

FLYING TIGER HISTORICAL ORGANIZATION

a NON PROFIT 501 (c) 3 ORGANIZATION

EIN # 26-1492466



14th AAF



CBI



AVG

HONORING THE PAST
FOUNDATION FOR THE FUTURE



CATF

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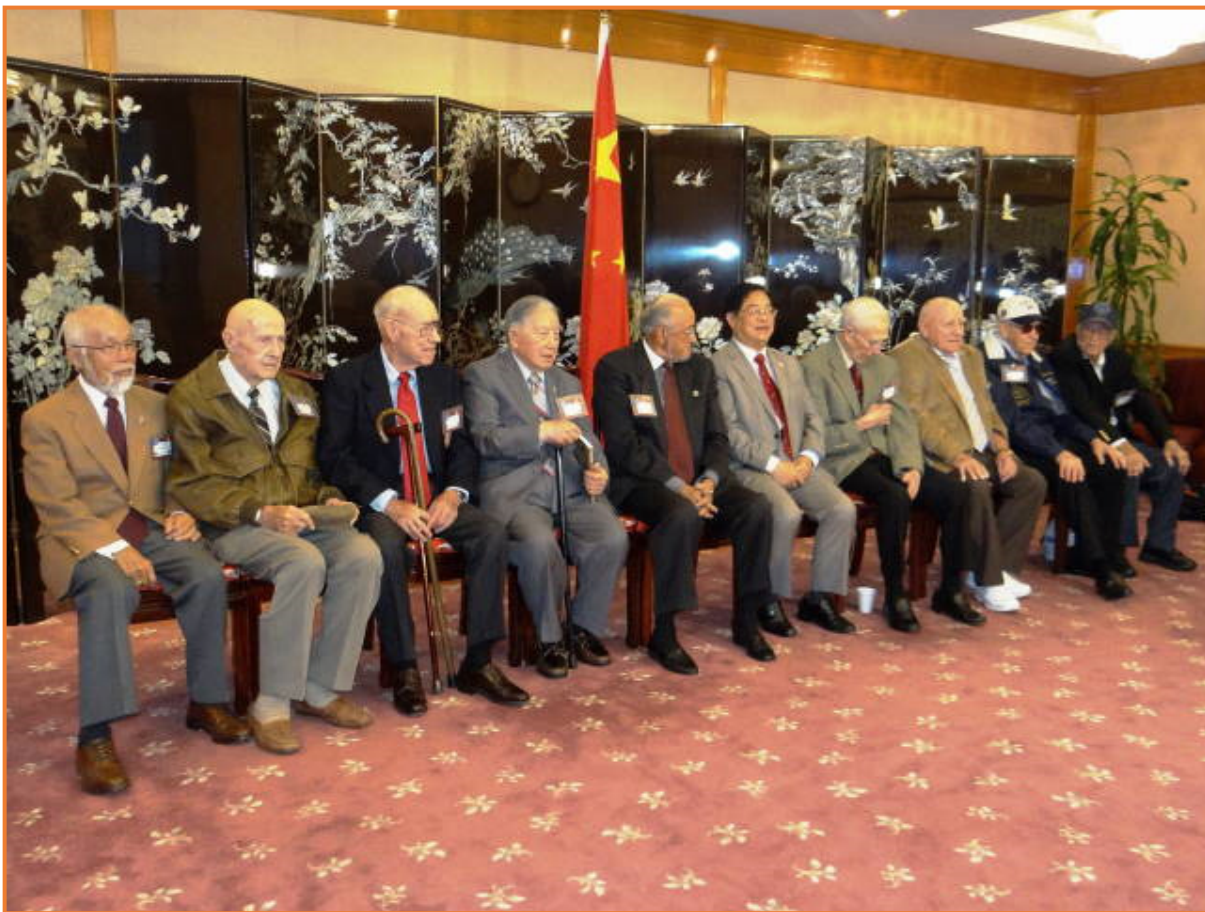


Hump Flight re-creation nears reality with donation of \$175,000
by Florence Fang Family Foundation

General Whitehead accepted a donation from Florence Fang at the San Francisco Chinese Consulate event held October 24th, 2014 honoring Flying Tiger veterans. The Florence Fang Family Foundation donation now allows the Flying Tiger Historical Organization to actively pursue the purchase of a DC-3/C-47 for the re-creation flight across the Himalaya Mountains into China (commonly referred to as The Hump Route). In parallel with that effort the FTHO will be working on all the arrangements necessary to bring such an endeavor to fruition.



