

FLYING TIGER HISTORICAL ORGANIZATION

a NON PROFIT 501 (c) 3 ORGANIZATION

EIN # 26-1492466



14th AAF



CBI



AVG



CATF

HONORING THE PAST
FOUNDATION FOR THE FUTURE

May 18, 2017

Volume 7: Issue 2

Hump Flight Reenactment: Part Two

As described in Part One, the Flying Tigers Historical Organization suffered extremely difficult times in Surabaya where the flight was delayed over 6 weeks.



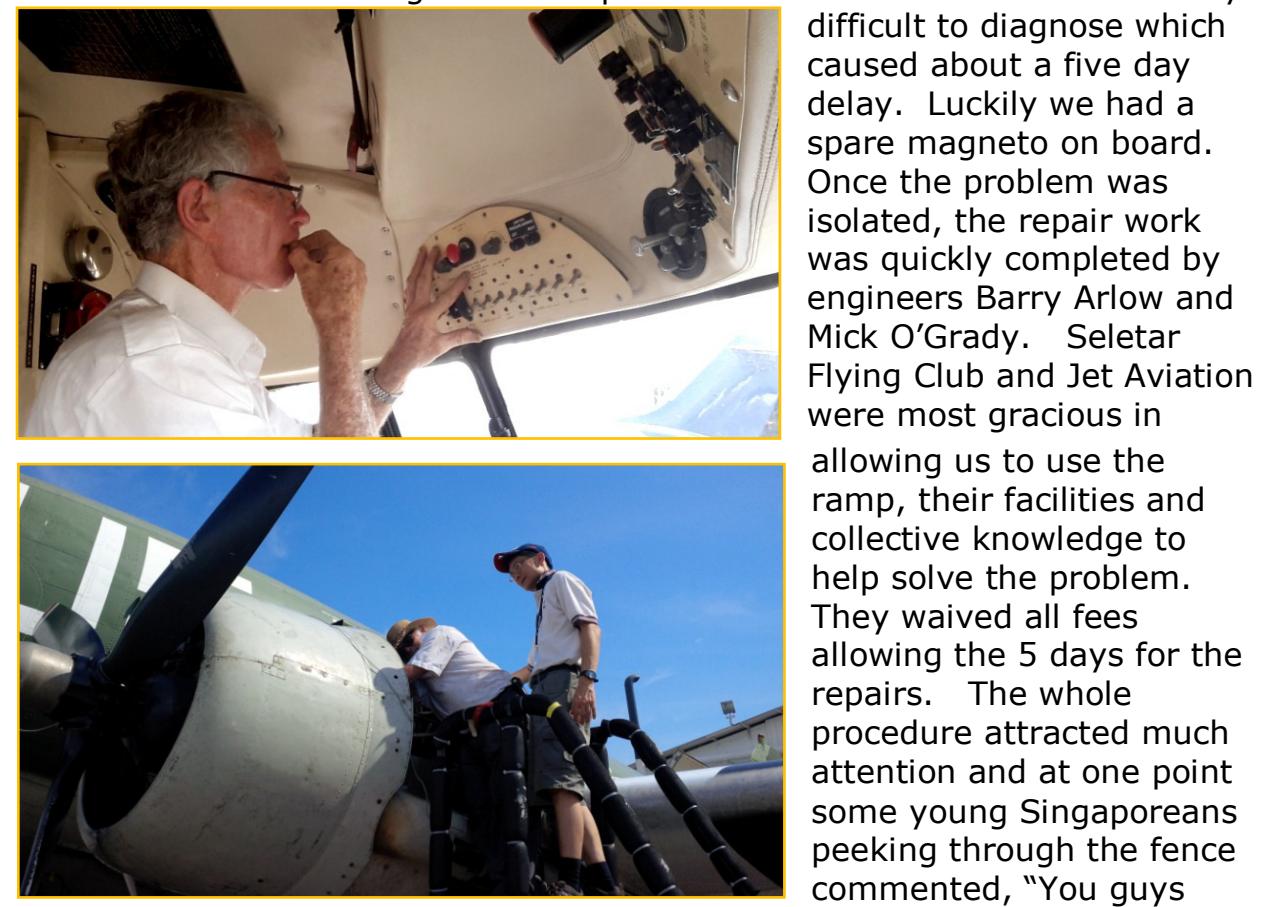
The next stop as planned was Singapore, but as noted, FTHO received an unexpected offer from Lee Buck Choon, manager of the Republic of Singapore Flying Club to land at Seletar airport. The Club was interested in seeing Buzz Buggy and offered to put the crew up for a night, provide transportation and meals - an offer we readily accepted.



