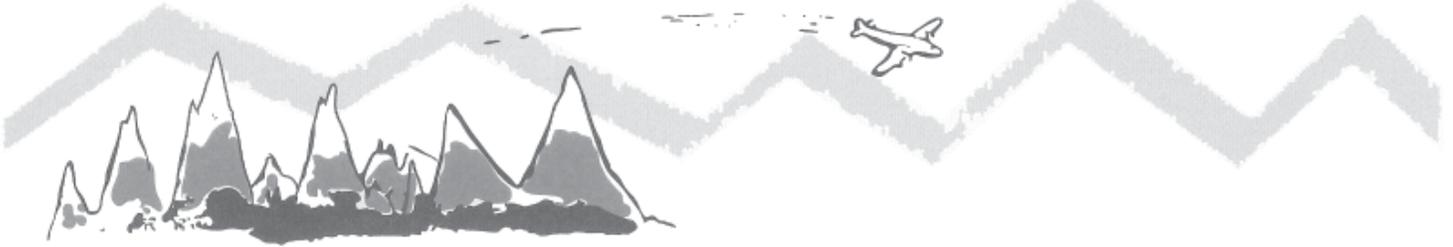


Hump Pilots Association, Inc.



"Bring Me Men To Match My Weather"

Editors's Comments

By Peyton Walmsley



Read elsewhere about the 2005 Reunion details. Also read elsewhere about the 60th Anniversary of the China-Japan Cease Hostilities Document Signing Celebration tentatively planned for late August 2005.

Descriptions by the Committees' Chairmen will describe how well the 2004 Denver Reunion went.

When members submit articles for the newsletter, it is important that each sheet of a story be identified in the upper left corner, first line as follows:

Page number

Story title/author

In the 2005 Spring N/L we plan a section on Highlights of each of the first 20 years' reunions. We are asking members to please start thinking and start writing what stands out in your memory and start sending them in.

Keep those regular stories coming in. Have three more Newsletters to produce. Spring CBIHPA N/L inputs should be forwarded to the editor NLT March 1, 2005.

Comments From the President

By J. V. Vinyard

So much water has gone under the bridge since our last newsletter that it is hard to know where to start in making a report to the membership. In July

Sally and I, along with members of the AVG, CNAC, 14th Air Force groups and other HPA members went to Kunming, China to participate in the International Symposium on Sino- US Friendship in the Second World War. After the two day symposium we were provided tours to the cities of Lijiang and Dali, in Yunnan Province. This trip was coordinated by the Sino-American Aviation Heritage Foundation based in Los Angeles, CA.

In September we held our 59th annual Reunion in Denver, CO. This was a very successful reunion with approximately 350 members and families attending our Saturday night banquet. This was much larger than we had originally expected. On the first day of the Reunion the group journeyed to the Air Force Academy at Colorado Springs to attend the formal dedication of the bronzed C-46 which was placed in the Court of Honor just northwest of the Academy Chapel and adjacent to the Administrative area on the far west side of the Academy grounds. (See a complete report on this day later in this newsletter).

During the Business Meeting at the Reunion a representative of the Beijing Aviators Association (BAA), Mr. Ross Liu, read a letter from the BAA President in which an invitation was issued to HPA members to go to China in August 2005 to help the Chinese celebrate the 60th Anniversary of the formal surrender of the Japanese armies in China on August 15, 1945. The lowest possible prices will be offered members to encourage as many as possible to attend this event. This tour will take place August 10 – 19, 2005, and include visits to Beijing and Kunming. The Hump Pilots Association, along with the other U.S. China Veterans organizations, is cosponsoring this tour. This tour is being referred to as the V60 tour.

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Based on these established dates of the V60 tour the Association Board of Directors, in a brief Saturday morning meeting, decided on San Antonio for our final Reunion site in 2005. The dates would be September 9 – 13, 2005. Following the Reunion, and prior to signing a hotel contract for the San Antonio Reunion, knowledge was obtained that the dates for a second China tour, still in the planning stage, have tentatively been set for August 23rd – September 4th. This tour will also visit Beijing and Kunming among other cities of World War II interest. It is planned that during this tour an AVG P-40, which was lost in the lake south of Kunming in April 1942, will be raised from the lake on August 27th. Members of this tour will be able to watch the raising of this aircraft.

All this means members of the various U.S. Veterans groups will have two tours to choose from if they wish to go to China next year. The ending date of this second tour, to which the members of the group visiting China in July of this year are committed to attend, is too close to a starting date for a September 9 -13 reunion in San Antonio next year. Therefore it was necessary to cancel the decision to go to San Antonio in order to provide a longer break between the end of this second China tour and next year's reunion for those HPA members who elected to go to China on that tour prior to the Reunion. More information on this second tour will also be provided as soon as additional details become available.

Based on this China tour information the Board of Directors was subsequently polled by mail and chose to change the 2005 Reunion site from San Antonio, TX to Nashville, TN. Since that selection was made a hotel and dates have been determined. (See the article "HPA Reunion 2005" in this newsletter.)

On November 5th through 7th Mr. Li Baoyu and Mr. Lin Yun, representing the Beijing Aviators Association (BAA), and other major sponsors of the V60 tour, visited the HPA office in Amarillo to discuss plans for this tour. Based on the information now available that a second 2005 China tour is also being planned for August 2005, the difficulties of having two Chinese tours planned to close to each other was thoroughly discussed. It was explained to Mr. Li that dividing our Veterans groups between two tours would likely have an adverse effect on his tour. Both tours will cost approximately the same price. The V60 tour will be the first and shorter of the two

tours and may be preferred by many members. And, the V60 tour will also offer 4 optional tours for those who might wish to extend and see more of China. (See additional details on this Tour further on in this newsletter.) Veterans from the U. S and other countries on this tour will be a party to Chinese celebrations of the formal end of hostilities between China and Japan on August 15, 1945.

One final note. On Wednesday (9/8/04) at the Annual Board meeting in Denver the Board voted to discontinue any further designation of Life Memberships in the Association. This was the result of the costs of Life Memberships and regular annual dues finally merging together at \$25 and with 2005 being the final formal year of our Association. Members already designated as Life Members will continue to hold that status.

This is it for now. Will see you in our Spring 2005 issue.

Comments From the Chairman

by Jack Goodrich

Hello Y'all,

Your Board of Directors held our annual meeting last September in Denver, Colorado. On Wednesday, September 11, 2004 our meeting was called to order. The first order of business was to confirm the appointments of Sam Burton and Bill Jackson as new members of our board. Last year, in St. Louis, our by-laws were amended to allow appointment of new members. This action was taken to assure the presence of a full board at all times during the last year or so of our incorporation. The appointments are to be made from a list of members who volunteer and are willing to join in the work of the board

During the past year, we have had two vacancies to fill. Jim Irion who, in addition to being a board member has been our Chaplain and Counselor, resigned due to poor health. Jim will retain the office of Counselor and advise us as necessary on any fine points of law during the coming year. Sam Burton; a former board member, Treasurer, and active promoter of HPA, had his appointment confirmed.

Later in the year, Bud Albers, a board member and also our Historian, resigned due to poor health. Bud will retain his interest and responsibilities as

Historian. However, his vacated seat was filled by Bill Jackson. Bill is a Past President and the last surviving member of the original Board of Directors. It is very appropriate that he joins us as a member at the end. Bill, who lives in Poplar Bluff, hired Jan Thies as our Secretary when his increasing workload with HPA was interfering with his growing dental practice. Jay Vinyard reported that our financial structure was in good condition. What Jay did not say was that we have monies now that we never expected to have five or six years ago. Partially this is due to your generous response to the Survivor Donation effort. However, it is equally due to Sally and Jay Vinyard working daily during the past two years at our new Amarillo office. They have produced first class newsletters, answered calls and mail, and kept our books balanced, all without compensation. We Hump Pilots owe them a great deal.

Wally Simpson was confirmed as our new Chaplain in addition to being a member of the board. We are still investigating various organizations that, with incentive, will be responsible for refurbishing our monument at Wright-Patterson Museum whenever required in the future.

The board authorized the compilation of a final roster. The long, tedious procedure of authenticating member's names, addresses, telephone numbers, and email is not scheduled to be complete for a year.

At our new board meeting following the membership meeting, we voted to site our 2005 reunion in San Antonio, Texas during the first week of September. It was so announced that night at our dinner dance. Since then, we have found that there were conflicting dates between our planned reunion and a celebration of VJ day in China to which a number of our members have been invited. We could not delay our reunion date in San Antonio without incurring substantially increased costs. So, we cancelled San Antonio and polled the board the board by telephone to obtain a different site. A majority of the board voted for Nashville, Tennessee. The timing will be the last of September. However, the exact date and hotel location are being negotiated by Nick Hudson and will be reported to you as soon as they are contracted.

