

# FLYING TIGER HISTORICAL ORGANIZATION

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14th AAF



CBI



HONORING THE PAST  
FOUNDATION FOR THE FUTURE



AVG



CATF

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## **DIFFICULT - DEMANDING - DANGEROUS** **The story of the China - Burma - India Airlift**

An apt paraphrase for the beginnings of something most miraculous, more dangerous, and still hiding more unknowns than all the air-battles in the Pacific theater, of which China, India & Burma were amongst both the beginning and the end...

A simplified timeline, if there is such, would say that when China lost the rail & tortuous overland link access to overseas supplies coming via the Burma Road constructed in 1939-1940. Some hard thinking was demanded of the 10<sup>th</sup> USAAF in India. America looked at the China National Air Corp. (CNAC) and said: "Do as they do, but double & triple the volume in your first few months; then we'll consider giving you more of everything you need."



**Early China  
National Air Carrier  
(CNAC) DC-3  
transport**

Now, for an established air freight carrier, that might have been an incentive; but for a fighter & bomber air corps strung-out over thousands of square miles of jungle and the jagged peaks of the 'roof of the world' (Himalayan mountains or THE HUMP), it simply produced a menagerie of ideas with each succeeding month bringing reprimands from military heads across the big pond for not solving delivery problems. The docks in India were being piled high with war materials; thievery was becoming rampant; and on the China end, a mite little was getting there to supply Chennault's & Stillwell's efforts, much less the area commander, Generalissimo Chiang Kai-Shek, who had been promised 5,000 initial tons per month with the goal of 10,000 tons by six-months on.

Meantime CNAC was carrying more tonnage, evacuating more wounded and losing fewer aircraft with an efficiency ratio of two and a half times that of the India Wing Air Transport Corps (ICWATC) hastily established from the US Ferry Command with at first some borrowed DC-3s and a meager staff of ex-fighter & bomber pilots to fly them. Eventually they'd obtain 75 somewhat tired C-47s.



**C 47  
(military  
version) of a  
commercial  
DC 3**

**Confusion Beyond Imagination**  
**proved a very apt and well-referenced slogan... it**  
**would circulate in every GI's & Airman's lingo.**

By late-1943, the military brass in the USA had it all figured out. In order to get more tonnage per transport, the ATC needed bigger, faster, untried aircraft; so they sent 180 pilots & 85 C-46s "Commandos" to the CBI and

## Fresh pilots and the C-46



MOL told them fly these and your volume will increase significantly. Of course no one told the HUMP that! "Teething" (training & mechanical problems) actually decreased tonnage.

It wasn't long before the big brass noticed, and all sorts of strange & not so wonderful things were tried. The best solution it seemed would be to reorganize & increase the number of players, thereby arranging for 24/7 round-the clock take-offs & landings. Sounded good, but weather, with its indeterminable temperament, down-drafts, 150-mph cross-winds & violent thunderstorms continued the assault on men & machines in each section of the HUMP's 3 generally cloud-obscured routes. Enemy aircraft took its toll on the unarmed transports, and engine failures doubled all the remaining dangers because of impracticality of dumping cargo while dodging snow



covered peaks. The Air Transport Services was somehow to eventually grow to 17,000 men, and under Gen. Wm. Tuner reached the magic goal of "10,000-tons by Christmas."

Along the way there were ground mishaps occurring also. For instance, take a look at one pilots plight: what to do when your heavily laden C-46 drops one gear through an ancient burial mound when taxiing to the runway?



Runway problems were another disturbing factor at the Indian end of the Airlift as it seems the only all-

weather airfield was at Chabua but it had to be shared with the 10<sup>th</sup> & 14<sup>th</sup> AAF's Heavy Bombers. Four newer HD Concrete runways were promised but failed to materialize by war's end in 1945.



### **C-47 of the final Air Transportation Supply (ATS)**

In essence there was no more dangerous flying in the CBI than over the "HUMP." Still there were a number of pilots from Sergeants to Majors who accumulated the 360 roundtrips to satisfy advancement in rank & a trip home. You didn't know Sergeants captained aircraft? Well, that was another one of those stateside attempts to increase tonnage by lower rank personnel substitution. They were given the opportunity to become "2<sup>nd</sup> Looways" but that's a topic for a future feature of Fei Hu Fables.

## WWII PACIFIC WAR MEMORIAL HALL GRAND OPENING

On the 70<sup>th</sup> anniversary of the surrender of Japan ending WWII, August 15, 2015, the WWII Pacific War Memorial Hall had its grand opening. Beginning with a brightly colored Chinese Lion dance and followed by stirring renditions of the US and China national anthems, hundreds of attendees clapped and photographed and generously gave their support to the event. Numerous dignitaries were present and made their comments about the opening.



Seated left to right- unidentified, General Whitehead, Florence Fang, Consul General Luo Linquan, Michael Carroll, unidentified

Florence Fang, architect and promoter of the Memorial Hall, emphasized that this date is the 70<sup>th</sup> anniversary of the end of WWII, a victory year for China, and a time for restoration of her dignity and self-confidence after more than eight years of war. Also she noted that 1945 brought the end of the Chinese Exclusion Act (immigration restriction) now providing equal rights to Chinese in America. She emphasized the United States contribution to the war against Japan in China, especially the Flying Tigers - young men who fought and sacrificed - and now the Flying Tiger Historical Organization

was cohosting the grand opening. Her foundation has purchased a C 47 in Australia to fly to India and then recreate the Hump flight over the Himalayas to commemorate that incredible effort to supply China - and then on to the Flying Tiger Heritage Park & Museum in Guilin as a symbol of the good relations between the US and China, then and now.



