

FLYING TIGER HISTORICAL ORGANIZATION

a NON PROFIT 501 (c) 3 ORGANIZATION

EIN # 26-1492466



14th AAF



CBI



AVG

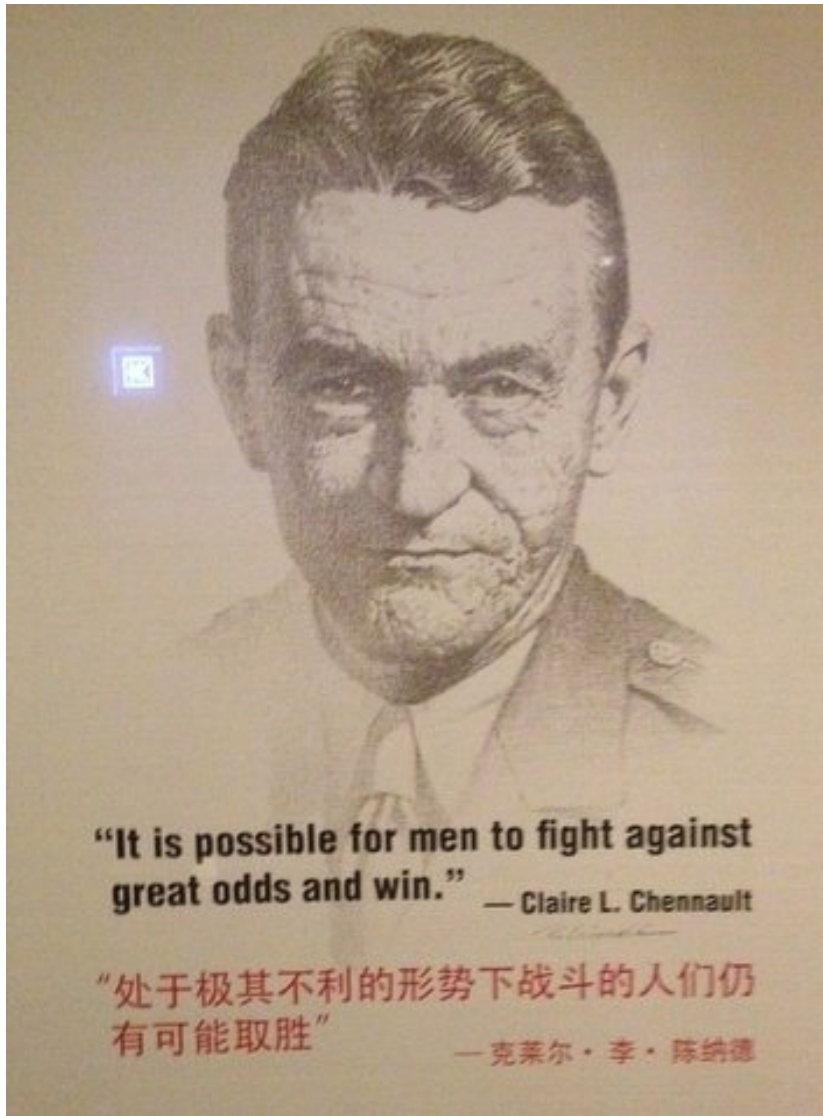
HONORING THE PAST
FOUNDATION FOR THE FUTURE



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Chennault Aviation and Military Museum

Monroe, Louisiana

There is a special place in Monroe, Louisiana, for anyone interested in Claire Chennault and the Flying Tigers, and that is the Chennault Aviation and Military Museum. Tucked near the Monroe Regional Airport, the museum is a remnant of the Selman Field Army Air Force Navigation School. The School offered the only complete navigation course ultimately graduating over 15000 navigators in WWII. Coincidentally, Claire Chennault, who grew up in Gilbert, Louisiana, returned to Louisiana after WWII and lived in Monroe until his death in 1958. The museum opened in 2000 and was originally called the Monroe Aviation Historical Museum. The Army, Navy, Marines, Air Force and Coast Guard are represented through weaponry, uniforms, photographs, text and artifacts from WWI through the Wars on Terrorism. For FTHO purposes, it is the portion of the museum dedicated to Claire Chennault and the Flying Tigers that is a must visit. Military and personal artifacts, family history, and art tell the story. And no one tells it better than the Director of the Museum, Nell Calloway, granddaughter of Claire Chennault. Her knowledge and passion brought to life the significance and importance of Claire Chennault and the Flying Tigers in WWII.



Museum Entrance



Portal entry of Chennault portion of museum - Way of a Fighter

Appropriately, the Chennault segment of the museum enters through a Chinese themed portal titled The Way of a Fighter, the title of Chennault's autobiography.



Nell Calloway pointing out portions of 1937 letter Chennault wrote to his brother.

It opens with a letter Chennault wrote to his brother in 1937, when for all purposes his military career was ended. He wrote to his brother of his health and problems with the Army, prophetically however "I delay writing with perchance, the high tide of hope may fill to the brim of the gauge of desire." Shortly thereafter he was given and accepted the opportunity to go to China at the behest of Generalissimo Chiang Kai-Shek to survey what existed of the Chinese Airforce. Immediately on entry of the museum, Chennault stands there before you in person (as a Madame Tussaud type wax figure). With head and lips moving in realistic form, he speaks of himself



and also of other events in the Flying Tiger history, such as the Salween River attack. The museum displays radios used in P 40's. There is a video screen that from a map of the CBI area, presents movie coverage of the Hump, the Burma Road, Early Warning system created by Chennault, and AVG defense.



On a personal level, Chennault's christening gown is displayed together with magazine covers with his photo and many other personal items. His medals awarded by both China and the US are on display. A flight jacket with a blood chit stands in a corner. A gown purported to have belonged to the last emperor of China, Pu Yi, is elegantly displayed in a glass case. The face of Chennault stares at visitors from a wall, not unlike the old Uncle Sam poster, looking directly and quoting him, "It is possible for men to fight against great odds and win." Appropriately at the exit, two Terracotta Chinese warriors guard the way.

Chennault's Christening Gown



Pi Yu, last Chinese Emperor Gown

Terracotta Soldiers at exit.



On the wall, Chennault is quoted again, "It is my fondest hope that the sign of the Flying Tiger will remain aloft just as long as it is needed and that it will always be remembered on both shores of the Pacific as the symbol of two great peoples working toward a common goal in war and peace.:" Great words from a great man.

There is more to see in the museum, murals of Chennault speaking to Chinese and American pilots and military staff and another depicting the Hump flights in dramatic detail. There is a wall depiction of the Path to Victory in the Pacific and CBI. A bust of Chennault donated by Pedro Chan, advisory FTHO board member and collector/donor of Flying Tiger items, stands out.



Statue of Chennault in front of Museum

Chennault appears at the entrance to the museum as well, a statue presented to the State of Louisiana by the Chinese people in gratitude for Chennault's service to their country.



Blood Chit Jacket

The walkway is in brick, each one a donation creating a walk of honor up to the front door. This is a living, breathing memorial, if not a shrine, to Claire Chennault and his incredible efforts to combat the Japanese in a dark hour of Chinese if not world history.



Brick walk of Honor

Latest news on Hump Flight

Buzz Buggy finally got the required documentation from the Australian Aviation Authorities (CASA) on about November 20th.



The test pilots put air beneath her wings for the first time on November 23rd. Pictured above is the takeoff from Bankstown airport just outside of Sydney.

Shortly after becoming airborne the test pilots noticed some bad/abnormal engine indications on one engine. They throttled the engine back and returned to the field. Upon engine inspection it was determined that the engine had a major problem which would require engine replacement. The current owner of Buzz Buggy is currently trying to locate a suitable replacement engine. If he is successful at that and Buzz Buggy has a successful test flight then the FTHO will move forward with our attempt to recreate a Hump flight.

It will be after the first of the year before that flight could be attempted. Weather wise we have about a two month window of opportunity – January and February. After that weather generally becomes less than suitable until the passing of monsoon season.

Aviation is uncertain at best and gets even more tenuous as the equipment gets older and parts become rarer. We will keep anyone interested abreast of developments via our Facebook page and web site.

DC 3 Military and Civilian Workhorse

It is unfortunate that FTHO's DC 3 (Buzz Buggy) has experienced mechanical difficulties. Aircraft are mechanical creations that tend to break down and go out of fashion almost as soon as they are built. The ubiquitous DC 3 is the exception. 78 years after its creation, its durability, versatility and a bit of nostalgia keep it in high demand.

Militarily, General Eisenhower listed four pieces of equipment vital to success in WWII--the bull dozer, the jeep, the 2.5 ton truck, and the Douglas C 47 (military version of the DC 3). Interestingly none of these were developed by the military or designed for combat. During the Korean conflict and the Vietnam War in South East Asia, the "Gooney Bird" as the DC 3 was nicknamed, took on the toughest of jobs and never failed America. It carries on today, stretched, refitted with turbo props for careers in the transportation world. A part of the modern society, the DC 3 has become involved in drug smuggling, gun running, oil pollution control, survey work, forest fire suppression, sky diving, and in remote areas, public transportation.; There is no doubt that the only replacement for a DC 3 is a DC 3!