Denver Reunion Report

Our Denver Reunion is now history and it was a great one. The hotel was great with fine service, great meals and a great downtown location. All attendees appeared to be in good humor and seemed to enjoy all the activities. And of course all the usual stories, tall and taller, were told and retold.

Certainly the highlight of the Reunion was our trip to Colorado Spring on Thursday to dedicate the C-46 sculpture at the Air Force Academy (see separate article and pictures on this.)

The trip to A Dinner Theater that night, after a really hard day, was highly praised by all.

As with all Reunions a great deal of appreciation goes to those who really make it work. **Nick Hudson**, of course, did his usual fine job in getting all the parts together. And then there were the people on site at the time grinding it out that really made things tick.

Special kudos go to our Reunion Chairman **Roy Ladd and Pat** for their efforts in helping plan the Reunion and for being good hosts. Also, many thanks and much appreciation goes to **Sally Vinyard** for her many hours of planning ahead of time and for her many hours spent at the Registration desk during the reunion. And, to **Mrs. Helen Casey**, our regular lady at the Registration Desk. Helen, from Albuquerque, NM, has now worked the desk at our last three reunions. There are none more efficient and dependable than she is.

Helen was ably assisted by **Ms. Carol Consalus**, a local temporary we hired in Denver, to support her. Ms. Consalus expressed her appreciation at being able to be with us and meet so many of our people. She said she considered it a great honor. When it appeared some members may not be able to get back to Florida after the reunion due to the approaching hurricane Carol offered two beds for people who might be stranded.

And our sincere appreciation also goes to our members' wives who also worked long hours in the registration room as needed. So we recognize **Mary Jane Millan** for her many hours working the PX and doing the great job she always does, **Lois Goodrich**, wife of our Chairman, **Trudy Simpson**, wife of Past President and Board member Wally Simpson, **Patti Saylor**, wife of Board member Jake Saylor, and again to **Pat Ladd** for her always good job in putting on the

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Ladies Luncheon and style show, among other things. We could not have done without you all.

One last thing can be said. Many members offered sad comments during the Reunion about next year being our last year. It appears that many are not quite ready for that. But age trumps good times and all good things must eventually end. We wish that was not true.

Hope to see you all in Nashville, TN next year.

Museum of Aviation Foundation HPA Board Member Report

by George H. "Jake" Saylor

I was unable to attend the recent Museum of Aviation Board of Directors Meeting held September 8, 2004, due to my attendance at our 59th Annual Reunion in Denver, CO, at that time. However, I am able to provide the following highlights from that meeting:

Board Chairman Mr. Tom McMichael opened the meeting with a welcome to all and a reminder that some of the Museum's biggest fund-raisers were coming up – the Georgia Invitational Golf Tournament, later in September, and the Wings & Wheels Show in October. Everyone was encouraged to support these fund-raisers.

Following lunch Mr. Pat Bartness, Foundation Director, reviewed the FY05 Budget proposal. The proposal was unanimously approved by the Board. Mr. Bartness then reported on the World War II Hanger Expansion Project. He reported a Building Committee would be appointed to review all World War II building issues prior to making a final decision. Mr. Bartness then asked that the Board give the Building Committee contract approval authority to establish/approve groundbreaking for the WWII building. The Committee would be required to report back to the full Board at the December meeting on actions taken. This motion was approved by the Board. He also reported that the Middle Georgia Luncheon will be held in November with Susan Eisenhower as the guest speaker.

Mr. Paul Hibbits, Museum Director, then made a report on recent Museum activities. He also reported that he would be retiring from his position effective in February 2005. He thanked Major General Mike Collins, Commander, Warner Robins

ALC, for giving him an opportunity to work at the Museum.

Following, Chairman McMicheal appointed a Nominating Committee to provide recommendations for potential new Board Members for 2005. Chairman McMichaels also announced the appointment of members of the Building Committee for the World War II hanger expansion project.

After closing remarks by General Collins the meeting was adjourned.

How To Make A Donation To The Museum

Donations in memory of someone should be made payable to CBIHPA and on the memo line: In Memory of (person's name) and mailed to:

CBI Hump Pilots Association
720 S. Tyler St., Suite B132
Amarillo, Texas 79101

HPA will record and then send their check in the same amount to Warner Robins who will return an acknowledgment to the donor.

For income tax purposes, donations made to the HPA are deductible, to the extent permitted by law.

Denver Reunion First Day Report

It would be very difficult to pass up the opportunity to comment on the great bronzed C-46 sculpture dedication ceremony that was held at the U. S. Air Force Academy during the Denver Reunion on September 9, 2004. There will be further mention of this dedication elsewhere in this newsletter issue so will try to keep this article on the broad side.

We left Denver in six busses around 8:30AM. By the starting time of the ceremony, scheduled to begin at 10:00AM at the Academy, all our busses had arrived. We started just a few minutes late. Approximately 400 people were present at the ceremony including Academy personnel and the news media.

Ceremony presentations were made by the Academy event coordinator Mr. Dave Bragg, Academy Chaplain Captain Ronald Ragon, HPA President Jay Vinyard, retired Navy Commander John Bradford who represented Groups Memorials of the

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U. S. Army Air Forces and presented the C-46 replica to the Academy, Academy Superintendent Lt. General John Rosa who accepted the sculpture on behalf of the Academy and C-46 sculptor Robert Henderson.

The ceremony opened with the presentation of the colors by a Cadet Color Guard. Music was provided by members of the Academy Air Force band. The ceremony last approximately 30 minutes. It was a beautiful mild day with a light wind blowing. It was a very memorable occasion for all those attending.

Following the ceremony we visited the Academy Visitors Center for a short period then moved on to the Officers Club for lunch. Approximately 341 people attended the luncheon. The Club was just about maxed out.

Following the luncheon we traveled out to Peterson AFB, south of Colorado Springs, to visit the Air Force HPA C-17 P-62 being flown in from McChord AFB especially for this occasion. The aircraft was waiting for us when we arrived. Thanks, in part, for this successful event goes to Honorary Hump Pilot Captain Steve Sprowls who helped coordinate the visit. Steve himself flew up from Del Rio, TX, in a twin engine trainer to meet the C-17 and mix with the Hump pilots.

We were due back at the hotel in Denver by 4:00PM so many of our members could attend a local dinner theater presentation that night. They were scheduled to depart the hotel at 5:00PM. The busses begin arriving back at the hotel exactly at 4:00PM. Overall it was a pretty complex operation that went off without a hitch. Amazing.

(A follow-up on the C-46 dedication – Important to those who missed out being a Donor)

LEAVING A LEGACY... again

The C46 CBI Hump Pilots Memorial has been set into history at “The Study Hall” sculpture garden at the United States Air Force Academy. The only cargo warbird amidst the fighters and bombers. Since the day of dedication, September 9, 2004, there have been numerous requests by family members and crews to become a part of the Memorial.

Because of this, the nonprofit tax-exempt corporation, Groups Memorial Inc. of the Army Air Forces, has decided to do a second replacement

sponsors plaque. They provided the following statement. “We are asking those who want their name(s) on the plaque, to send their money (\$900, or credit card #) to our office by February 2005,” states Gen. James McPartlin, president of the corporation. “If we receive 10 or more names and donations, we will re-do the plaque.”

The sculptor, Robert Henderson, has agreed to this proposal and feels very strongly that anyone who wants to be recorded in this history should be able to. “My goal has always been to record this era,” remarks Henderson. “I know this is the final opportunity for most of this generation to have their names etched in history.”

To add a name, please send your donation and information to:

Groups Memorial Inc., of the AAF
816 Water Street
Canon City, CO 81212
(800-305-1738)
or log on to: www.warbirdcentral.com

More follow-up to the Dedication:

AVAILABLE: ONE WOODEN C46 REPLICA

As is customary with the monumental warbird projects, the wooden model (from which the molds are taken to produce the bronze) is available as an indoor sculpture. In the past, these wooden/steel replicas have been purchased by individuals and groups for museums and airports nationwide.

Museums, such as the 8th Air Force Heritage Museum in Savannah, has two hanging displays painted in the donating groups' colors. The replicas can be hung or displayed as floor models. The P38 Lightning was donated to the Burbank Airport. “Now, all who travel through that airport are given a history lesson,” remarks Dale Brown, a WWII POW and vice president of Groups Memorial Inc., of the Army Air Forces. Groups Memorial Inc., of the AAF is the nonprofit tax-exempt corporation which oversees all of the memorial projects.

To sponsor or participate in bringing the C46 to a museum or airport, contact:

Groups Memorial Inc., of the AAF
800-305-1738

or log onto: www.warbirdcentral.com

(NOTE: Other wooden sculptures have been placed at: Charlotte International Airport – P-47, Kalamazoo Air Zoo – P-40, Savannah – B-17 & B-24, Palm Springs – B-29).