Florence Fang

The Hall is located at 809 Sacramento St., in San Francisco, a location filled with memory of the WWII days, such as the Rice Bowl Fund that raised money to support China during and before WWII. The Hall is the first memorial of its kind outside of China that presents the true story of the Japanese invasion and Chinese resistance and US contribution. Its goal is to enable the new generations after WWII to know how bad and how awful that war was and to cherish peace. Its stated mission is Respect History and Cherish Peace. As Mrs. Fang emphasized, the Memorial Hall is a grass roots project, one where she wants everyone to witness the moment.

Major General James Whitehead, USAF (ret.) Chairman of Board of the Flying Tiger Historical Organization, emphasized that we in the US celebrate VJ Day as the victory of the allies over the Japanese ending WWII, but he emphasized the Chinese were invaded years before Pearl Harbor in 1937 and suffered as a result. He asked, "Why a Memorial Hall? It has a mission to educate the world as to the events in China from 1937 to 1945." He noted

many today do not even realize China was our ally in WWII. This history tends to be overlooked. He wants to insure that the Memorial Hall tells the whole story about what happened in China. In particular, he wants to:

1. Establish multi museum connections and relationships, which has been already begun with the Pacific Air Museum in Honolulu; Minter Field in Bakersfield, CA where many Chinese pilots were trained; and the Chennault Aviation and Military Museum in Monroe, LA.
2. Enhance Florence Fang's awesome vision which requires people to visit and revisit to make it a reality.
3. Mitigate the historical oversight of the China Burma India (CBI) war effort.

Mr. He Ya Fei, Vice Director of China Overseas Office of State Consul of China, emphasized these points:

1. Honor the sacrifice of those who fought and died when US and China were allies.
2. Educate young people to remember what happened and learn to do whatever is necessary to avoid war.
3. Recognize that China and the US are great nations, the number 1 and 2 economies in the world, both members of the UN and the Security Council - and to lead these two nations to peace and joint prosperity.

Michael Carroll, Vice President, Institutional Advancement of the National WWII Museum in New Orleans emphasized that VJ Day marked the end of a horrible time. Why have a museum to mark those events in New Orleans? That is where the landing craft (Higgins boats) so essential to landing the invading forces were built. He noted that the museum once called the D Day Museum was renamed to reflect the larger war effort. At present the museum is creating a Road To Tokyo exhibit, showing Guadalcanal, the Pacific Naval effort, retaking of Philippines, and also the CBI war effort. The latter, often overlooked, played a pivotal role in occupying the time and effort of 500,000 to 1.2 million Japanese troops which kept them from the fronts in the Pacific making allied advance easier and preventing Japanese invasion of India which would have been a major crisis in WWII had it occurred.

Several Chinese dignitaries, including Mr. Luo Linqun, Consul General of the People's Republic of China Consulate in San Francisco, delivered their remarks in Chinese only, which is beyond our ability to translate here.

Concluding the event, a number of veterans were introduced and given commemorative medals recognizing their service. Donors and contributors to the memorial hall were presented with certificates to acknowledge their participation. Ribbon cutting in front of the museum was followed by

banners unfurling in front of the building which recited the Memorial Hall's mission "Respect History, Cherish Peace", one in English, one in Chinese.



Contributors and Donors

Finally the doors were opened to the visitors present to have a first look at the museum and its contents.



Ribbon cutting in front of Museum



Displays and Artifacts

## **Hump Flight update**

Buzz Buggy is now in Australian registry and it is anticipated will be test flown soon (perhaps before this newsletter is distributed).

Present plans call for us to fly the Hump on or about October 15<sup>th</sup>, 2015. The weather window is best from late October through November.

We are still looking for a documentarian to produce a documentary on the event, something which will be available to help educate Americans and others to the amazing story of the Hump operation.

## **FTHO Board has Dinner with New Consul General**

Three members of the Flying Tiger Historical Organization Board were honored to have dinner with the new Consul General to the People's Republic of China, San Francisco Consulate. Friendship formed during WWII was celebrated along with the knowledge that cooperation and friendship between our two great nations can help lead to a better and safer world.



KC Ma, Larry Jobe, General Whitehead & wives pose with Consul General Luo Linquan his wife and consular staff.

## Brass bas-reliefs in Flying Tiger museum in Guilin, China relate stories



Chinese people resisting the Japanese while protecting and helping the Flying Tigers.



General Chennault gets a tumultuous send off by the Chinese people when he departs China just before the end of the war. They pushed his car from downtown Chongqing to the airport.



Flying Tigers do aerial battle with the Japanese bombers protecting the Chinese people and villagers.

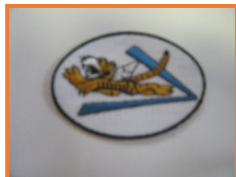


Heavy roller is pulled by hundreds of Chinese to make runways and to repair airfields after Japanese bombing raids.

## Items Available for Donation to FTHO



Blod Chit



Patch \$3.00



Tie Tac \$3.00



Hat \$10.00



Leather Patches  
Different Squadrons  
\$30.00 to \$40.00  
\$20.00 to \$30.0



Back

"T" Shirt \$15.00



Front

To make purchases Email your request to: [larryjobe1@gmail.com](mailto: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 email address above when you have completed your PayPal transaction and we will mail the merchandise.

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.

### What does the 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.

## **Flying Tiger Historical Organization Board of Directors**

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**Capt. Moon Fun Chin**, Pioneered  
Hump Route

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**Paul Crawford – Bob (Tic-Toc) Ingersoll – Hank Snow**, 14<sup>th</sup> Army Air Force Flying Tigers

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Every effort is made to present factual and accurate information; however there are always some disagreements in areas of history. If you wish to be removed from our E-mail list, please reply to this E-mail Newsletter and type "unsubscribe" in the subject line.