DC 3's and C 47's were used around the world by 14 nations in WWII and 69 nations thereafter. They were the only transport capable of using 3000 foot dirt runways that could be hacked out of jungle overnight. They flew in daytime temperature of 125 degrees F at 8,000 feet fully loaded. They flew across every ocean except the Pacific, where they island hopped just about every habitable one. They landed generals and saboteurs behind enemy lines in Europe and Asia. They broke the Burma Road blockade. They

dropped gliders of "Operation Thursday" on Tuesday and picked off gliders often loaded with wounded without landing. By current estimates, 117 are still air worthy, 7 may be in actual airline use. America has over 100 in museums and more displayed outside other transportation venues.



As far as the original Buzz Buggy, U5, is concerned, it was part of the 81st Troop Carrier, 436th Carrier Group liberating S. France on August 15, 1944 (basic colors), towing gliders and dropping parachute assisted equipment. During the Normandy invasion (with white stripes on wings and aft fuselage) it dropped 29 rangers of the famed 82nd Airborne Division behind enemy lines. The aircraft in the EU museum was originally a USAF

C 47 turned over to the UK before WWII end, which makes the one in Australia a possible re-paint for participation in the recent EU's D-Day Normandy Invasion reenactments of the 9th Troop Carrier Command. Another plausible scenario as to why the aircraft was in Australia is that during 1942 a number of such aircraft, built as C 53's were secretly delivered to the "Directorate of Air Transport" (DAD) in Australia, and flown by Australian and Dutch pilots connecting the smaller Pacific islands including Borneo and New Guinea. The aircraft designation was a redesigned interior, without the large opening double door (though some were later modified to handle larger freight this way). These were manufactured in Santa Monica instead of Long Beach, California. The most famous C 53 is the one in Pianma, Yunnan, China that Fletcher Hanks spent 54 years searching for its Himalayan wreckage. #53 has been hauled over mountainous jungle terrain and painstakingly re-assembled by the small village in a Quonset type museum along the unpaved Tea Horse Road. About 3000 tourists visit it annually!



Hanks at wreckage site.



B 24 Buzz Buggy flew the Hump.



Reassembled C 53 CNAC # 53 in Pianma Museum.

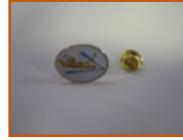
Items Available for Donation



Blood Chit
Leather
\$30 - \$40.00



Patch
\$3.00



Tie Tack
\$3.00



Hat
\$10.00



Patches
Leather
Diff. Squadrons
\$20 - \$30.00



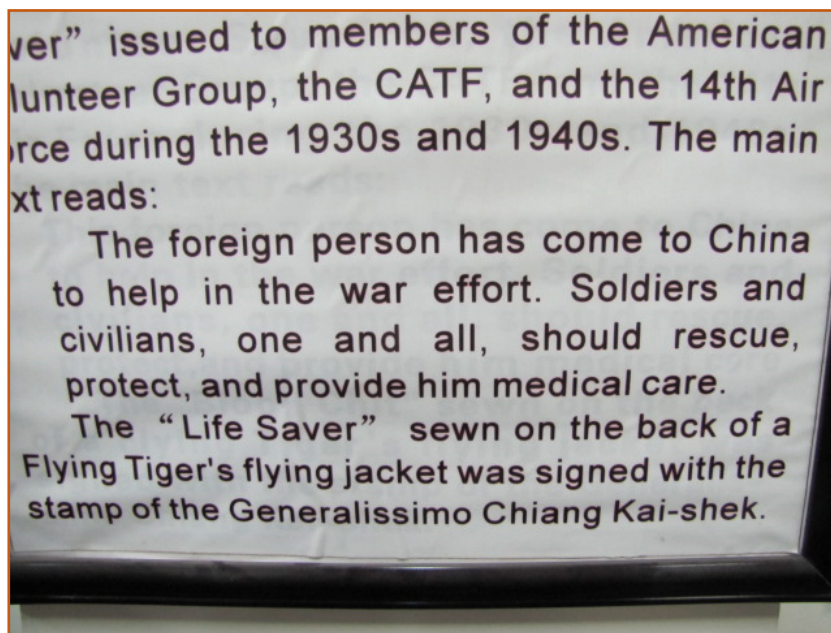
Back

"T" Shirt \$15.00



Front

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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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21133 Jimmerrall Lane – Groveland, CA - 95321 (209) 962-5501

<http://www.FlyingTigerHistoricalOrganization.com>

larryjobel@gmail.com

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