MEMORIALS AVAILABLE FROM THE DEDICATION CEREMONY

IN VIDEO FORM: A video of the entire ceremony is available from:

Aztec Media Company
2931 North Prospect St.
Colorado Springs, CO 80907

For further information contact Aztec Media Company toll free at 1-817-442-2333 or by fax at 1-719-442-2258. Cost of the video is \$25.00 plus \$4.95 for packing and shipping.

IN STILL PANORAMIC FORM: Two panoramic pictures were taken at the ceremony site. These pictures are 20 inches wide and 8 inches high and in color. (See pictures below and on following page).

These pictures are available from:

Faingold's, 20 South Elm
Denver, CO 80246
telephone 303-394-2288

Costs of the pictures are \$20 each. This includes shipping cost.)



US Air Force Academy C-46 Sculpture Dedication Ceremony Group

(The following presentation was made at the C-46 Sculpture ceremony at the U. S. Air Force Academy, Colorado Springs, CO, on September 9, 2004, by HPA President J. V. Vinyard. This is being printed as a result of requests for copies of the presentation.)

It is truly a great honor for me to have the opportunity to be here today to represent the members of the China-Burma-India Hump Pilots Association, their families and their many friends, on this very special occasion. We are here to honor a great lady, the Curtiss C-46 Commando, called by many 'Old Dumbo', among other less kind things. Most of our members with us here today flew the C-46 during World War II. By nature of their membership in our Association they flew the aircraft in the China-Burma-India Theater where they were engaged in the famous "Hump Operation".

If it had not been for the Hump operation China would not have been able to continue as a force in the war against Japan after the loss of the Burma Road, which prior to America's entry into the war was the main avenue for getting war supplies into China. This would have been a great loss to the Allies.

Therefore, when the Burma Road was closed by the Japanese on the south end in February 1942 the Allies immediately began looking for an alternate means to keep China and its sizable armed forces in the war and keep the U. S. Army 14th Air Force of General Claire B. Chennault, based in China, flying as an offensive

weapon. It became immediately obvious that the only practical means of doing this would be to fly supplies from the Assam Valley of far northeastern India easterly across far north Burma over a southeastern portion of the Himalaya Mountains, where mountains reached as high as 16,000MSL, then southeasterly into Yunnan Province of China, a distance on that route of around 575 miles. This route was referred to as the Able Route. This route was well north of the Japanese forces in Burma but unfortunately was within range of Japanese fighter aircraft.

This operation had to be developed from scratch. With 27 converted Douglas DC-3 aircraft taken from our domestic airlines the Army's 1st Ferry Squadron, with support personnel and attached to the US Army 10th AF in India for logistical support, begin operations in May 1942. It immediately began obvious that an aircraft with more capability than these was needed if the operation was to accomplish its mission.

Enter the 4 engine Consolidated C-87 aircraft in a limited way (a converted B-24) in December 1942 and the Curtiss C-46 in May 1943 which was to become the backbone of the Hump operation for the next 2 ½ years. The C-46 was initially developed as the Curtiss CW-20 and first flown in March 1940. It was developed by Curtiss for the purpose of being a domestic commercial airliner. When the U. S. Army first looked at it for Hump service it was far from being completely tested and ready for such an operation.

However, the war would not permit exhaustive testing and the Army asked for immediate production of the aircraft to be used primarily in the CBI. Unfortunately the first operations of the aircraft on the Hump proved to be disastrous and a number of the new aircraft and crews were lost. But after some months of operation the aircraft was modified and improved to the point that it became an outstanding aircraft for the purpose.

During its day the C-46 was the largest twin engine aircraft flying. It flew higher and carried approximately twice the load of a DC-3 and its successor the C-47. It was unpressurized and cruised at around 175MPH. It was a great instrument aircraft and the two staged supercharged 2000HP R-2800 engines that carried it were among the best used during the war.

I can speak of this aircraft from personal experience. I made 87 round trips over the Hump in it, flying in all kind of weather, both day and night. We flew the aircraft normally at 48,000 pounds gross but on occasion at 50,000 pounds, not much by today's standards. I have seen this aircraft bouncing like a cork on water, glowing along the wings and at the prop tips with Saint Elmo's fire, and raindrops sparkling on the windshield like fireflies. I was very proud to have had the opportunity to fly her. She was very kind to me.

So it is with pride that I observe her here today, placed next to mountains that were her initial home. May she remain a part of this World War II aircraft display for many years to come. And may the Cadets here at the Academy come to have the respect for her that those who flew her did. She did great things in her time.

Thank you for being here with us today.



Attending Group With C-46 Sculpture in Background

Report to the Membership

**CBI Hump Pilots Association, Inc. - 59th Annual Reunion
Business Meeting Minutes
Denver Marriot Hotel City Center - Denver, Colorado
September 11, 2004**

President J. V. "Jay" Vinyard called the 59th Annual Membership Meeting of the Hump Pilots Association to order at 9:00AM. All present were welcomed.

The first order of business was to introduce the head table. Those present were Board Members Earl A. Story, Charles R. Bonar, Eugene Comontofski, Robert L. Moore, Alfred J. Gardner, Jack Goodrich (Chairman of the Board), Warren L. Simpson (Interim Chaplin), Sam Burton (newly appointed to replace resigned Board member and Chaplain James E. Irion (physically unable to attend further meetings), George H. Saylor, Peyton R. Walmsley and Jay Vinyard. Absent was new Board Member William C. "Bill" Jackson (appointed to replace resigned member E. J. Albers, no longer physically able to attend meetings) who had to cancel at the last minute due to unplanned eye surgery. Bill is the only surviving member of the incorporators of the Association in 1972 and on the first Board of Directors established following incorporation. It seemed appropriate to appoint him to the last Board.

Additional persons recognized were:

Roy Ladd who, together with his wife Pat, is serving as the Reunion Chairman. He was thanked for all their work in planning the Reunion.

Dudley Blumh (Associate Director), John Bodenhamer, and Bill Paul from the Museum of Aviation. They were thanked for again bring the traveling HPA Museum to our reunion and staffing it for our enjoyment.

Captain Steve Sprowls, an honorary Hump Pilot, who was one of the planners at the McChord AFB, WA, June 2000 dedication ceremony for placing the HPA logo over the crew door of USAAF C-17 P-62, and one of the pilots of the aircraft at that time. Steve has been faithfully attending our reunions since that time and worked this year to insure that the C-17 would be available at Peterson AFB in Colorado Springs following our dedication of the bronzed C-46 replica at the Air Force Academy on September 9th.

William "Bill" Thies, who needed no introduction. Bill and his wife Jan were the heart and sole of the HPA from 1968 to 2003 when Jan so tragically died. Bill came to the reunion to be a part of the C-46 dedication ceremony at the Academy. Bill and Jan were donors for the placement of the replica there. Bill was heartily welcomed to our reunion. It was good to see him again.

Jeff Luginbuel (not present in the room) of the Veterans Administration. Mr. Luginbeul brought a crew from the Hearing Aid Section of the VA to provide a free service of inspecting and doing minor repairs on members' hearing aids for this one day. It was noted that our members were being quick to take advantage of this service. (He has indicated an interest in bringing his crew to our 2005 reunion to again provide this service.)

Dr. Mark Russell and Mr. Robert Richeson of the Joint POW/MIA Accounting Command (JPAC) headquartered at Hickam Field, HA. Dr. Russell is JPAC's leading authority on searches for World War II missing in Burma. He will provide a short program on their activities and procedures later in this meeting.

First time attendees, wearing their green dots, were asked to stand up and be recognized. Two members stood up. They were Dallas H. Masterson, pilot, ATC, and a Life Member, down from Anchorage, AK and Merle A. Baer, a crew chief, 1st ATS, and a Life Member, in from La Cresenta, CA. They were welcomed to our reunion and it was recommended that they begin early planning to attend next year's reunion.

A call was then made for the oldest attendee to be recognized. Normally this would be no contest as our oldest member in attendance has long been Jim Beamon who is in his upper 90s. However, bad times have

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befallen Jim and he is unlikely to be able to attend any further meetings. So a quick survey showed that our oldest attending member is Paul Schaefer. Paul, who admitted to being 92 years of age, is a long time member and a former President of the Association. More power to him and we look forward to seeing him again next year. (**NOTE:** Unfortunately Jim is no longer with us – see the Last Formation Listings.)

At this point the President called for the Pledge of Allegiance. Following the pledge Chaplain Wally Simpson was asked to give the invocation. In his invocation Chaplain Simpson recognized those members of the Association who had died during the past year and noted that their names are listed in the back of our Reunion Program. The number of deaths reported to the Association office during the past year was 73.

Following the invocation a call was made for reports to the membership.