Dale Mueller (left), a USAF Academy graduate has agreed to pilot the aircraft over the Hump, a flight which we will try to have as close as possible to the 70th anniversary of the ending of hostilities, August 15 to September 2, 2015. Monsoon season is just ending during that time of year and weather will be a big factor as to the actual operating date. Watch future editions of this newsletter for updates and progress reports on the FTHO's efforts to do, ***just once***, something the Flying Tigers did many times, at great risk, to keep China supplied and in the war.

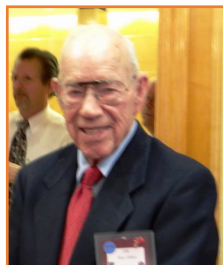


Reception Honoring Flying Tigers & WW II Veterans

On October 24, 2014, the Chinese Consul General Yuan Nansheng hosted a Reception honoring Flying Tigers and WW II veterans at the Chinese Consulate in San Francisco, California. This reception was a product of months of effort by the Consul General and his staff and the FTHO, especially Vice President KC Ma, President Larry Jobe and Chairman General James Whitehead. Many veterans (below) were invited and attended including Capt. Moon Fun Chin (CNAC pilot), David Thompson (Dragonfly P-51 pilot), Bill Behrns (P-38 Ace), Bob Hong (15th AAF in Italy), Wes Ament (CBI Hump pilot), George Franke (Dragonfly), Dr. Roy Dillon (CBI Hump pilot), Hank DeGraaf (CBI Hump pilot), & Joe Yung (987th Signal Company).



Wes Ament



Roy Dillon



Hank DeGraaf



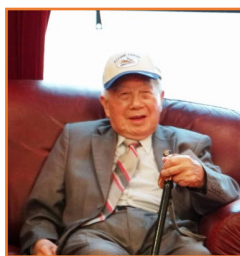
Joe Yung



Bill Behrns



Bob Hong



Capt. Moon Chin



David Thompson



George Franke

The veterans and other invited guests, FTHO officers, and press members assembled in the Consulate meeting room (main picture on previous page) for special introduction to Consul General Yuan Nansheng.



Attendees then moved to the Consulate assembly hall where numerous other invitees were present, a total of about 200, for formal proceedings. The veterans were honored by seats on the stage. Preliminary comments from the Consul General were delivered in both English and Chinese and outlined the strong support of the Consul General's office for the work of the FTHO, and in particular the construction of the Flying Tiger Heritage

Park in Guilin, China set for grand opening on March 28, 2015. He also commended the contribution of Florence Fang for both a museum her

foundation is building in San Francisco and her contribution to the Hump Flight Recreation. He stressed the importance of knowing about the history of the events of the Japanese invasion of China and the conflict that followed both prior to and during WW II.



Major General James Whitehead echoed the Consul General's remarks, emphasizing the FTHO mission's motto - *Honoring The Past, Foundation For The Future*. He relayed the comments of Nell Calloway, granddaughter of General Claire Chennault and Director of the Chennault Aviation and Military Museum in Monroe, Louisiana. She was unable to attend but extended her best wishes to the attendees and indicated she hopes to be at the Grand Opening in March 2015.



Congressman Mike Honda, a Japanese American, who experienced as a young child the relocation camps of WW II, felt that the night's events have brought him full circle, that the plans for the museum planned by Florence Fang and at Guilin will be a place to learn about, and from, the past.



Christopher Nixon Cox, grandson of President Richard Nixon, spoke of his long conversations with his grandfather about his experiences in WW II. Military service was a special calling, a time that gave hope to Americans. He told Christopher that the greatest honor is to be a peace maker - something that drove him to visit China in 1972 - and that America must have friendly ties with China. Christopher noted that the seeds of 1972 lay with the AVG and Flying Tigers actions and their heroism in WW II.





Tracy Thompson, daughter of David Thompson, a member of the 528th Fighter Squadron "Dragonflies," spoke at length about her father. John "David" Thompson is emblematic of the pilots of the CBI in WW II. In 1945 he was assigned as a new pilot to a squadron of new P 51s in China. On a mission attacking a Japanese train, his plane was struck and he bailed out. Unhurt, he headed west looking for friendly forces. He was met by a Chinese warlord who was a Nationalist and was assured he would be protected until he could be turned over to Nationalists or to US forces. He was taken in by a Chinese family and stayed until the war's end in August 1945. This friendship and gratitude of the Chinese people created for him a common bond that has endured to the present time. He took the initiative to get members of the 528th to write their memories and personal history. Tracy Thompson presented a copy of that collection in bound format to Consul General Yuan Nansheng.



