

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

February 7, 2012

Volume 2: Issue 1

Park Progress

FLYING TIGER HERITAGE PARK MUSEUM CONSTRUCTION PROGRESS

Current Photos record Museum progress

As construction progresses on schedule, the dimensions are filling out. The park is being built on 127 acres to record and honor the deeds and exploits of American and Chinese fighting forces in WWII. General Clair Chennault's operations and command cave is to the rear of the photos and in time will be restored to its WWII livery.

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



Museum building begins to take shape. You can clearly see the fighter shape of the forward edge of the museum.

This joint project will build on the trust and cooperation between the American forces and their Chinese counter parts during WW II.

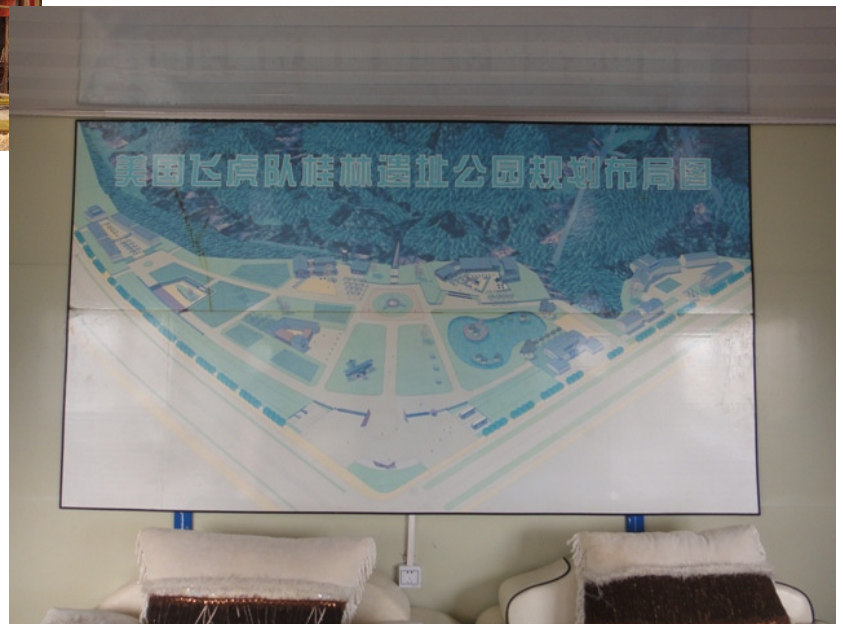


Cave is located to the left of the picture under the white area.



Work in progress.

Layout of the main park area.



This view gives you an idea of the cavernous nature of the museum.



Access to the museum building

FTHO ACTIVITIES and EVENTS

THE PILOT'S TOUR OF CHINA IS SCHEDULED FOR
MARCH 22 – APRIL 9, 2012

Travel Aire, at www.TravelAireTours.com is conducting its 9th Annual American Aviators VIP Tour to China. You can join fellow pilots and friends and family on this all inclusive nearly all 5 Star 19 day tour. Experience VIP Treatment in Guilin (formerly Kweilin in WWII) and X'ian with Police Escorts, TV and Newspaper coverage and special VIP banquets. Prince of \$3198 per person double occupancy includes international flights from SFO plus 4 domestic flights, all hotels, transfers, admissions and nearly all meals, all with English speaking guides. You will walk on the ground where General Claire Chennault and his Flying Tigers once operated in WWII and visit the progress of the Flying Tiger Heritage Park museum under construction there. You will explore the cave out of which General Chennault ran his operations out of old Yang Tang Airfield outside exotic Guilin. You will visit the Stillwell Museum and the Flying Tiger Museum in Chongqing. You will tour the WWII B-29 airfield in Chengdu and visit the largest Aviation Museum in all Asia outside Beijing. All of this is in addition to visits to the Great Wall, the Olympic "Bird's Nest" Stadium, Forbidden City and Tiananmen Square and the Summer Palace, the Terra Cotta soldiers, a Yangtze River Cruise and visit to Three Gorges Dam, a mini cruise on the Li River and the Grand Canal, and so much more.