Board Chairman Jack Goodrich made the first report. He reported on the Annual Board meeting held on Wednesday, September 8th. Major Items covered were:

1. Voted to make permanent the temporary Board member appointments during the year of **Sam Burton** – Treasurer to replace our Chaplain and Board member Jim Irion, and **William C. Jackson** to replace Board member Bud Albers. These two Board members advised they would be unable to continue to serve due to ill health.
2. A report was made that the HPA monument at the Air Force Museum in Dayton, OH has been cleaned and repainted. Reports are it looks great – as good as new. The Board is currently looking for a way to ensure period maintenance for the monument in the years beyond our time. No final action taken on this.
3. Member Bill Kelso reported that he has completed his public relations program for use by members in making presentations at public events about the Hump operation. The program consists of 35mm slides and a narrative. The narrative can be supplemented by personal experiences. The presentation is now available from Bill at a cost of \$25. (**NOTE:** see Kelso article in the newsletter for further details on this program.)

(End of Chairman's Report)

Next scheduled report was to be from Nick Hudson, the Reunion planner, on the Denver Reunion. Mr. Hudson was not available at the moment but was expected to report later.

Next scheduled report was to be on the 2005 Reunion if the Board had made that decision on Wednesday. No final decision has been made at this time.

Next Treasurer Sam Burton was called upon to make a financial report. He made an "all is well" comment and turned the making of the report over to President/Accountant Vinyard.

A financial report follows: The Association is in excellent financial shape. Our current assets total \$162,488.60. Our Fund Accounts show \$110,000 in the Life Membership Fund (available for operations) and \$7,090.60 in the Operating Fund – a total of \$117,090.60. This is our actual worth at this time. Of this amount \$839.73 is in our Association published history volumes (could be sold), \$8,866.43 in merchandise for sale (of which most will be recovered in sales), and \$4,999.53 in office equipment (to be sold or donated on dissolution). This leaves us with \$105,384.91 in liquid assets at this time.

Our past year Administrative activities shows an income of \$20,680.04 and expenses of \$43,376.45 resulting in a \$22,696.41 deficit for Administrative operations. Our largest expense was \$11,907.78 for the printing and mailing of 3 yearly newsletters. The second largest expense was \$3,900.00 for office rent.

Our PX sales show an excess of \$1,685.51. Our St. Louis 2004 Reunion showed a deficit of \$12,531.18 which was paid out of our treasury.

It is projected that next year our Administrative income will be around \$3,650.00 and expenses will be \$25,517.00. This will result in an estimated \$21,517.00 loss in Administrative operations. PX profits may be around \$1,400.00 and our Denver Reunion is projected as an \$11,000.00 deficit. This will reduce our liquid assets on July 31, 2005, to around \$74,268.00. (This concludes the financial report made at the meeting See a more detailed presentation of major portions of the final report immediately following. A complete financial report is available on request.)

Report to the Membership (cont.)

Secretary Robert Moore then made the Membership report. At this time we have 3,622 members in the computer. Of these members 580 dues paying members are shown as Active (but not necessarily current in dues), 1,783 are shown as Life Members, and 1,259 are shown as Inactive (unknown).

Only 15 Active dues paying members are presently shown as current. At this time we are mailing newsletters to 15 current dues paying members, 1,783 Life Members, 312 wives of deceased Life Members and 38 who made donations to the Association. Total newsletters currently being mailed out – 2,148.

A report was then made on the Museum of Aviation, Warner-Robins, GA, by Associate Museum Director Dudley Bluhm. Mr. Bluhm reported the approval has been received to proceed with the construction of a new building for the Museum. This new building will house a World War II display. One of the features displayed will be the CBI exhibit. That will include bringing the C-46 and C-47, now on open display, inside the building and out of the weather.

At this point a presentation of a bust of the late Lt. Col. Darwin Edwards, a highly decorated veteran of the Vietnam conflict, was made to the Museum by benefactors HPA member Dudley Whitman and his wife Phyliss. Dudley read the inscription on the sculpture for the benefit of the membership. Col. Edwards had been with The Museum for 14 years prior to his death and had served most of that time as the Museum's First Curator. He was very well known to HPAers who attend reunions. The bust was completed by sculptor Robert Henderson who did the bronzed C-46 sculpture now located at the U. S. Air Force Academy in Colorado Springs, CO. The bust was accepted on behalf of the Museum of Aviation by Mr. Bluhm who thanked the Whitmans for their contribution. (NOTE: the bust was placed on display in the Museum area for the rest of the day. The dedication of the bust at the Museum of Aviation is scheduled for December 7, 2004.)

Under New Business President Vinyard told the members about a planned celebration to be held by the Chinese in China next year in recognition of the 60th Anniversary of the end of hostilities between China and Japan on August 15, 1945. A special representative of the Beijing Aviators Association (BAA), one of the primary sponsors of this event, Mr. Ross Lui was then introduced. Mr. Lui read a letter from the President of the BAA which contained an invitation for members of the HPA to go to China and attend this celebration in August of next year. He also asked members to contribute memorabilia for display during this celebration. All memorabilia used will be returned following the celebration. The letter also made reference to a banner which was to be presented to the HPA at the time of the reading of this letter honoring the Hump operation. Unfortunately the banner had not yet been located at the time of the meeting. (NOTE: the banner was later found and shipped to the Amarillo HPA office where it is now on display.)

Nick Hudson was then introduced for a report on the Denver reunion. Mr. Hudson has been working with the HPA on reunion planning for around 14 years. He reported the reunion was better attended than had been expected. Around 350 people were expected to be served at tonight's banquet. Ten different tours had been planned and most of them were full.

Golf Chairman Bill Kelso was then called forward to report on the results of the reunion golf tournament. He read the winners of the various categories of competition. He reported the big winners were Hugh Killingsworth, low gross, and Craig Comontofski (son of Gene), low net. Chairman Bill Kelso was second low gross and Druce Henn was second low net.

At this point President Vinyard issued a "how goes it" call and opened the floor to questions or comments. First up was Past President Les Herbert who asked if it was not possible to provide some compensation to Jay and Sally Vinyard who have been operating the HPA office in Amarillo since May 2003 on a voluntary basis. Les stated that funds for this are available primarily as a result of savings to the Association due to the way the office is now being operated. He said if no compensation was paid the excess funds would just have to be given away. Why not use some of them for this purpose. Board Member Al Gardner asked to answer this suggestion. He stated this had been discussed in the Wednesday Board meeting and that Jay and Sally prefer to continue in a voluntary status for the present time. He gave the membership assurance that the Board is planning to take care of this matter.

Report to the Membership (cont.)

A member then asked if the membership will be told prior to the end of the reunion where the 2005 reunion will be held. The President advised that an effort was being made to obtain definite dates from the Chinese on the August 2005 celebration so the Reunion could be planned to insure that the Chinese 2005 tour and our 2005 reunion do not interfere with each other.

Another member asked if a decision could be made now on location with actual dates to be determined later. It was explained that locations, dates and room prices all go together. It would be very difficult to select a location before taking a look at the dates and prices available. At this point it was stated that at the present time San Antonio is the first choice for the 2005 reunion but the room rates were very high a \$145 plus tax. A straw poll was then taken from the membership present as to whether the \$145 room rate would be a detriment to attending. The poll strongly indicated that this room rate would not be a deterrent to attending our last reunion.

There being no more discussion from the floor, Dr. Mark Russell, on behalf of JPAC, then made a visual and oral presentation to the membership explaining methods and procedures used by JPAC when searching for MIA aircraft and crews. He reviewed a recent successful effort in their search for MIA in Burma. An aircraft was located and examined northwest of Myitkyina. He explained that JPAC was searching for MIAs from all wars. Their ability to search in Burma is very limited by their budgets. This was a very interesting presentation.

This presentation was the last item of business at the meeting. The membership was asked if there was any further business to come before the group. There being no further items for discussion the President asked that all members of the Board meet in the back of the room following dismissal for a short called Board Meeting to consider a couple items. The meeting was then adjourned at 10:40 am.

CALLED BOARD MEETING – SEPTEMBER 11, 2004

Immediately following the Business Meeting the Board met for a brief session. **Two items were discussed.** The first item was a motion to vote on the site of the 2005 Membership Reunion. Based on an understanding that the now available dates of the 2005 China Tour, as provided by Mr. Liu, would be from August 10 – 19, 2005, dates which would not be too close to dates available for a San Antonio Reunion, the Board voted and passed a motion to hold the 2005 Reunion in San Antonio on September 9 – 13, 2005.

The second item discussed was to make a \$1,000 donation to the B-24 Memorial to be located in Balboa Park in San Diego, CA. Our interest in donating is based upon the use of the C-87 version of the B-24 in flying the Hump. This item was discussed to the extent that we wanted to ensure that some reference would be made to the use of the C-87 over the Hump on plaques contained at the site. With this understanding a motion was made to donate \$1,000 to the project if we could receive reasonable assurance that our desires for the C-87 mention be met. This motion was voted on and passed with the condition stated. The President will contact the B-24 sponsoring group for a discussion on this matter. The Board meeting was then adjourned.