Finally having left Surabaya, the flight to Seletar went well save for some noticeable roughness in the newly installed engine. On arrival at Seletar, FTHO received a warm and cooperative welcome, including a banner celebrating

the event. The Flying Club donated a free drum of W120 Aeroshell oil. All fees were waived. Club members turned out to greet, take the flight team to dinner, and help with almost anything needed. The rough engine turned

out to be a defective magneto. The problem was intermittent and thus very difficult to diagnose which caused about a five day delay. Luckily we had a spare magneto on board.



Once the problem was isolated, the repair work was quickly completed by engineers Barry Arlow and Mick O'Grady. Seletar Flying Club and Jet Aviation were most gracious in allowing us to use the ramp, their facilities and collective knowledge to help solve the problem. They waived all fees allowing the 5 days for the repairs. The whole procedure attracted much attention and at one point some young Singaporeans peeking through the fence commented, "You guys



The next two stops, Utapao near Bangkok, and then Mandalay, occurred without incident. From Mandalay, the key goal of the entire trip, crossing the Himalayas, loomed before the crew. This was one of the locations where the relief flights travelled from to reach Kunming and supply the strapped Chinese government. Unfortunately, most of that flight was covered by clouds; but there were glimpses of mountain peaks, high valleys and some towns. This portion of the flight was challenging and exciting, but not without its difficulties. All of this is best recounted in the message sent by Larry Jobe from the plane as it approached Kunming:

We have crossed from Mandalay to China, October 15, at LINSO point time 03:33Z (11:33 Local Beijing). We immediately received excellent communications from Kunming Radio. We had to flight plan out of Myanmar at Flight Level F270, but we stopped our climb at 12,500 feet. As soon as we had contact with Kunming, they requested our climb to 4500 meters (14,800 feet). In all his years in Papua, New Guinea our pilot-in-charge Alan Searle had never climbed that high in a DC3. We put the engines forward to climb power at 2350 rpm and 28" manifold pressure - off the placard charts on performance. The plane climbed right away and smartly to 14,800 feet in about five minutes. It is getting a little chilly now, and all of us forgot to put our wool socks on. Below us are sharp valleys and zigzagging brown rivers flowing back and forth. We have passed the few CB thunderheads on the border and we are about 500' to 1000' above a cloud layer now (this eventually forced us to climb to 15,800 feet). I brought a bottle of O₂ to the cockpit in case anyone feels lightheaded, but we are all feeling good at the moment. The Kunming radio chaps speak perfect English to us, but all other traffic is speaking Chinese. A large town is now appearing on the left. We

are about to go into clouds again. Present groundspeed at this altitude is 150 knots. We are now running on the auxiliary tanks which is the fuel (90-95 octane) that the Burmese Airforce (pronounced TatmadawLey) kindly brought to us by truck from Yangon to Mandalay, then pumped by hand 4 drums into our wings. We anticipated landing at Kunming one hour after



passing LINSO. This is an amazing airplane. The thought going through all our minds in that after fixing all the things and all the difficulties and the tremendous costs involved with our septuagenarian crew, this may well be the last time any C47 will ever fly the Hump.

Next page is our SPOT tracking footprint for the entire flight. Note that there is a 30-minute gap right over the Hump. This caused a great deal of angst for the people waiting to greet us in Kunming. They feared we had gone down for some reason. ATC was unable to establish contact during this portion of the flight also adding to their fears. We on board Buzz Buggy were unaware that the spot device was no longer reporting and don't know why it quit nor why it started working again. All those awaiting our arrival in Kunming were quite relieved when SPOT again began reporting.