Florence Fang presented her thanks to the AVG, FTHO, and the Consul General. She emphasized how China had fought alone until 1941, how pilots from America came at a dark time under the leadership of Claire Chennault and in their heroic efforts created a special and unsurpassed air combat record. The Japanese had cut the land route to China, and Americans began the Hump flights over the Himalayas in DC-3s and C-46s and C-47s to supply China in its hour of need. She announced the

contribution of \$175,000 from her foundation to purchase such a plane to recreate the Hump flight from Burma to China and then be donated to the museum in Guilin for future display. She said she had been asked why she made the



donation and she identified three reasons. One - her brother was in the Chinese Air Force in WW II; two - she was born in China and adopted by the United States and wants good relations between the two countries; and three - she is establishing a museum, the WW II Pacific War Memorial Hall in San Francisco, the first anti-Japanese museum dedicated to preserving the truth of WW II history.

She announced that General James Whitehead of FTHO will be the Honorary Curator for the new museum. General Whitehead followed her remarks, introducing Moon Fun Chin as a creator of the Hump flight routes - the "aluminum trail" as it is called for all the crashed planes enroute. Weather was always the toughest enemy for the Hump flights. He described some of the events



upcoming in relation to the Hump Flight Recreation, including actor Joe Mantegna narrating a video record and television presentation of the flight.

General Whitehead presented a plaque to Florence Fang honoring her efforts, and naming her an Honorary Chair of the FTHO Himalayan Project.





Flower bouquets were presented to the veterans on stage at the close of remarks as well as celebratory plaques.



Certificates of congratulation were received from Congressmen McNerney and McClintock and State Senator Fuller. Hundreds of photographs were taken throughout the evening, particularly on stage at the close of the proceedings.



Yuan Nansheng & KC Ma



FTHO Board members with Jonna Doolittle Hoppes.



Whitehead, Cox, Eng & Ma



Reminiscing: Behrns Hong, Haydon, and Dr. Keithcart

Bob Hong & Capt. Chin



Christopher Nixon Cox & Consul Gen. Yuan

A buffet with a broad variety of Chinese dishes was provided by the Chinese Consulate for the attendees and enjoyed by all.

This is Joe's Story – Joe Friday

Perhaps it was on a Friday; Joe had just lifted off from the ATS airfield at Kunming, bound for Chabua with a load of Tea, Rice and other goods the Chinese were



trading for medical supplies...

You may be asking yourself where those two places were, and perhaps when all this took place... so better read the fine print that follows:

April 8, 1942 – the first mission of an organization without a name, which was organized to fly in 8,000 gallons of aviation fuel for the now-famous Doolittle Raiders, left an RAF airbase in Dijan, India aboard 2 borrowed DC-3s. It was the beginning - necessitated by the Japanese closure of the Burma Road which was the lifeline for humanitarian & war supplies to embattled China. By May 1942, the enemy's rout of troops led by Gen. Stilwell from Burma required supplies to cover his retreat – this time 10 borrowed DC-3s & 3 USAAF C-47s were used, and soon 13 CNAC (China National Aviation Corporation) aircraft were added.

When Myitkyina, Burma's last operational airbase was captured, Japanese fighter aircraft then were able to attack these unarmed transports, resulting in the route being shifted north to the area known as the "High HUMP" and increased the distance to more than 500 miles. The remedy was to rail-freight supplies N. to Chabua in India's Assam region. Here the immediate valley at 97' above sea level was surrounded by 10,000 foot peaks on all sides; then aircraft headed E. and entered the Chindwin valley with its 14,000' - 16,000' peaks.

Chabua, India airfield -



The landscape changed from snow & ice, strong winds, and icing conditions to deep jungle-covered impenetrable valleys traversed by three great rivers – The Irrawaddy, the Salween and the Mekong each separated by the 3 HUMP's - then over the Sanstung Range to the greener fertile fields nearing Kunming.

HUMP Pilots liked to see this Meili Snow mountain monastery - it meant that Kunming was just minutes away at 6,200' elevation. A rewarding site!



HIDDEN DANGERS – The HUMP offered all kinds:



As you can imagine – if the weather didn't cooperate; if ice built up on the wings; if 100-mph downdrafts didn't send aircraft crashing into mountains, or violent updrafts and monsoon rains obliterate dangerous peaks ahead, pilots still had to deal with enemy fighters. And when tonnage was too low, not only were additional aircraft pressed into service, but night flights were added!