For complete details, contact Travel Aire (CST#207011-40) for complete details.
(209) 962-5588 or toll free (866) 669-2288.

One special note: There will be a special VIP banquet at Guilin where a Flying Tiger flag and a US flag from the WWII period will be specially presented by officers of the Flying Tiger Historical Organization which will be flown at the museum on its future dedication.

Deadline for reservations is February 17, 2012.



George Pappas, CBI vet, stands by
Stile locating site of museum
on 2007 tour top China.

Banquet at
Guilin on 2010
tour.



P-40'S ALIVE AND WELL IN THE LAND DOWN UNDER

FTHO Director Michael Bianco was the guest of the New Zealand Government for an 11 day tour of the country which included meetings with Prime Minister John Keyes and the Mayor of Auckland Len Brown as well as other members of the government and senior officers in private industry. He also attended the final game of the Rugby World Championship which the New Zealand "All Blacks" won for the first time in 24 years with the defeat of France.

In addition to official meetings, Bianco arranged several private meetings with aviation enthusiasts including Paul McSweeney, Director of Pioneer Aero, the leading international warbird aircraft restoration company for P-40 Curtis Wright aircraft and other warbirds.

Bianco contacted Pioneer after seeing the outstanding restoration work on a P-40 N aircraft owned by the Schultz family and based at the Sonoma County airport. This aircraft was salvaged from the jungles of Papua, New Guinea in 1974 and required nearly two years and \$1.9 million to restore to complete operating condition.

Pioneer Aero arranged a detailed briefing for Bianco on the nine P-40 N aircraft which they have restored to complete operational condition including the operation of the six wing-mounted 50 caliber Browning machine guns. Each step in the restoration process, from salvage to completion, was explained in detail. Many of the parts which were missing or destroyed were manufactured at the facility located at the Ardmore airfield on the outskirts of Auckland. Original plans of the P-40 from the Curtis Wright factory in Buffalo, New York, were used in the reconstruction of the aircraft.



FTHO Director Michael Bianco and FTHO Goodwill Ambassador Kerry Brogan with officers of Pioneer Aero, New Zealand war Birds Association and Film Auckland at Ardmore airfield, Auckland.



FTHO Director Michael Bianco gives the V for Victory sign over the Browning machine gun turrets in the wing section of a P-40N aircraft being restored at the Pioneer Aero facility at Ardmore airfield, Auckland.

During the tour of the Pioneer Aero facilities Bianco inspected many of the wings and parts of a P-40 and asked McSweeney a number of questions about the aircraft construction and restoration process. He was told that the original construction of the aircraft at the Buffalo factory was excellent. He added that the attention to the fine details of fabrication were better than those he observed with the British Spitfire. His praise for the capabilities of the Allison engine was no less enthusiastic.

At the conclusion of the visit, the Pioneer Aero team agreed to cooperate with FTHO and its mission to commemorate the Flying Tigers. McSweeney asked for assistance from FTHO with locating and restoring P-40 aircraft in China and elsewhere so that the history of the Flying Tigers and the P-40 could be preserved for future generations.

McSweeney expressed his deep appreciation to Bianco for his visit and briefing on the Flying Tiger Heritage Park in Guilin. He presented Bianco with a first edition copy of "The Whole Nine Yards" which is a book written to celebrate and commemorates the life of a P-40N Kittyhawk and the pilots who flew it in the Southwest Pacific in combat against the Japanese air force. The book also describes the history of the P-40 Kittyhawk and its beginnings, capabilities and weaknesses and its often neglected but important role as a low level fighter bomber. Tex Hill adeptly showed this when he and the Flying Tigers of the Panda Squadron annihilated the Japanese Army rapidly advancing on the Burma Road. If the Flying Tigers had not succeeded on this mission it would have been a horrific disaster for the Flying Tiger bases and the Chinese people located in South China.

