

FLYING TIGER HISTORICAL ORGANIZATION



14th AAF



CBI

a NON PROFIT 501 (c) 3 ORGANIZATION

EIN # 26-1492466



HONORING THE PAST
FOUNDATION FOR THE



AVG



CATF

May 31, 2014

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SAVE THE DATE

October 24, 2014

Help us honor those men and women, both American and Chinese, who sacrificed their youth defending the world from tyranny.

Flying Tiger Historical Organization

Where: Chinese Consulate San Francisco, CA
(1450 Laguna Street)

When: 6:00 PM PDT
(Tentative time)

What: Dinner-Awards Ceremony-Artifacts Display

Why: Promote & recognize the friendship between China & the US, Pay Tribute to General Chennault, US Asia Military Personnel & the many Chinese who preserved our Freedom in WW II. Promote Flying Tiger Heritage Park in Guilin, China.

Who: Flying Tiger Historical Organization, Chinese Consul General Mr. Yuan Nansheng, WW II China Veterans, Widows and Families.

Information: <http://www.FlyingTigerHistoricalOrganization.com>



Soon to be completed Flying Tiger Heritage Park Museum

A Pictorial Testimony to Claire Lee Chennault **Part Two - Post WW II Years**

China loved Chennault and he had come to some conclusions that China needed his return. He had married a second wife from China and listened to many 'experts' advice on what would become of his post-war 'adopted' peoples with an internal Civil-war now again in full-swing. He had disliked Communism and almost felt the Chinese were coerced into its ideology by the Nationalist KMT government corruptness he'd tried to overlook during his almost nine-year first tenure. The most appealing and he believed promising action was to invest himself and other backers' money in an airline that would provide humanitarian relief along with eventual transportation. He knew that CNAC was going it alone. Many of his AVG pilots had gone to work for them; some had stayed on. Old friends had pointed out the needs of the Chinese. When Whiting Willhauer approached Chennault with the promise of financial backing for an airline venture, it is not hard to imagine what he said...

CIVIL AIR TRANSPORT

1946 and most of 1947 involved dealing with the Chinese, having backers and losing them; selling shares to Chinese groups and even to the government. It wasn't as easy as approaching the Chiang's back in 1937, and it was becoming obvious that the Nationalist KMT government's influence was waning. But when contracts were finalized, the initial humanitarian flights became successful, if not great money-makers. Soon they were able to carry paying passengers on return flights and increased routes to Qingdao in Northern China, although using the poorest of Shanghai's airfields, Hong Jiao.

By 1948 the airline was quite heavily tied to the Nationalist military, delivering supplies, munitions and troops, though still maintaining passenger and Chinese commerce deliveries. Their basis of operations had moved to Kunming and Canton as more of Northern China came under Communist control. It probably came as no surprise that the Chiang's had made a deal back in '47 to retreat to Formosa, but in 1949 when it became obvious this move was imminent and CAT was engaged in actual combat deliveries, dropping small bombs, and even Napalm on Communist troops, the sudden movement of China's gold treasury, and thousands of loyal nationalist families to Formosa strangled commercial interests in mainland China, forcing CAT to move to Hong-Kong.

Here British red-tape made it nearly impossible to run an airline effectively and eventually CAT joined the KMT in Taipei (by now called Taiwan). Willhauer knew this was coming. Chennault was in Washington, DC discussing China's plight with all who'd listen – among them were old friends from the wartime OSS (now the Central Intelligence Agency). A secret meeting took place, and an offer to buy the airline was tendered... A million dollars to pay off all debts; a year of wrangling and interference; then a low bid by the CIA bought off both principal owners.