The dangers were real and all pilots were aware of them. Not only were members of the Army Air Force, but reserve airmen were also called up for duty in the CBI. These were supplemented by the contract pilots & crews from Pan Am, American Airlines and CNAC (whose Chinese pilots and crewmen were incorporated)

Roughly 1,500 airmen lost their lives on the "Aluminum Trail" – so called because of the scattered remains of aircraft which were often visible below on bare mountain surfaces or in the snowy ravines.

China has two major memorials to those who flew the HUMP. The largest, which has the names of all airmen engraved on black marble, is located at the Nanjing Peace Memorial - a magnificent pair of soaring wings flanked by twin statues of airmen at either side and raised above the surrounding field. The other memorial is similar in shape and stands well above the surroundings area near Kunming not far from what had been the huge ATC airbase at former Wujiaba Airport. (Photos next page)



Nanjing Peace Village Hump Mem.

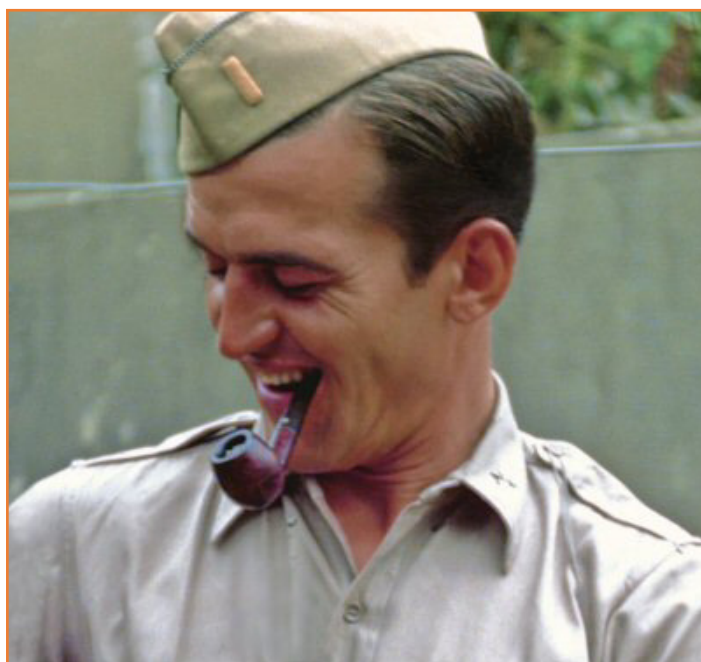


Kunming's HUMP Memorial

SEARCH & RESCUE

Of course there was eventually a Search & Rescue division established to find and bring in ground support where possible to drop provisions, medical supplies, and radio gear where survivors could reach it. Many an able pilot and/or crewmen were able to walk out via directions given from above. Sometimes it took days, sometimes weeks, to reach safety. For those injured in crashes or bail-outs, often collaborating with local tribesmen who knew the terrain and would build litters was the answer. Many colorful characters took to the skies in this endeavor. Stories abound of their efforts, successes, and unusual deeds.