This first edition copy was signed not only by the author John King but also by the Commanders and pilots of the 250 P-40 Kittyhawk aircraft which were based on the northern tip of New Zealand and in the South Pacific during World war II. Although this treasured book was presented to Bianco, he will donate it along with other Flying Tiger artifacts to the Flying Tiger museum being built near Guilin.

Following the meeting with Pioneer Aero, Bianco was escorted to the New Zealand Warbird Museum at Ardmore by Captain Frank Parker, President of the New Zealand Warbird Association. The museum has an extensive collection of vintage warbirds including the P-40N and other aircraft flown by the Allied air corps in the past 100 years. In the collection were two aircraft Bianco flew during his service as a naval aviation officer during the Vietnam War era. They included the T-28 and the L-19 Bird Dog. All the museum's aircraft have been restored to flying condition and participate in the annual air shows sponsored by the Warbird Association.



FTHO Director Michael Bianco gives thumbs up on the P-40 briefing by captain Frank Parker. Standing on the wing is FTTHO Goodwill Ambassador Kerry Brogan.



FTHO Director Michael Bianco gives thumbs up as he inspects the cockpit of a P-40 N aircraft piloted by captain Frank Parker President of the New Zealand Warbirds Association standing to his left.

Finally Bianco was shown a P-40N aircraft restored by Pioneer Aero and flown by the New Zealand Air Force. The owner and pilot of this P-40, Captain Parker, invited Bianco to climb into the cockpit and receive a briefing on the operational capabilities of the aircraft which was configured with dual controls and a rear seat unlike the original single seat models. Even with the addition of the rear seat, the P-40 retained the sleek look with the push back canopy operated by a hand crank in the cockpit. The gun sight mounted in the center front of the cockpit was deadly accurate once the pilot elevated himself with the parachute pack he sat on during flight.

Bianco asked Captain Parker about the characteristics of the P-40 from takeoff to landing and was informed that the aircraft was aviator friendly - very easy to fly and land. The aileron control was extremely agile and the aircraft very maneuverable in flight and unforgiving of enemy aircraft with the fire power of its six browning 50 caliber machine guns.



FTHO Director Michael Bianco gives thumbs up on the P-40 briefing by Captain Frank Parker standing on the wing.

Following the visit to Pioneer Aero and the war Birds Museum, Bianco attended a gala dinner party featuring Sir Richard Branson who spoke about his career and showed his numerous achievements in global death defying balloon trips, developing Virgin Atlantic Airways, the Virgin High Speed Train and his latest venture into commercial space travel with Galactic Airways. Branson said the space flights will be operating next year at which time he intends to fly with his son and daughter on one of his space craft being constructed in New Mexico and undergoing test flights in the Mojave Desert in Southern California.

During the dinner Bianco and FTTHO Goodwill Ambassador Kerry Brogan presented Branson an honorary membership in FTTHO and invited him to participate in a future FTTHO event in America where he would be the guest of honor and receive an Honorary Lifetime Membership in FTTHO to honor his extraordinary achievements in aviation and leadership in the development of commercial aviation.

With the FTTHO flag firmly planted in New Zealand's aviation community, Bianco is looking forward to collaborating with his kiwi friends in the salvage and restoration of P-40 aircraft. And most importantly to realize the donation or lease of a P-40 aircraft for the Flying Tiger Heritage Park as well as financial support for the FTTHO mission to complete the restoration of General Chennault's Operations Cave and the completion of the Flying Tiger Museum in the Flying Tiger Heritage Park near Guilin China.



FTTHO Director and former naval aviation officer Michael Bianco briefs Michael Brooks Executive Director of Film Auckland on the techniques for an aircraft carrier landing for the US Navy T-28 aircraft shown behind them at the New Zealand warbird museum at Ardmore airfield.

Goodwill Ambassador Kerry Brogan at the controls of P-40 N with New Zealand Air Force markings



Captain Frank Parker briefing FTHO Director Michael Bianco on the extensive collection of aircraft all in flying condition at the New Zealand Warbird Association Museum at Ardmore airfield, Auckland.

A comment from the Editor

In a past issue, the editor noted the enduring symbolism of the shark's mouth and leering eye. The range of applications seems almost limitless. Just recently while surfing the web in search decals for P40 airplane models, up popped the item below—an electric mixer with the mouth and eye decals attached. A humorous application, of course but demonstrative of the impact. The editor asks you, the reader, to submit other examples of the use and application of these symbols, mention of which will be continued in future issues of this newsletter.



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

By Phil VanZandt

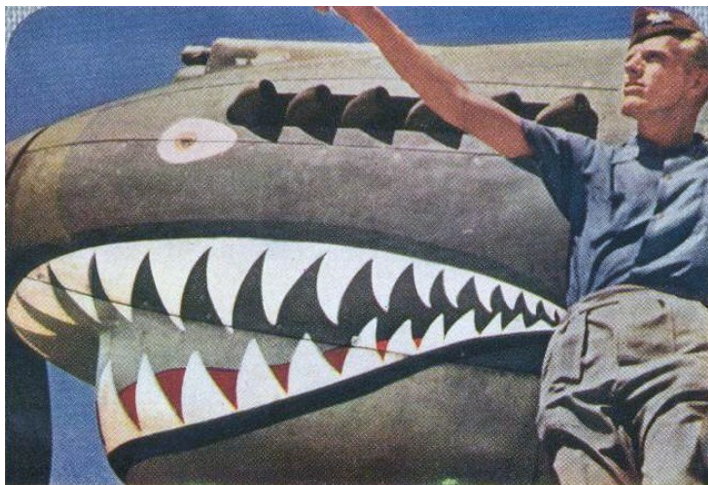
ON TO KUNMING -

November & December, 1941 were busy months for the AVG... not only were the final contingent of pilots attempting to get training in on P-40s, but Chennault was notified that the airfield at Kunming was ready for occupancy; it had been both widened & lengthened with new administration buildings and a security-gate added. This signaled the re-location of at least two squadrons from Burma.

Much of what is to follow comes directly from the personal diary of *Olga Greenlaw, which for chronological accuracy is far superior to the AVG War Diary kept by Joe Alsop, and indeed it mentions many names associated with the 1st. American Volunteer Group that might otherwise not have been presented. It will be day-by-day, occasion-by-occasion, occurrence-by-occurrence, punctuated by photos where available, and background information when known.

November 19th. Toungoo – sunny, 100-degrees. Some of the pilots and ground crew have asked Chennault about painting the front of their aircraft; he's agreed to a rough sketch. Four aircraft will be so decorated before approval by the Colonel.

November 19th. The Col. Asks Harvey & Olga to accompany him on inspection. Olga observes the front of the P-40s are painted with a “crocodile-mouth full of teeth and a tongue”. Harvey offers a correction – that they are “sharks’ jaws”; she laughs!



November 20th. Olsen leads 7 'painted' P-40 to Kunming;

November 21st. The planes create a sensation! All AVG want their aircraft painted similarly...

November 22nd. Chennault asks Harvey and Olga to go hunting with him in the morning. Newkirk asks Olga to help him get a ring from Mohamed the trader in jewelry; she agrees and call the shop for him.

November 23rd. 4 AM the leave to go hunting; Harvey has no luck and Chennault shoots two doves which Olga fixes him for dinner, observing that they have “bagged no Turkey for Thanksgiving!”

November 24th/25th. are spent painting the ‘crocodile jaws’ with variations on more P-40s and the men discuss the artwork selected for each of the 3 squadrons. Olga hasn’t seen the designs decided on but she imagines Albert Christman, the group’s artist and former cartoonist, will come up with something ‘nifty’. Newkirk asks for permission to fly to Rangoon and get a turkey prepared by the Savoy for the up-coming holiday. Chennault agrees.

November 27th. Newkirk goes early to Rangoon and returns with a beautifully prepared and still-warm turkey... Chennault, Little, Newkirk, Petach & Foster sit down to a sumptuous meal with Olga & Harvey. The Col. Brings two bottles of red wine.

November 28th/29th aircraft maintenance and testing; more P-40s with sharks jaws and the Col. approves the squadron motifs painted on forward of the cockpit; mentioning the space behind need be filled with Japanese “meat-balls” (red disc on white) once US is at war, cautioning Olga not to write that remark in her journal.

November 30th. The remaining P-40s are painted with the menacing ‘jaws’ and various eyes above. Harvey explains to Olga that the Chinese always paint eyes on the front of their vessels to help them navigate in the fog and find their way home. P-40s are the AVG’s ships of the sky according to the Chinese! She tells him he made that up! They walk to the airfield and Olga observes the squadron insignias. Her descriptions: First Pursuit has a green apple with a snake wrapping itself around; a woman is chasing an airman up one coil in profile. Harvey says the name is “Adams ‘n’ Eves” get it? Second Pursuit has a helmeted animal of some sort with 2 black eyes – no comment Harvey? Third Pursuit has a well-proportioned nude gal in red with white wings and a gold ring over her head. Harvey chimes in: “Hells Angels”, that’s a halo.



With the runway at Toungoo needing repairs after a few Jap bombings, Olga and the majority of the pilots & aircraft go to the Airdrome near Rangoon; no doubt showing off their new paint-jobs to the Brits.

December 1st. Mingalodon Airdrome – Cloudy, hot. Red Probst brought Rose Mok who’d had a minor car accident to Olga’s. Harvey was at Toungoo some 96-miles away getting repairs made to the runway from Jap bombing raids. [Rose Mok had engaged in transportation of American automobiles she purchased on the Rangoon docks and drove, or had them driven to Chungking under a British pass arranged by Col. Chennault. She would load them with goods not readily available in China. Rose also made frequent trips by CNAC to Calcutta where she brought back liquor & cigarettes for the men of the AVG, and the Colonel]... A repair-shop in Rangoon would take 3-days to fix the car.

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December 2nd. Lunch at the Airdrome with 1st. Squadron, Bill Pawley & Doc Walsh CAMCO, Loiwing. Later heard the Lockheed had crashed at Rangoon; wheels did not lower properly, but no one was killed per Harvey who had arrived later in Rangoon.

December 3rd - 7. Rose Mok came and stayed overnight to pick up her car; next day Paul Frillman drove them both to CNAC. Olga made arrangements for shipping her things from Toungoo to Rangoon, anticipating a trip along the Burma Road as promised by the Colonel.

December 8th. Harvey woke Olga at 7:30AM to Singapore Radio announcement of the attack on Pearl Harbor, Japan having taken Wake Is. and US declaring War on Japan. Olga bet Harvey the Japs would pay them a visit that night as he left for the airfield (they did!).

December 9th. Olga felt safer sleeping at the hospital, but she joined Harvey in the radio room as they listened to reports of Manila in the Philippines and Singapore being bombed. The Jap bomber had done a job on the airfield overnight. Olga finished packing and returned to the hospital in the evening.

December 10th. Olga went to the radio room and the control tower to watch for AVG aircraft in bound. They had spotted a Japanese patrol plane but did not pursue after false alarms early AM and at 3:15 PM. The truck arrived to move Olga's items to Rangoon. Col. Chennault flew in on the evening CNAC plane to survey the damages and make some organizational changes.

December 11th. Chennault, Harvey, Cedar and Davis in meeting all morning; field orders issued and a count of serviceable aircraft completed. CAMCO at Lashio checked for repairs & spare cannibalized parts.

December 12th. Chennault hires Olga, issues her helmet & gas-mask and places her on the official AVG payroll – temporary duties will include radio-room operation at the airfield as well as field-glasses 'spotter' for incoming aircraft. She will eat dinner with the pilots; head to the slit-trenches with the crews in case of air-raids; monitor activities for inclusion in the War Diary she's to be given by Joe Alsop

December 13th, 14th. Olga mans the radio to all pilots satisfaction who say her voice is an improvement over Harveys; she learns to write field-orders and post them.

December 15th. Alsop's War Diary arrives – it's a disorganized mess; way out of date. She begins to make sense of it, and is also given the job of keeping files in order for the Col. She goes with Mel Seder who brings the nurses items from the Toungoo dispensary, including a bed-rolls and a bottle of whiskey.

December 16th. Bill Pawley flies in with list of aircraft and parts at Lashio; they all continue to Keydaw Airdrome. Cedar tells Olga they will be going to Kunming on the repaired Lockheed; she is disappointed in not getting the Burma Road trip.

December 17th. Pawley & Miss Katinhead confer with Chennault. The base goes on alert, but the conference is over at 10 AM, and no Japanese are sighted and 6 P-40s return to Keydaw. Olga writes out AVG orders; Sandell talks with her about moving to Kunming; a CNAC flight arrives from Lashio.

December 18th. With Frank Higgs as pilot, Chennault asks Olga to fly to Kunming with him, assuring her that her things were en-route via the Burma road. She writes in large letters: **"Left Keydaw – Arrived Kunming"** then says it was by 763J transport to Lashio, but they were late leaving because Kunming had been bombed twice that morning. While waiting Olga observed some

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of the 1st. & 2nd. squadrons take-offs; noting that Bogard of the 1st. cracked-up at the runway's end, and another pilot hit a parked car, rendering both aircraft useless; thereby correcting Harvey's figure to only 54 flyable aircraft. At Lashio 23 passengers boarded, and Higgs asked Chennault to fly co-pilot to reduce the constant questioning. When they finally arrived about 5:30 PM Maj. Gentry took Olga to the Commerce Hotel, Rose Mok met her for dinner.

December 19th. Tom Jones picked Olga up and they went to Hostel #1 (old Agricultural University) where she obtained two rooms.

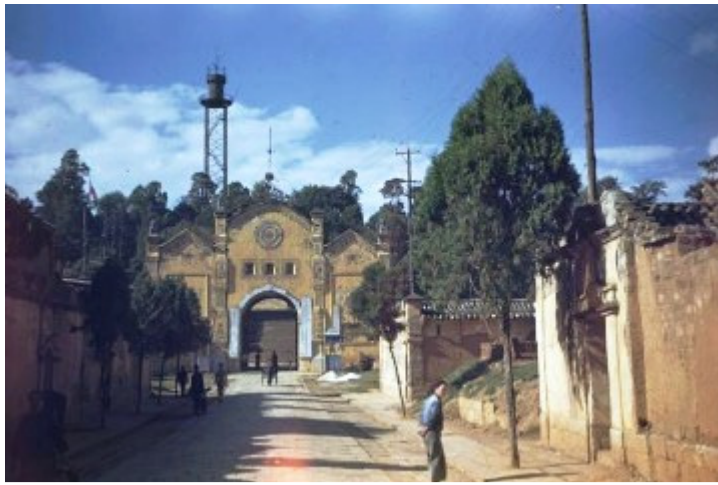


Hal Sweet flew Harvey in around 5:30 PM. They then met Col. Wang, J.L. (Jen Lin Huang, a US-educated man in charge of the War Area Services Commission – W.A.S.C. and a good friend of Chennault).



Later Gen. MacGruder took them to a house outside the city where they could observe the panicked
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traffic from an afternoon Jing Bao. Here they met Mrs. Wang (Huang) who explained Kunming's early warning system... Hundreds of telephones & radios laid out in concentric circles 60-kms apart, radiating from the city. Time speed & direction were calculated from reports and air-raid sirens placed about town gave the signals; 1 – enemy on the move; 2 - heading toward the city; 3 – enemy aircraft less than ½-hour away. (evacuate, take-cover).



December 20th - Just after noon, Mel Ceder picked Olga up and they headed to the airbase where they found Col. Chennault ALL SMILES; the Chinese ALL SMILES. Olga was surprised to learn that the AVG had tangled with the unescorted Japanese bombers S.E. of the city that morning as she reads the report handed her. She reads a portion and asks the Col. what happened to Hurst and the 3 P-40s that got lost? He answers: "They were chasing butterflies!", but he laughs and says that most of his men did well, it's believed that only one of the 10-bombers escaped; the rest never making their target were scattered in burning heaps around the hills S. of the city. The Japanese have learned a lesson today; it'll be a while until they return to Kunming! Olga also reads the Olsen and CAMCO reports, and while she is filing them Sandell tells her about the morning's events – the AVG's "FIRST BLOODING" as he put it, saying: "Tomorrow you will interview the rest of the squadrons".



(Phillips)

This lithograph represents best what Chennault told the 1st & 2nd Squadrons upon their December 20th de-briefing **“NEXT TIME GET ‘EM ALL”**

Kunming and the Burma based AVG's stories to be continued...

*** Exactly who is Olga Greenlaw, and only slight mention has been made of her husband, Harvey – Chennault's appointed Toungoo, Burma Executive Officer – Details to follow**

Olga Sowers married Harvey Greenlaw, a former USAAC officer for two reasons...

(1) She wanted to go to China...

(2) She'd had hopes he'd become wealthy at whatever endeavors he pursued.

She was granted her first wish, and at the time of her writing within her personal diary that the AVG was another of Harvey's mistakes and all she'd have to show for it was being another year older at the end, Olga was about to embark on an adventure most men would have given careful thought to. But then, life with Harvey had been a series of such. He sold aircraft to Chiang Kai-Shek; dabbled in arms import/export; worked for stateside investors in such diverse Asian locations as Malaya, Dutch West Indies; French Indo-China. They'd been in Bali, and lastly Java where misfortune bought both only the price of travel to Hong Kong, and an attempt to purchase passage on the USS President Coolidge bound for California, by using a letter-of-credit.

It was here that Chennault stumbled into them; he knew Harvey from the late '30s when he was working in Hangkow, selling North American Aviation-built aircraft. Claire Lee Chennault had returned from the USA; had the investment of China in 100 Curtiss P-40s, and needed an Executive Officer for their training base in Toungoo, Burma. The Chiangs had given Chennault the title of Colonel, and the idea of Harvey becoming a Major, along with some excellent pay was too much to turn-down. Besides, Harvey knew most of Chennault's other headquarters hire-ons, and would fit well with the coming pilot-training program. So it was at the end of June 1941 Harvey, with Olga in tow headed to Toungoo's Keydaw Airdrome and their luggage followed.

I think the prospect of Harvey again making a good salary was enough to convince Olga to stay, and she was familiar with Rangoon from previous travels. So - allow me to present the Greenlaws:



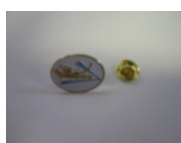
Items Available for Donation to FTHO



Hat \$10.00



Patch \$3.00



Tie Tac \$3.00



Blood Chit



Leather Patches

Silk & Leather Different Squadrons
\$30.00 to \$40.00 \$20.00 to \$30.00



Back

"T" Shirt \$15.00



Front

Items may be purchased by sending check or money order to:
FTHO
21133 Jimmersall 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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