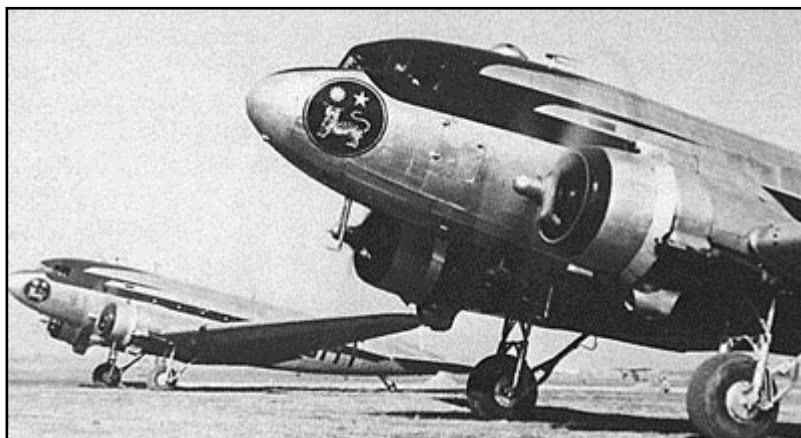
Chennault became CEO (to deal with the Chinese), while Willhauer and two agency men essentially ran CAT until the name officially changed in 1957 to AIR AMERICA, Inc. In failing health, Chennault, wife Anna and their two children returned to the USA in 1958. The analysis of wide-spread cancer made by Taiwanese doctors was corroborated at a hospital in New Orleans – where Claire Lee Chennault passed away on July 27th, 1958 short of his 65th birthday.

Madam Chiang visited her old friend in May. In 1985 she unveiled a bronze bust of General Chennault atop a monument in New Park, Taipei (later moved to Hualien airbase on the East coast of Taiwan).

Gen. Chennault is buried in Arlington, Virginia's National Cemetery; the front of his marker reading in English, while the rear is in Chinese by choice of his wife, Anna.

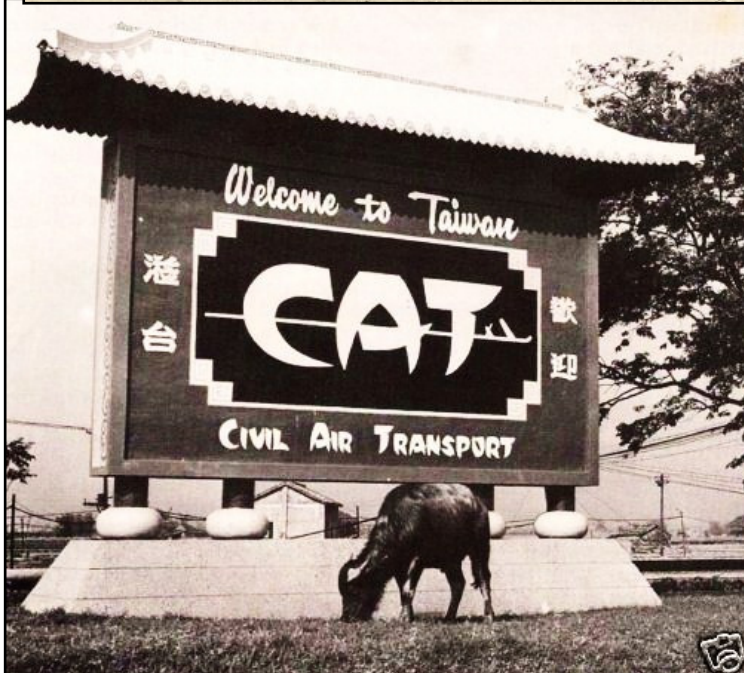


Whiting Willhauer



Early CAT
C-47s
Complete with
first logo

First visit by the Chiangs to Formosa came in 1946. By 1949 they would permanently have moved all their loyal supporters (KMT Party members), mainlanders who wished to relocate and could afford to. Given that much of the air transportation & marine-shipping system used in this endeavor, along with gold stores from the BOC, Shanghai – a new Republic of China had thus begun on Taiwan with American aid.



When the Chiangs departed for Formosa (now Taiwan), Chennault would bring his Sino-American family to the island, and occupy an office at the newer facility near Taipei... But CAT would continue to operate from their secret airfields at Kweilin, on Hainan Island, and from Hong Kong...



Cessnas – used as scout planes... location Kweilin, KwangSi province, Mainland China.