**We have reached
Joe Friday's time –
a man who could
raise a smile on
the faces of any
Chinese airfield
worker...**

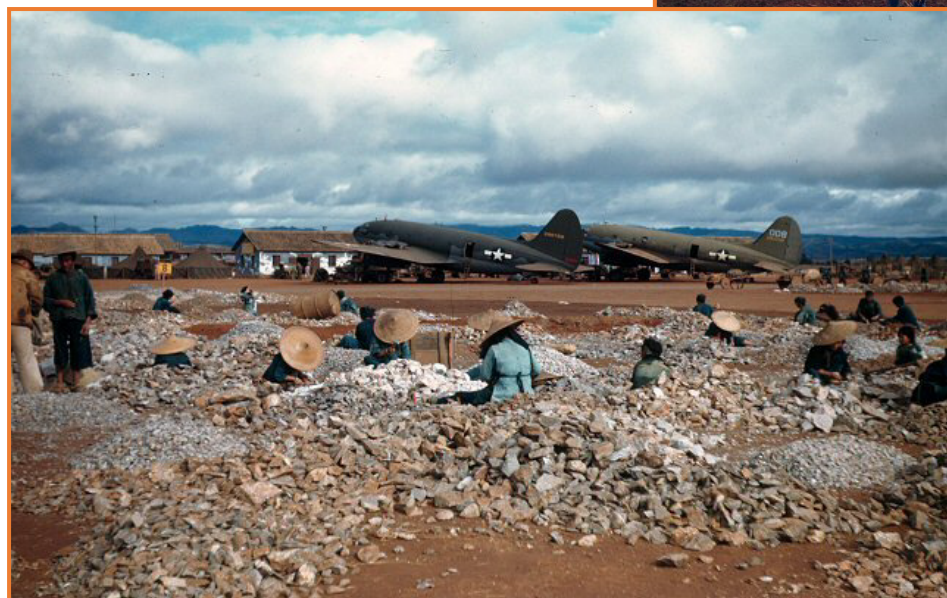


Joe began his career in the CBI as a 2nd Lt.

He considers it both his calling as an enlisted pilot and an adventurous undertaking. Wherever he went, Joe's smile was infectious; soft-spoken and always appreciative of the Chinese efforts to make him welcome. In turn Joe cultivated the smiles of his fellow airmen and all those he met. He was what made American-Chinese friendship in the personal sense. People watched for Joe's arrivals at Kunming. They shook hands, tipped their hats, even saluted! I suspect he always brought candy bars and cigarettes. It wasn't long until he received his Captain's Bars either!



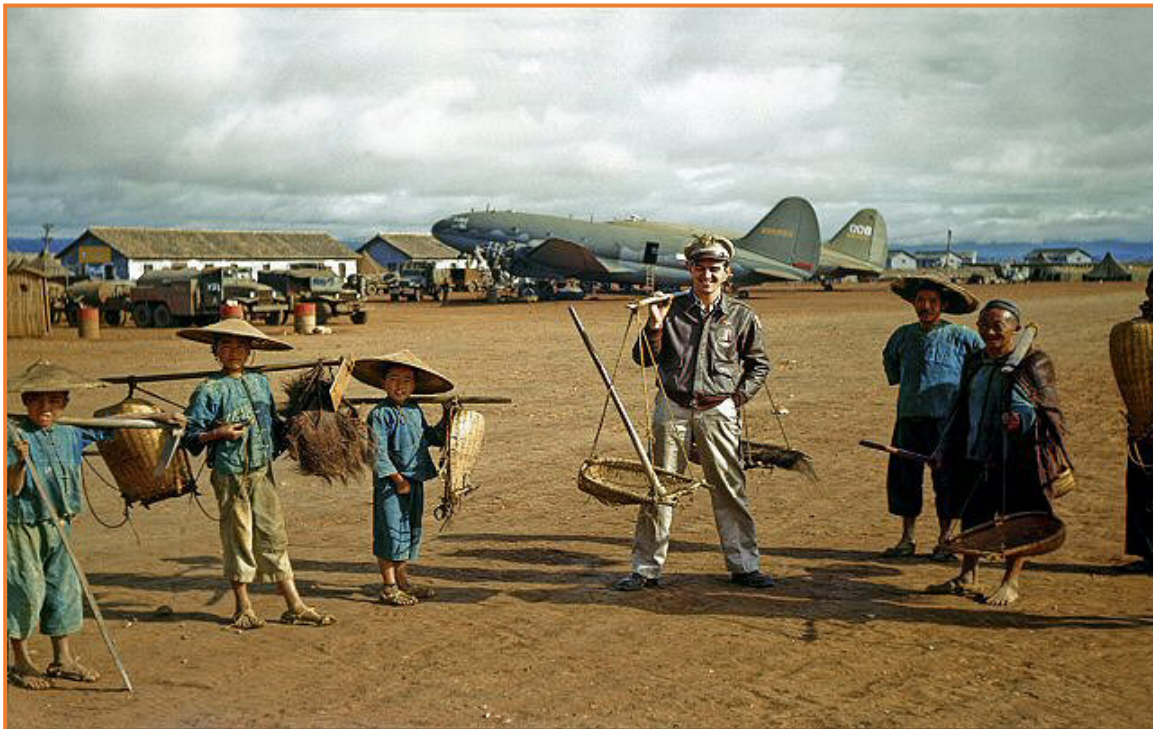
Joe called these Chinese Jeeps. He often flew in low wagging his wings. Everyone knew he'd made another successful trip - people would wave as he approached.



Working under bright sun or cloudy days, repairs and additions to the Kunming ATC airbase were a necessity as more and more and larger aircraft kept the supplies flowing.