Hump Flying After the Surrender

The situation at the U.S. Army Airbases in China that we were still supporting by delivering supplies, became very volatile. Before each flight we were briefed on the situation at our destination, insofar as such facts were known in the operations office. During hostilities with the Japanese, on the prodding of the US, the Chiang Kai-shek Nationalists, and the Chinese Communists under Mao Zse Tung, had entered into a truce agreement. It was always at best a shaky arrangement. After the surrender all bets were off. No one was sure when the hostilities would be resumed for the control of China. It was not whether, but when the shooting would begin. This was a critical question to the planners of the post war evacuation of the American troops still in China.

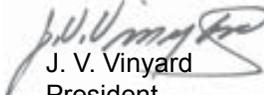
Report to the Membership (cont.) - Financial Report

CBI Hump Pilots Association, Inc.
Balance Sheet
July 31, 2004

ASSETS:

Petty Cash		\$ 125.05
Other Available Cash:		
Amarillo National Bank	\$ 60,051.94	
Cash on Hand for Deposit	<u>\$ 2,379.94</u>	\$ 62,431.88
Certificates of Deposit:		
MBNA CD	\$ 20,120.40	
MBNA CD	\$ 15,030.35	
MBNA CD	\$ 14,028.32	
MBNA CD	<u>\$ 10,023.12</u>	\$ 59,202.19
GNMA Trust		\$ 24,697.27
Association Volumes Archived:		
Volume I	\$ 125.10	
Volume II	\$ 259.83	
Volume III	\$ 245.05	
Volume IV	<u>\$ 209.75</u>	\$ 839.73
Merchandise For Sale:		\$ 5,866.43
Fixed Assets:		
Furniture	\$ 1,699.01	
Furniture Depreciation	\$ (271.05)	\$ 1,427.96
Equipment	\$ 3,672.48	
Equipment Depreciation	\$ (781.69)	\$ 2,890.79
Computer Software	\$ 1,089.25	
Software Depreciation	<u>\$ (408.47)</u>	\$ 680.78
Deposits/Prepayments:		
Federal Unemployment Tax	\$ 364.97	
Deposit - DenverTours	\$ 2,000.00	
Deposit - Denver Music	\$ 1,745.00	
Prepaid Expense - Merchandise	<u>\$ 216.55</u>	<u>\$ 4,326.52</u>
Total Assets:		<u>\$ 162,488.60</u>
LIABILITIES AND FUND VALUES:		
Texas Sales Tax Payable		\$ 2.35
Association Funds:		
Denver Reunion Fund	\$ 45,395.65	
Life Membership Fund	<u>\$ 110,000.00</u>	\$ 155,395.65
General Operating Fund		<u>\$ 7,090.60</u>
Total Liabilities and Fund Values:		<u>\$ 162,488.60</u>

Stated cash balance has been reconciled with the associated bank statement. I believe the above statement to be an accurate account of the financial position of the Association as of July 31, 2004.


 J. V. Vinyard
 President
 Life Member #877

Report to the Membership (cont.) - Financial Report

CBI Hump Pilots Association, Inc.
Detail of Administrative Operations
For Fiscal Year 8/1/03 - 7/31/04

Income - Administrative:

Member Annual Dues		\$	465.00	
Life Member payments		\$	3,205.00	
Bank Interest		\$	11.65	
CD Interest - MBNA	\$	445.40		
CD Interest - MBNA	\$	23.12		
CD Interest - MBNA	\$	986.71		
CD Interest - MBNA	\$	<u>28.32</u>	\$	1,483.55
GNMA Trust			1308.43	
Member Donations	\$	426.00		
NonMember Donations	\$	499.50		
Robins Museum Donations	\$	<u>12,327.50</u>	\$	13,253.00
C-46 Raffle			\$	377.50
Ladies Silent Auction			\$	450.00
Miscellaneous Income			\$	<u>125.91</u>
				\$ 20,680.04

Expenses - Administrative:

Salaries	\$	3,766.83		
Causal Labor	\$	350.00		
Employer SS	\$	277.01		
Employer MC	\$	64.68		
Employer FUTA	\$	76.17		
Employer State FUTA	\$	<u>123.95</u>	\$	4,658.64
Newsletters - Printing	\$	7,966.49		
NL Mailing Costs	\$	2,305.57		
NL Postge Due-NL	\$	306.37		
NL Causal Labor-NL	\$	1,284.47		
NL Envelopes	\$	<u>44.88</u>	\$	11,907.78
Printing - Administrative	\$		\$	264.86
Postage	\$		\$	397.21
Mailing Labels	\$		\$	136.51
Office Rent	\$		\$	3,900.00
Office Supplies	\$		\$	335.19
Computer Supplies	\$		\$	474.79
Telephone	\$		\$	637.98
Reimbursed Automobile Travel	\$		\$	383.04
GNMA Trust loss	\$		\$	227.05
Computer Upkeep	\$		\$	169.99
Asset Depreciation	\$		\$	1,243.62
Internet Costs	\$		\$	248.43
Museum Donations	\$		\$	4,167.50
C46/47 Raffle	\$		\$	159.00
Groups Memorial Don	\$		\$	11,800.00
Wright Memorial Upkp	\$		\$	1,500.00
Chamber of Commerce Fee	\$		\$	100.00
Office Pictures & Frame	\$		\$	154.82
Appreciation Gifts	\$		\$	50.00
Uncollected Debt	\$		\$	299.08
Bank Charges	\$		\$	124.00
Credit Card Late payment	\$		\$	29.00
Credit Card Finance Charges	\$		\$	6.61
Miscellaneous Items	\$		\$	<u>1.35</u>
				\$ <u>43,376.45</u>

Operational Deficit:

\$ (22,696.41)

Report to the Membership (cont.) - Financial Report

**CBI Hump Pilots Association, Inc.
Funds Balance Changes
For Fiscal Year 8/1/03 - 7/31/04**

GENERAL OPERATIONS FUND ACTIVITY - FY2004

Balance - General Operating Fund - 7/31/03: \$ 32,619.96

Changes from FY2004 Activities:

Adjustment to FY2003 FUTA	\$ 313.72	
Operating Loss	\$ (22,696.41)	
PX Gain	\$ 1,685.51	
STL Loss	\$ (12,531.18)	
Transfer from Life Membership	\$ 7,699.00	\$ (25,529.36)

Balance - General Operating Fund - 7/31/04: \$ 7,090.60

ASSOCIATION FUNDS CHANGES - FY2004

FUNDS	<u>7/31/03</u>	<u>7/31/04</u>	<u>Changes</u>
Denver Reunion Fund	_____	\$ 45,395.65	\$ 45,395.65
St. Louis Reunion Fund	\$ 38,527.50	_____	\$ (38,527.50)
Life Membership Fund	\$ 117,699.00	\$ 110,000.00	\$ (7,699.00)
General Operating Fund	\$ 32,619.96	\$ 7,090.60	\$ (25,529.36)
Funds Reconciliation:	<u>\$ 188,846.46</u>	<u>\$ 162,486.25</u>	<u>\$ 26,360.21</u>

Editor's Comment: The above pages of the annual financial report provides information on the primary areas of operation of the Association. However it is not a complete report. A complete report is available upon request from the Association Office in Amarillo, Texas.



C-46 Sculpture Flying Eastbound



Lt. General John Rosa, Academy Superintendent, at podium



SPONSORS



FALL / WINTER 2004

C-46 Sculpture
Donors Plaque

15TH COMBAT CARGO SQUADRON CBI AIR TRANSPORT COMMAND HUMP PILOTS LTD CHINA-BURMA-INDIA HUMP PILOTS ASSOC.

MAJ T J "BUD" ALLEN 120CS 332TCS
 MAJ FRED W ANDREWS
 CAPT WARDEN J ARNETT 110CS
 CAPT EARL "DEAN" BARR
 CAPT KOTIE DWIGHT BARR
 MAJ GLEFORD S BARR
 CAPT HAROLD ALLEN BARR
 LT COL UDEN F BARRON 1332AFBU
 LT JOE DIXON BARRON
 CAPT DONALD VAUGHN BLAKE ATC
 1LT RICHARD R BLOOMER PILOT 2 ATB
 LT COL ROBERT J BLUNT ATCS
 COL RAY D BOGUE 1305 AFBU
 VIRGINIA LOU BONAL 332ND B
 CAPT ROBERT P BROCK ATC
 SMSGT WALLACE J BROWN ATC DFC
 MAJ EARL F BURTON ATC PILOT CDM
 MAJ LOUIS CANTOR USARMY
 CAPT K F CHESHIRE ATC
 CMSGT EDWARD M CHINCY USARMY
 LT JACKIE COHEN
 1LT GARD VIKY CONSTEN 1332AFBU
 PFC GEORGE COCOON ATC 1332AW
 1LT JACK A GROCIFORD AC 400133CS DFC
 1LT DONALD A CUMPER 1415 20TH ITC
 GUYNESS WISGIT CORPORATION
 BRIGADIER O FISHER CW CHINA TEST PILOT
 GEORGE PAGE CIG DESIGNER
 1LT ROY C DANUSIK ATC 1337AFBU
 COL VINCENT A DAURO
 1LT RYAN E DAWDY PILOT 2ND TC DFC
 BOB DOUGLIS FARMY 1332CS 1312CS
 CAPT JOHN C ETHER STRICKS
 MAJ HAROLD S FALCONBERG 400133CS
 BAULS E FERDAN
 CAPT JOSEPH AYERDAV ATC PILOT
 1LT LAWRENCE D FRIEDMAN
 2LT WILLIAM J "BILL" FRIER 1305
 COL ALFRED J GARDNER 121CS
 FRANK GIBSON
 LT JACK D GOODRICH ATC 1332AFBU
 1LT GARD E GRIESHABER 1332AFBU
 LT COL JOHN R GRIMSON 1332CS PILOT
 1LT JACK GULLEY 20TH ITC 1312CS
 1LT NEWTON E HARDIN PILOT ATC 1332BQ
 F/O ED HARKS ATC
 MAJ CHARLES ROBERT HENDERSON
 CAPT WARREN C HITCHINGS
 T/SGT WELDON R HOBBS ATC
 1LT MEL HODELL 1332ND
 CAPT VERA M HODGEN CHINA
 WALTER PARKS HOLLYWOOD UR AC 1337
 1LT JOSEPH F HUBA ATC 1337AFBU
 WILBUR WELLINGTON HURK 1337AS ATC
 1LT JAMES EDWARD IERMAN ATC 1332AF
 EDMOND V JAKED SR
 1LT H GORDON JOHNSON ATC
 T/SGT WALTER KAMBLAY 1305 1305
 LT COL HUGH P KIMMINGS 1332AFBU
 LT COL VICTOR M KING S/S MC GAANE
 PETER E KOTIE
 SEAMAN KLAAS DANIEL KRULWITZ USN
 2LT LOUIS A LABE PILOT
 F/O LLOYD E LAGE ATC
 LT COL JEROME M LAMONT
 T/SGT BOB M LAY PILOT 542-9/43

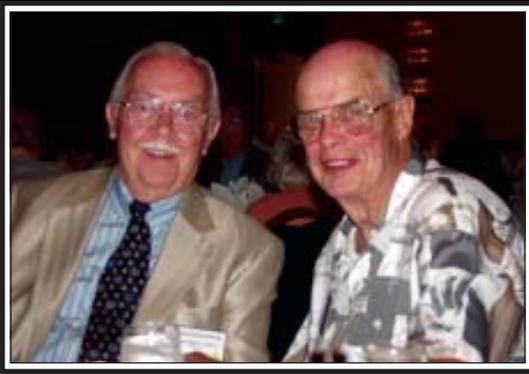
MAJ CAROL DEWITT JR MID 2TCS 300G
 MAJ CHARLES H LOWE
 CMSGT RALPH LIPSON USARMY
 S/SGT DONALD K LINDGREN
 LT COL ROBERT W LLOYD PILOT
 LEONARD H LINDQUIST
 JAMES E LINDON 1305 300G
 SCARLE WOODCOCK D LINDEN USN
 2LT WILKIE MACKIN PILOT ATC 1332ND
 S/SGT DEBOY "BUTCH" MASHBURN
 ROY M MATTHEWS 401 1305
 1LT JADE R MCKINNON ATC
 CAPT CHARLES E MCKILLIBRAID
 CAPT BILLY O MILLER
 LT ROBERT M MURPHY
 COL JOSEPH T MINTON 1305 401
 COL DONALD W MURPHY
 2LT STANLEY MURPHY 1305 300G TC
 LT COL RICHARD C NICHOLSON ATC
 CAPT JAMES R NICK ATC PILOT
 MAJ GLEN F NORDLIE ATC
 F/O MARCUS "PICK" PRINZ
 1LT VICTOR DANIEL P O'GOW 1305
 EDWIN A PERSCHKE ATC
 F/O LAUREN W RAGAN 1305 1337 ATC
 1LT EDWARD L RICHARD 1332 AFBU
 JOHN F "JACK" RITZ 1332AFBU
 ROBERT V RYAN
 LT COL WILLIAM R RYAN
 1LT RICHARD R RYAN 1332AFBU
 MAJ RAYMOND S RYAN ATC 1332AFBU
 LT COL GEORGE Y RYAN PILOT ATC
 CMSGT EDWARD J RYAN 1100
 1LT EDWARD J RYAN UR PILOT 1332AF
 LT BENJAMIN SCHWARTZ USARMY
 CAPT HAROLD J SHAWER PILOT 1332AFBU
 1LT THOMAS F SHERIDAN 1315 TCS
 MAJ ROY D SIMON 1305 1305
 F/O ANDREW W SIMON PILOT 1332AFBU
 LT COL WARREN L "WALLY" SIMPSON
 OSCAR C SOTO
 COL FREDERICK A STONE 1332AFBU C 37/109
 M W "MAY" SWAIN
 1LT PATRICK JOHN SYMONS 300G 1305
 COL EDWARD S SZCZUTKOWSKI 1332AF
 CAPT JOHN DAN TAMB
 JIM A BILL THOMAS
 1LT VL TOM THOMPSON 1332ND
 CAPT WALTER S THOMAS 1305 1305
 S/SGT ROBERT L THOMAS 1305 200C
 1LT CLAUDE H THOMPSON 1305 1305
 GEORGE T VENS MID
 LT COL MILTON V VETTER ATC PILOT
 CAPT V J "JAY" VINYARD ATC PILOT
 MAJ EDWARD V VORSEW
 MRS GRASSIE WALKER USN
 LT COL GORDON F WALKER ATCS
 1LT LEONARD C WELCH 1332AFBU
 CAPT DUDLEY A WELMAN AC 100 ATC
 CAPT CHARLES J WILKIE 1305 1305 AFBU
 2LT PHILIP V WILSON BRAC 300G 1305
 CAPT V PAUL WITZER
 1LT GEORGE H WISSET MED CORPS ARMY
 CHARLES K WOODLEY TWA
 CHIEF W/SGT EDWARD A YUBAS
 1LT EDWARD R ZANE UR

16TH COMBAT CARGO SQUADRON - TBI 1944-1945

LT COL EUGENE D ADAMS
 MAJ GEN LESLIE W BRAY JR
 LT COL LESTER M BREWER
 MAJ GEORGE KELLEY DUFUY
 T/SGT BENJAMIN J FILER
 S/SGT MANDEL S GRUESNER
 S/SGT STEPHEN A KOGUT
 S/SGT ROBERT E MCGILL
 LT GALE L MCGANNON
 LT ELWYN C MICHAELS
 LT COL ROBERT J MIKO
 MAJ DAVID OKUNA

LT COL RICHARD E PARK
 LT COL WILFRED R PEPPER
 LT DAVID LEE RUMSKIL
 LT COL CHARLES E SIMMONS
 LT JOHN A STALLINGS
 LT BILLY C SYERS
 LT LOUIS F VALETTEUR
 CAPT ROY W WALKERS JR
 LT MILTON M WATKINS UR
 CAPT HAROLD E WATSON
 LT CHARLES H WATSON
 LT JAMES L WINGERT

Can you find your name?



Sculpture Aircraft Plaque



Photography courtesy of:
Bob Rooman
Jake Saylor
Air Force Academy



**HPA 2005 60th and Final Annual
Membership Reunion**

Plans are now being finalized to have our 2005 Reunion at the **Marriott Nashville Airport Hotel in Nashville, TN, September 26 – October 2, 2005**. This is a four star countryside hotel located about eight miles east of Nashville and about three miles north of the airport. It is nearby a major shopping mall which is also the site of Grand Ole Opry activities.

Room costs will be \$95 per day plus 14.25% tax. Free parking for automobiles is located on site. Free airport transportation is provided twice each hour. This is a high-rise hotel with all rooms conveniently located near an elevator (very similar to the Albuquerque Marriott).

This is all very important. We cannot be sure exactly what kind of a turnout to expect for this final reunion at this time. To help in our planning any member, or family member, who even thinks they might go to the reunion should go ahead and **make their reservations at the hotel as soon as possible**. This will help greatly in giving us a look at what to expect in attendance and will also insure that all members attending have reservations at the hotel. There will be a no penalty period for canceling reservations for members who may have to cancel out so this should not be a matter of concern.

Final plans for the reunion could not be completed early enough for inclusion in this newsletter. Therefore a **special mail-out of Reunion Registration Forms will be sent to the membership around the first of February 2005**. This mail-out will include all the necessary information needed for making hotel reservations and registering for the reunion.

Let's make this final Reunion a really big blow-out.

Members in Action

Bill Kelso, ATC, has completed his HPA public relations slide presentation referred to in the Spring 2004 newsletter. He spent considerable time on this project. The program was accepted by the Board of Directors at the Denver Reunion as a recommended tool for making presentations in public

forums about the Hump Operation of WWII. (See the article further on in this letter from Bill that provides further detail about his presentation and how it can be ordered by members for their use.)

Many thanks to Bill for developing this presentation.

Richard F. "Dick" Millan, ATC, a past HPA President, was featured in an article in the May 27, 2004, issue of The Virginian-Pilot, a Norfolk, VA newspaper, about his World War II service in the CBI. Dick went directly from flying school to the Hump in November 1944. He was a pilot based at Misamari. He flew 99 Hump missions. In his story he spoke about his CBI adventures of flying the Hump and eating the food. He explained that in China, in a flight line snack bar where the Chinese could not speak English, a pilot could have ordered a cheeseburger with fries and a chocolate milk shake and he still would have gotten scrambled eggs. (Yes – how well we remember).

Recently deceased Member **George P. Mortensen, ATC**, will long be remembered in his home town of Shelby, IA. George was a radio operator with one of the very first Hump flight crews, arriving in India in April 1942. According to his wife Pat she is planning an "Aluminum Trail" in a garden by the nature trail that goes through their town in memory of George. She will place flagstones covered with aluminum every now and then through the area with information telling what these flagstones mean.

Thanks Pat for this very thoughtful project. George must surely be smiling down.

HPA members President **J. V "Jay" Vinyard, ATC**, Board Member **George H. "Jake" Saylor, 10th ComCar Sq.**, and **David K. Hayward, 14th AF**, were among a small group of U. S. Veterans that attended a World War II symposium in Kunming, China, on July 25th and 26th of this year. The American Volunteer Group (AVG) and China National Aviation Corporation (CNAC) were also represented. The symposium was a first class event and was very well covered by the Chinese news media. There is a great deal of interest in present day China about the American air activities in China during World War II. We also visited the ancient cities of LiChiang (near Likiang Mt. up on the old northern Hump Route) and Dali, at the foot of Tali Mt., (and near the old Yunnanyi airbase) while there. (See further articles on this trip following in this issue).

Members in Action (cont.)

Member **Robert Logan, ATC**, was awarded a special “Wright Brothers 50th Anniversary” Certificate at a banquet held on September 25th at a local hotel. The Federal Aviation Administration (FAA) presented these certificates to selected pilots who have flown continuously for 50 years and have been active in aviation. The award was presented to him by representatives of the local FAA Flight Standards District Office. The award to Robert was based on his flight instructing during the early part of World War II, time in the military flying the Hump, establishing a Flying Club for students at Georgia Tech and serving as their advisor, and serving in several positions the Civil Air Patrol.

Congratulations Bob. You have obviously lived your life’s dream.

David Hayward China Trip Report

A RETURN TO CHINA—JULY 2004

David K. Hayward

Jeanne and I were invited to go to China July 23 to August 2. The invitation came from the Sino American Aviation Heritage Foundation. The purpose was to participate in the International Symposium on Sino American Friendship in the Second World War. The symposium was comprised of ten members. Three were members of the American Volunteer Group (AVG), a B-25 pilot (myself), a B-24 pilot, a P51 pilot, a P40 pilot, an Air Transport Command pilot, a China National Aviation Corporation pilot and a Combat Cargo Command pilot. The entire trip was paid for by the Office of Information, Yunnan Province, China.

Our Chinese hosts represented the government, schools, universities, researchers, writers, television and newspapers. The symposium was held at the Kai Wah Plaza International Hotel in Kunming, a 5-Star hotel.

Each member of the symposium was asked to speak on the role played by his type of airplane in China, his experiences in assisting the Chinese, and one or two exciting missions he flew. In addition, each member submitted to interviews for the press, the local TV stations and for the record.

The Chinese treated us all like “heroes” who had saved their country from falling into the hands of the Japanese. This was unlike our experience in China in 1989 when, during our visit to Kweilin (now Gweilin) where the B-25’s of the 11th Bomb Squadron were stationed in WWII, our guide said to us, “there were never any Americans stationed here.” At that time, China still associated the Americans with the former leader Chiang Kai Shek. But now China recognizes our having helped the Chinese people in their time of need, and wants to develop our friendship.

After the symposium was concluded, our group often pilots plus wives or other family members were taken to other points of interest in Kunming. The first was a photographic exhibition called “Yunnan in the Eyes of the Hump Flight Veterans.” Again, photographers and interviewers were there to catch our reactions and comments as we viewed the pictures.

The second stop was at the Hump Flight Memorial School. The 22nd Bomb Squadron had made a donation to this school in 1999. Our squadron name is engraved on a marble plaque in front of the school.

On the next day we flew to the town of Lijiang, about 200 miles northwest of Kunming, for a tour of the Lijiang Ancient Town, the MU Mansion, a welcoming dinner and the Ancient Naxi (an ethnic group) Music Show.

Next morning we visited a World War II airfield, now a family horse-riding field. Then we boarded a bus and drove 100 miles south to the town of Dali, on beautiful Erhai Lake. We had another welcoming dinner and the next day we visited the monument to Captain Mooney, a P.40 pilot who was killed while maneuvering his plane away from the populated city to avoid civilian



casualties, for which the townspeople have been eternally grateful. Next we traveled along the “Tin-

Horse” Road to the Yunnanyi airfield, where a detachment of B-25’s of the 22nd Bomb Squadron were stationed in 1944 for flying short missions into northern Burma. Then, back along the Burma Road to Dali and a tour of the Dali Ancient Town. On the following day we flew back to Kunming. Some of us



took another look at Green Lake Park and the Yuantong Si pagoda, the Buddhist temple nearby. On Jinbi Lu road we ran across the Hump Bar, where many

photos of World War II adorn the walls. The owner was most interested in talking to us about old times. I gave her a copy of our squadron book WWII DIARY.

A fine time was had by all and I was glad to have had the chance to explain the contribution the B-25 squadrons made to the cause of China in World War II.

China Memories - July 2004

A RETURN TO CHINA 2004

ADDITIONAL THOUGHTS

By J. V. Vinyard

David Hayward provided an excellent overview of our trip to China this past July/August. I would like to provide some addition insight about the trip that I especially appreciated.

First, I was impressed with the interest now being shown in the events of World War II by the Chinese people. They are now going through a period of learning about this war and the Americans who flew, worked, and died in their support. The Chinese people have a special interest in the past as it pertains to their families and their history. They are now working hard to record as much of the World War II history as they can directly from the U. S. Veterans while we are still available. Personally I am for providing them all the help I can.

I used the symposium held in Kunming and personal visits with Chinese people to try and convince them that not all American flyers were “Flying Tigers”. That is my personal mission. It is

hard for them to think of Americans in any other terms due to the extreme admiration they have for this group. I found out one thing. Whenever introduced to a Chinese person or group who are told we are American flyers who helped the Chinese during World War II, then whether they can speak any English or not, you can count on them to know at least two English words – “Flying Tiger?”

So I took my opportunities in China to go on record during the occasions I had available to explain that the U. S. Army Air Forces in China during the war were isolated there without the ability to independently operate. I explained that to become an effective force it was necessary that the supplies be provided to them from outside China to put them in the air. I further explained that it was the Hump operation and the Hump pilots, including CNAC, that provided these supplies to them.

This information was always received with interest. I just wanted them to know that Hump pilots were not Flying Tigers but we were part of the Flying Tigers team.

On the morning of July 27th the group was flown to the town of Lijiang, located about 210 miles northwest of Kunming. This town was on the old “Able” route, flown primarily by the early day Hump pilots and later flown when delivering fuel to the B-29 bases at Chengtu (now Chengdu).

A homing station located there was identified to Hump pilots as “Likiang”. Needless to say it was located in the shadow (to the south) of one of the most famous mountains on the Hump – Likiang Mountain. During the war there was a lot of discussion about the actual height of that mountain. Current Chinese charts show the mountain as 5,596 metres in height or 18,359 feet MSL

Located well north of Lijiang was a mountain meadow that was used as an air field during the war. Grass only. It was likely the homer was located near that air field. I flew over the facility and town a number of times but did not know they were even there.

We visited that old air field. It was a real spiritual moment for me to realize I was standing on an air field, located on the main Hump, which I had flown over some 60 years ago.

The Municipal Airport for Lijiang is now located about 35 miles south of the city. It is a very modern airport but its instrument approach is truly in the heart of major mountains. Nothing I would want

China Memories - July 2004 (cont.)

to try in the old C-46 in bad weather with the equipment we had.