Many former AVG & CNAC pilots and crewman had joined Civil Air Transport, Inc. and it was no secret that the CIA was in a partnership arrangement somehow with the organization, as spy & mapping flights over the mainland of China were to continue, along with various others on the increase to S.E. Asian nations as time passed.

While CAT flew irregular "spy-missions" on the mainland, the bulk of their aircraft were commercially used from bases on Taiwan, fulfilling Chennault & Willhauer's 1946 initiative.



Civil Air Transport began to expand, from Taipei to Hong Kong, and to capitals of nations all over S.E. Asia (except mainland China). Routes to Korea, Japan, Singapore and Malaysia were pioneered both for passengers and freight. Newer & faster more modern planes were added to the fleet as the C-46s & C-47s re-fitted war surplus aircraft were retired...



The Inaugural flight & crew of Taipei – Osaka, Japan Sept. 1956

Meantime, Chennault was spending many hours touring and lecturing in the US and elsewhere; attending Congressional hearings and even attending a few book-signings. This was exactly what the CIA sought to do with him... They had purchased an airline, and didn't know how to run it. Chennault had always been both organizer & investor, but not the businessman – that was Willhauer's department and he was teaching it to those who would soon rename their airline "Air America".



Madam Chiang visits her friend, Claire Lee Chennault and his wife, Anna at the New Orleans Veterans hospital May 12, 1958 a few months before his passing.....

General Claire Lee Chennault passed away July 27th, 1958. Buried in Arlington Cemetery, his is the only memorial stone with Chinese on one side...

Madam Chiang commissioned a bronze bust of Chennault in 1969 which stood atop a white marble column in Taipei's New Park. It has since been moved to Haulien's Flying Tigers Museum at the 401st military base and placed inside with other displays.



FTHO Board Members Participate in China Peoples Association for Friendship with Foreign Nations Conference in Beijing

Chairman General James Whitehead Jr., President Larry Jobe and Vice President KC Ma were invited to attend a China Peoples Association for Friendship with Foreign Nations (CPAFFN) Conference in Beijing May 14- May 16, 2014. The conference had over 600 attendees from all parts of the world. Association members work to improve the relationship between their respective countries and people with those of China and her people.

A feature of the conference was the premiere of a 36 part docudrama series made for Chinese TV depicting the story of the shoot down and rescue of Capitan Beneda by Chinese villagers and soldiers. Capitan Beneda's legs were injured in his shoot down and bailout necessitating that he be carried for much of his 800 mile journey through Japanese held territory. Capitan Beneda was returned to his base three months after being shot down.

FTHO's three board members were received in the Great Hall of the People by Vice Chairman Liu Yan Dong along with the son and grandson of Capitan Beneda. The Vice Chairman was aware of the Flying Tiger Heritage Park project in Guilin, China which the FTHO has been working on in cooperation with Lingui County officials.



From left to right: KC Ma, Larry Jobe, General Whitehead, Brian Beneda, Howard Beneda, Vice Chairman Liu Yan Dong, Madam Li, President CPAFFN

Museum and Park Progress

Completion and dedication of the museum is expected on March 28, 2015. Below are the latest photos. Marble has been hung on the exterior and work on the interior is well underway.



HUMP FLIGHT RECREATION

The FTHO is currently working on recreating a Hump flight to help celebrate the 70 year anniversary of the ending of WW II in the Pacific and to honor all those who braved the worst flying in the world to keep China supplied with war material.

Plans call for purchasing a DC 3 or C 46, configuring it in WW II livery and then flying it from Burma to Guilin over the Hump. The plane will then be donated to the museum and park to be put on permanent display.

Flying the Hump was the most dangerous flying you could do in WW II. Over loaded airplanes, high mountains, lack of maps and weather information, rapidly changing weather and icing conditions, plus Japanese fighters patrolled the passes shooting down unarmed cargo planes at will. More Hump pilots were killed than fighter and bomber pilots combined in the China Theater.

FTHO is currently seeking an individual or corporation to sponsor this event and a documentary producer to document the event. We feel this is a prime opportunity for a corporation or individual to gain favorable exposure around the world and especially in China. Any interested party please contact one of our board members for further information and details.



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