Joe and his crewman study a map while awaiting a return load to China...





Joe enjoyed this 'work' almost as much as his daily trips to and from Kunming. At Chabua he had to arise at 2 AM to be airborne by 4 so that the mountains would be well lit when crossing the 3 HUMPs without the sun in his eyes.



Joe also knew the day would come when the war would end. He'd have to say goodbyes to China, to his crewmen and pilot friends – both American and Chinese. The adventure would be over, and he was uncertain of

the future but confident in his having helped win the war!

Joe Friday reaches home... perhaps it was on another Friday in 1946 with family & friends.



GOOD JOB, WELL DONE, JOE

**INFORMATION on TOURS planned for the March 28, 2015
GRAND OPENING of the FLYING TIGERS MUSEUM**

Website: www.TravelAireTours.com

Itinerary specifics for all 4 options - www.travelairetours.com/itinerary.html:

[All 5-star hotels and cruise ship]

1. - **19-day Tour** - Shanghai, Suzhou, Wuhan, Yichang, Three Gorges Cruise, Chongqing, Chengdu, Guilin, Xi'an, and Beijing
2. - **12-Day Tour - Option A** - Shanghai, Suzhou, Wuhan, Yichang, Three Gorges Cruise, Chongqing, Chengdu, Guilin - fly home via Beijing connection.
3. - **12-Day Tour - Option B** - Beijing, Xi'an, Guilin, Shanghai - fly home via Beijing connection.
4. - **9-Day Tour** - Beijing, Guilin, Shanghai - fly home via Beijing connection.

NOTE: If you are providing your own transportation to/from Guilin, China for the museum opening, we need your details to be sure you are included in all events that day.

Please contact us: Toll-free (866) 669-2288 or E-mail: ChinaVIPTour@aol.com.

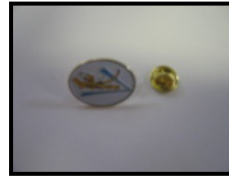
Items Available for Donation to FTHO



Blod Chit
Leather
\$40.00



Patch \$3.00



Tie Tac \$3.00



Leather Patches
Different Squadrons
\$20- \$30.00

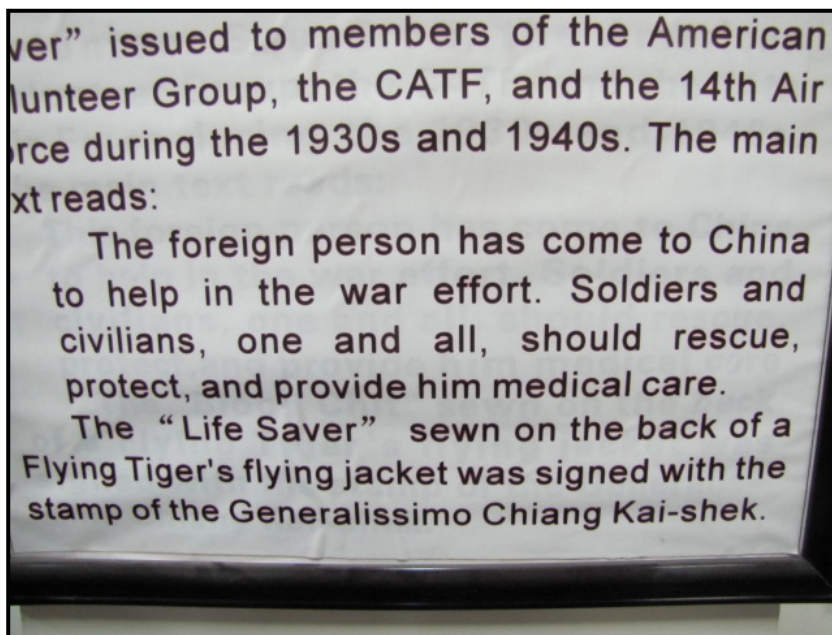


Hat \$10.00



Back "T" Shirt \$15.00 Front

To make purchases, E-mail your request to: larryjobe1@gmail.com. You can access our PayPal account on the web site which will allow you to use your bank account or credit card. Notify us at the E-mail address above when you have completed your PayPal transaction and we will mail the merchandise.



What does Blood Chit say?

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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- Every effort is made to present factual and accurate information. However there are always some disagreements in areas of history.

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Thank You and Enjoy
Larry Jobe, President
Flying Tiger Historical Organization

Scenes from Oct. 24th Event:

