, but this was sufficiently large enough to handle the larger aircraft, fighter-bombers and heavy bombers Chennault was promised under the Lend-Lease agreement to China.

Upon his return to Toungoo, Chennault was greeted by three squadron motifs. It's never been established just who designed them, but we do know former newspaper cartoonist and wingman, Albert Christman had a hand in it. Below are the original patches worn by each squadron pilot and painted on the fuselage of their individually assigned aircraft.



“ADAMS ‘n’ EVES”
1st Pursuit



“PANDA BEARS”
2nd Pursuit



“HELL’S ANGELS”
3rd Pursuit

P-40 aircraft assigned each squadron by number were as follows:

1st

1 to 33

2nd

34 to 66

3rd

67 to 99

Training and familiarization flights continued during October. Accidents took some lives...there were collisions. Defective repairs followed an aircraft damaged by a Japanese Ki-43, which some believe was the “first Kamikaze attack” at Mingaladon Airdrome where the AVG flew practice. British pilots had the day previous engaged the enemy on bombing runs. For the AVG “in-action” was beginning to take its toll on the minds of American pilots and crews. Many began to doubt the P-40 abilities against the IJAF. By the time Chennault moved the 1st. and 2nd. Squadrons to Kunming, a much needed demonstration took place at Mingaladon. The AVG was challenged by the Brits to a mock ‘dog-fighting’ competition. A P-40 vs. their

Brewster Buffalo, which would be flown by RAF Squadron Leader Brandt, an ACE fighter-pilot during the much touted “Battle of Britain”. Erik Shilling was selected as the P-40 pilot. After an hour’s maneuvering, there was left no doubt in anyone’s thoughts that the Curtiss P-40 and her pilot were both superior. The Brits conceded!



Remains of the Japanese “Kamikaze” attack at Mingaladon Aidrome, Burma, with Brits looking over wreckage.

AVG pilots spent their days in the alert ‘shack’, a tent in Toungoo. Slit-trenches surrounding it were often occupied when there was warning of Japanese aircraft approaching, but many were false alarms. A bit of lethargy set in.



Tom Cole and Ed Kuykendall



“Tex” Hill and his armorer, Jim Music.

AVG members having lunch beneath a spreading Mango tree at Toungoo.



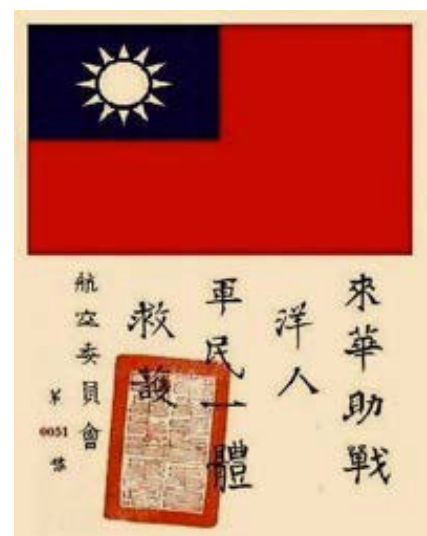


Most likely this was the P-40 damaged at Mingaladon and defectively repaired. When being test flown by Robert Sanderson, the tail section separated in a dive, and he was killed about a mile from the field. It was a sad day for all who knew him.

Finally, the ship carrying the last contingent of pilots and crewmen arrived November 12, 1941. The men and their gear were hurriedly unloaded and taken directly to Toungoo. Among them was Capt. Richard Rossi. They were all anxious to get flight time in the P-40, but Chennault had them in the BT-9 trainer. He'd seen enough of new pilots damaging and destroying precious aircraft. Unfortunately for this group, the trainer was out of service for a couple weeks. Class-room indoctrination was far more intensive, and the inability to get P-40 time in was frustrating. Little did they know that in a few short weeks, the United States would be plunged into war with Japan, and their final checkouts would occur in the air under combat conditions.

Three events occurred about this time –painting Sharks Jaws on the P-40 engine cowlings was authorized by Chennault after he viewed the first four aircraft so decorated by Erik Shilling and others.

Chennault received the first shipment of 2,000 silk Blood-chits from America, and distributed them to all squadron members both at Toungoo and Kuming.



With the CAF red chop-mark.

The third was a rush job by the USAAF – working with Walt Disney Studios in Burbank, CA. 200-R & 200-L leaping Tiger decals were produced and shipped



Things would get hot quickly.

to China in the first week of December, being installed on P-40 fuselages by the 18th. This would become the eventual logo of the Flying Tigers, though they had not yet had the nick-name widely known. They would earn it soon enough. By December 20, Japanese daytime and nightly raids had begun... destroying 15% of Rangoon.....



No history of conflict is complete without a view of the opponent, a Japanese bomber pilot...

The AVG would come to know them well

Next issue--On to Kunming

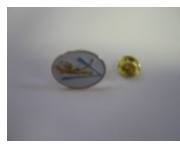
Items Available for Donation to FTHO



Hat \$10.00



Patch \$3.00



Tie Tac \$3.00



Blood Chit
Silk & Leather
\$30.00 to \$40.00



Leather Patches
Different Squadrons
\$20.00 to \$30.00



Back

"T" Shirt \$15.00



Front

Items may be purchased by sending check or money order to:

FTHO

21133 Jimmerrall Ln., Groveland, CA 95321

Please specify "T" shirt size- S,M,L,XL,XXL. Some women sizes available.

Questions and for list of Blood Chit and Patches available email: larryjobe1@gmail.com.

What does Blood Chit say?

ver" issued to members of the American Volunteer Group, the CATF, and the 14th Air Force during the 1930s and 1940s. The main text reads:

The foreign person has come to China to help in the war effort. Soldiers and civilians, one and all, should rescue, protect, and provide him medical care.

The "Life Saver" sewn on the back of a Flying Tiger's flying jacket was signed with the stamp of the Generalissimo Chiang Kai-shek.

The picture of the blood chit and its interpretation was taken at the Flying Tiger museum in Chongqing. Many Flying Tigers owe their lives to this item which was used extensively in China

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Flying Tiger Historical Organization News Letter is published quarterly by the
FTHO 21133 Jimmersall Lane – Groveland, CA - 95321 (209) 962-5501

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