SAVED BY
spot

SPOT

Messages

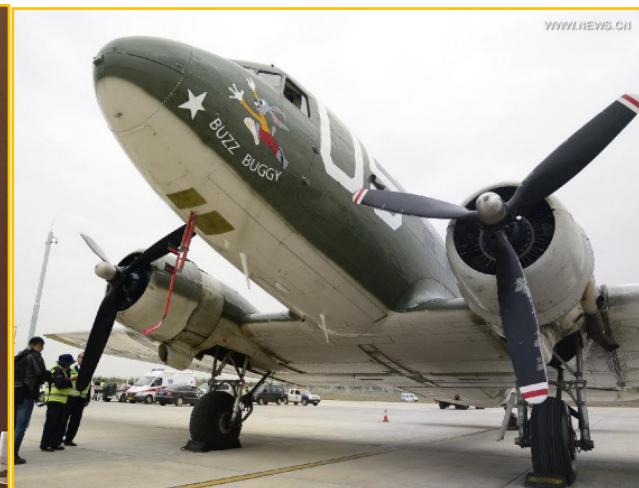
Type	Time	Messenger
Track	4 Days ago (Octobe...	TOM CLAYT...
Track	4 Days ago (Octobe...	TOM CLAYT...
Track	4 Days ago (Octobe...	TOM CLAYT...
Track	4 Days ago (Octobe...	TOM CLAYT...
Track	4 Days ago (Octobe...	TOM CLAYT...
Track	4 Days ago (Octobe...	TOM CLAYT...
Track	4 Days ago (Octobe...	TOM CLAYT...
Custom	4 Days ago (Octobe...	TOM CLAYT...
Check	5 Days ago (Octobe...	TOM CLAYT...
Track	5 Days ago (Octobe...	TOM CLAYT...
Track	5 Days ago (Octobe...	TOM CLAYT...
Track	5 Days ago (Octobe...	TOM CLAYT...
Track	5 Days ago (Octobe...	TOM CLAYT...

Map

Google

Copyrights

© 2011 Spot LLC. All rights reserved. All SPOT products described on this website are the products of Spot LLC, which is not affiliated in any manner with Spot Image of Toulouse, France or Spot.



About 10 miles from Kunming, we had to shut down the right engine due to eminent failure. Once on the ground we determined the engine was done. Number one cylinder head had loosened up and lots of metal was in the oil filter screen. Not sure where we go from here but at least we completed the trip across the Hump in honor of all those men and women who gave so

much in WW II. We will now work on figuring out how to get Buzz Buggy to Guilin and the Museum.



Lost engine aside, the landing was much to the wonder, glee and even amazement of all who had followed the flight events. The final travel to Guilin was obviously frustrated by the engine loss, but incredible cooperation and Chinese support would save the day. Final events will be covered in the final chapter next issue, Hump Reenactment - Part Three.

SELETAR AND THE HUMP

As described in Part II of The Hump Reenactment, the FTHO flight crew experienced cooperation and assistance from the Republic of Singapore Flying Club in Singapore at the Seletar airport. Ironically, Seletar has a history in line with the flights over the Hump. Singapore was an important outpost of the British Empire, largely due to its strategic location at the tip of Malaysia. Plans to establish an airfield, flying boat location, and a naval base were planned by the Royal Air Force (RAF) as early as 1921. The airport was not completed until 1928. As the threat of war grew in the area, the RAF began to build up forces with Catalina flying boats and Vickers Vildebeest torpedo bombers. The base was briefly host to Amy Johnson in her UK-Australia flight in her Gypsy Moth named "Jason" and also Amelia Earhart during June 1937 on her world flight attempt in her Lockheed 10 Electra.

The Japanese began expanding their military might in the late 1930s. Their goal was to isolate China and conquer various islands and countries along the Chinese coast and South East Asia to Burma. After Malaysia, Singapore was invaded and fell in February 1942. The Japanese Imperial Navy took possession of Seletar airport and remained there until 1945. The present runway was built during the Japanese occupation.

By 1942, Japan had achieved control of the west coast of China and around SE Asia to Burma. This effectively cut off China from outside support. The only land route was the Burma Road, a lengthy, winding and difficult passage that was blockaded by the Japanese after they entered

Burma. Hence the establishment of the Hump flights to transport material, ammo, guns, fuel, food and any number of other needed supplies by flying over the Himalayas from India into Kunming. Seletar obviously could not contribute to the Hump flights given its occupation. After WW II, the Seletar base and airport returned to the RAF and was operated as a military air base until 1971. By 1973, the base came under the control of the Republic of Singapore Airforce.

Even though Seletar could not assist in the Hump flights in WW II, it played a key role in the FTHO Hump Flight Reenactment in a way, making up for its inability to do so in WW II. After the long and trying ordeal in Surabaya, Seletar gave us a much need boost to our self-worth and esteem with their warm and gracious greeting. Their hospitality and expertise in helping to solve our "rough running" engine problem contributed mightily to our efforts and our success. The FTHO is extremely grateful for the contribution Seletar, Lee Buck Choon and the Singapore Flying Club made to its historic flight.

More pictures from Seletar -



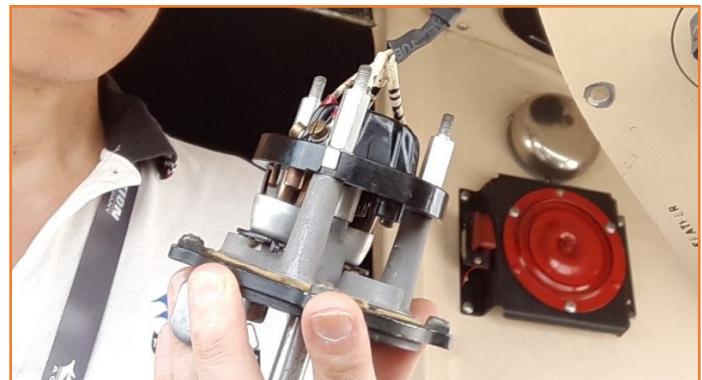
Jet Aviation Ramp, Seletar



Crew that flew from Surabaya



Everybody try's to figure out what the rough running engine problem is. This was the engine replaced in Surabaya



Perplexing problem. Maybe a bad switch
Engine ran rough, then OK, then rough



Reporter-Tom Claytor-Lee Buck Choon



Maybe a bad ground lead

Barry and Flying Club member



Mick works on problem



Jet Aviation Ramp



Final test run after changing bad magneto which it turned out to be



Working late into night at Seletar



Bad engine from Surabaya



Jet Aviation management

Flying Tiger Historical Organization

Board of Directors

Chairman of the Board

Major General James T. Whitehead Jr.,

United States Air Force (Ret.)

President

Larry Jobe, President, Travel Aire

Treasurer

Patti Jobe, Accounts Manager,
Bookkeeper

Secretary

David Thuillez, Sr., Retired
Construction Manager & Architect

Vice President

K. C. Ma, President, Asia Holiday
Travel

Directors

Joe Y. Eng, Author & Speaker
United States Army (Ret.)

Phil VanZandt, Historian, Retired

Advisory Board Members

Louis Barbich, CPA, MBA

Alan Mutke, President, Alan Mutke &
Associates, International

John Sanders, Screen Writer, Historian

Patrick Bergin, CFO Tel-Tec
Security Systems

Mel McGowan, Business Owner & Executive

Dr. Pedro Chan, Collector/Donor
Flying Tiger Items

Clay Lacy, CEO/Founder -- Clay Lacy Aviation

Michael Little, Author and Historian

Rob Custer, Retired County Officer/Pilot

Thomas K. Jue, CPA

John M. Brand, O.D., Optometric Physician

Judge Michael Ward, Administrative
Lawyer - Newsletter Editor

Honorary Board Members

Florence Lee Fang, Honorary Board Chairman

Capt. Moon Fun Chin, Pioneered
Hump Route

Cynthia Chennault, Daughter of General Chennault

Brig. Gen. James P. Hendrickson,
USAF (Ret.)

Nell Calloway, Granddaughter of General Chennault

Paul Crawford - Bob ("Tic-Toc") Ingersoll - Hank Snow -- 14th Army Air Force Flying Tigers

Jonna Doolittle Hoppes, Granddaughter of General Jimmy Doolittle

Flying Tiger Historical Organization Newsletter is published quarterly by the FTHO
21133 Jimmersall Lane – Groveland, CA - 95321 (209) 962-5501

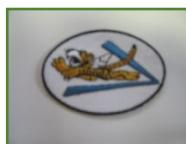
<http://www.FlyingTigerHistoricalOrganization.com> larryjobe1@gmail.com

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-mailed Newsletter and type "unsubscribe" in the subject line.

Items Available for Donation



Blood Chit
Leather
\$30 - \$40.00



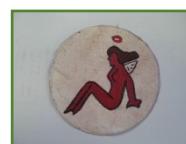
Patch
\$3.00



Tie Tack
\$3.00



Hat
\$10.00



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



Back



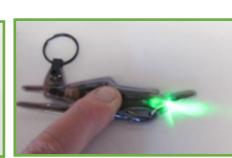
"T" Shirt \$15.00

Front

To make purchases Email 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 email address above when you have completed your PayPal transaction and we will mail the merchandise.



Founders Ball Cap
\$45 Donation



P 40 Key holder with light
\$5 Donation



\$5 \$10

CNAC
Patch
Embroidered
Patch 3"

Hump Flight

Embroidered
4.5" & 7"



"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 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 Org.
P. O. Box 258
Groveland, CA