After Lijiang we went to Dali. This is a major city today, located south of Lijiang on the south end of the lake that lies immediately east of Tali Mountain, another famous Hump mountain, and not far from the old Yunnanyi Air Base. This was another town that I was not aware of. I was told by a number of pilots that there were 3 beautiful pagodas out around the lake. I never found them, until this visit. They are located near old Dali Town, and go back hundreds of years. Now I know where they are.



One last item of worth. We were taken to the site of the old Yunnanyi Air Base from Dali. It was known as a difficult base to get into due to the mountains on all sides and weird winds. Now that I knew well. I flew many trips into Yunnanyi. It was best known for the C-46 fuselage coffee shop near base operations. Today it is a farming site. All we found was a portion of hard surface on the northeast end of what was likely the old runway or a taxiway. That was another solemn moment for me because Yunnanyi was where I took my last Hump trip before going home.

All in all this was a great trip and we were treated like real heroes. I am looking forward to returning to China again next year.

New Members

Evans, F. B. 4215 Harding Pike, Apt 708
Nashville, TN 37205
Associate Member, ATC, Kunming, 3/44 - 11/45

Gall, Douglas M. "Doug" 313 Bermuda St.
Bakersfield, CA 93309
Ph 661/832-3425 noble@prudentialhunter.com
Pilot, ATC, Karachi, Sookerating, 1/45 -11/45

Garrison, Roy C. 2258 Penstemon Ct.
Wichita, KS 67226
Ph 316/686-1679
Pilot, 1th ComCar Sq., 3rd. Gp. , Ledo, Tulihal,
N. Myitkyina, 11/44-9/45

Paulson, Don L. "Pappy" 407 E. Madison St., Apt #8
Dodgeville, WI 53533
Ph 608/930-6432
Pilot, ComCar, Chittagong, Myitkyina, Bhamo,
3/44 - 4/45

Witt, Jr., Arthur "Pappy" 351 Crown Point
Columbia, MO 65203
Ph 573/449-6921 rew55@mizzou.edu
Pilot, 319th Troop Carrier Sq., 1st Air Commando,
Asonsol, Warzup (India), Loping, Xian (China),
4/45 - 10/45

New Life Members

- Cox, Wyatt H. "Tex"** (TX)
- Gleason, Robert L.** (NC)
- Lazarsky, Joseph E.** (VA)
- Peet, Stewart T. "Stew"** (MI)
- Ricci, Albert J. "Al"** (MA)
- Smith, Harold V. "Hal"** (NY)
- Studenmund, Robert R. "Bob"** (OK)
- Swanson, Vern B. "Swanee"** (AZ)
- White, William P. "Bill"** (FL)
- Yost, George A.** (IN)
- Zea, Earl C. "EZ"** (NY)

Last Formation

We bid our buddies farewell as they made their last flight.
Each will most certainly be missed.
Their legacy will live on!

Our sincere condolences are extended to all members
of these families on their loss.

AYERS, Donald H. "Don" 68 Orion Rd.
Berkeley Hts., NJ
Passed away 11/21/2004. Pilot, ATC, 1337th AAFBU
SOOKERATING, 2/44-10/44

BEAMON, James H. "Jim" 1900 College Ave.
Vincennes, IN
Passed away 11/18/2004. Pilot, 1st AirTrans Sq., 21st Bomb
Com., KALIAKUNDA, 4/44-6/45

CARPENTER, Carey P.O. Box 280
Aztec, NM
Passed away. Pilot, 2nd AirTrans Sq. (M), 20th Bomb Com,
KALIAKUNDA, 6/44-1/45

COHN, Sidney A. "Sid" 950 Cherry Rd. Apt. 162,
Memphis, TN
Passed away 10/19/2004. Pilot, ATC, 1346th AAFBU, DACCA
(TEZGAON, KURMITOLA), CALCUTTA, 1/45-12/45

COURTNEY, Raphael C. "Ray" 26606 S. Foxglenn Dr.
Sun Lakes, AZ
Passed away 8/8/2004. Pilot, ATC, SOOKERATING, CHABUA,
JORHAT, 12/42-2/44

COWLES, Frank M. 73 Sixth Ave. S.
Naples, FL
Passed away 10/12/2004. Pilot, ATC, 1348th AAFBU
MYITKYINA, 1/45-1/46

DORAN, Patrick L. "Pat" 4123 Constellation Rd.
Lompoc, CA
Passed away 5/11/2004. Pilot, ATC, 1328th AAFBU,
MISAMARI, 12/43-3/45

EBERHARDT, Russell W. "Russ" 5236 Confederate Dr.
Naples, FL
Passed away 9/21/2004. Flight Engineer, ATC, 13th Ferry Sq.,
1st Ferrying Gp., SOOKERATING, 3/42-3/44

ESSER, Joseph G. "Joe" 865 Sombart Rd.
Boonville, MO
Passed away 7/24/2004. Pilot, 1st AirTrans Sq. (M),
KALIAKUNDA, 1/45-11/45

EVERETT, Phillip E. "Gene" 5400 Park St. N. #607
St. Petersburg, FL
Passed away 8/2/2004. Pilot, ATC, Project 8, 1328th & 1306th
AAFBU, MISAMARI, AGRA, KARACHI, 11/43-12/44

FISHBAUGH, Woodrow J. "Woody" 440 E. Johnstown Rd.
Gahanna, OH
Passed away 9/3/2004. Pilot, ATC, 10th Weather Recon,
TEZGAON, BARRACKPORE, 3/45-5/46

HAYBALL, Robert T. "Bob" 715 E. Fordham Dr.
Tempe, AZ
Passed away 9/9/2004. LineChief/Engineer, 4th ComCar Sq.,
347th Airdrome, LUICHOW, HANKOW,

HILDRETH, Charles G. "Chuck" c/o Helen I. Miller
297 W. John St.
Meadville, PA
Passed away 9/15/2004. Pilot, ATC, 1328th AAFBU
MISAMARI, 11/44-12/45

HURT, Wilbur W. 3740 Hunters Glen
Cibolo, TX
Passed away 7/12/2004. Pilot, ATC, SOOKERATING,
2/45-11/45

KAINEN, S. A. "Sy" 170 W. End Ave. Apt. 12-D
New York, NY
Passed away. Crew Chief, 2nd AirTrans Sq. (M), LULIANG,
4/44-12/45

LEWIS, Charles H. 3559 Beechwood Pl.
Riverside, CA
Passed away 11/25/2004. Pilot, ATC, MOHANBARI,
11/44-11/45

MALONEY, Charles W. "Bill" 627 Sherrill
Duncanville, TX
Passed away 10/17/2004. FltEng/Gunner, 436th Bomb Sq., 7th
Gp., BARRACKPORE, PANDEVESWAR, MADHAIGANJ,
LULIANG, JORHAT TEZPUR, 8/44 - 10/45

McNEIL, Laurence A. P. O. Box 779
Corpus Christi, TX
Passed away . Pilot, ATC, 1328th AAFBU, MISAMARI,
TEZGAON, 3/45-12/45

MEYERS, William E. "Bill" 3119 Woodland Pl.
Akron, OH
Passed away 7/15/2004. Cargo Kicker, 21st Field Hosp, Y-Force-
MARS, Merrill's Marauders, PAOSHAN, KUNMING,
CHIHKIANG, 7/43-12/45

Last Formation

MURPHY, Thomas W. Jr. 8162 WELLSMERE CIR.
ORLANDO, FL

Passed away. Pilot, ATC, 2nd Air Trans Sq.(M), 20th Bomb Com., 1333rd, 1340th, 1343rd, 1366th AAFBU, CHABUA, KUNMING, LULIANG, 10/44-12/45

NEIMAN, Arthur "Artie" 168 Ronald Rd.
Lakewood, NJ

passed away 6/26/2004. Cargo Kicker, ATC AirCom. CNAC 3731st QM Truck Co. SOS, 472nd R, CHABUA, JORHAT, KUNMING, LULIANG, CHANYI, 9/43-10/45

PATTERSON, Kimber 155 Rutledge St
San Francisco, CA

Passed away.

PEARSON, Evan J. "Ev" 1896 Wasatch Blvd.
Sandy, UT

Passed away. Pilot, 4th ComCar Sq., 1st Gp., HANKOW, CHITTAGONG, 4/45-5/45

POPE, Edwin R. N2989 Riverview Rd.
Waupaca, WI

Passed away 9/18/2004. Pilot, ATC, AirCommando, AirTransSq., MISAMARI, 11/44-12/44

RAICHLE, Sylvia 5292 Sugar Pine Loop
Roseville, CA

Passed away 7/28/2004. Radio Operator, 1st AirTrans Sq., 20th Bomb Gp., KALIAKUNDA, KHARAGPUR, 3/45-9/45

SCHNEIDER, Wharton L. "Mort" 1847 Nottingham Rd.
Allentown, PA

Passed away 9/27/2004. Pilot, ATC, YUNNANYI, DUM DUM, 6/45-12/45

SEALY, Harry H. "The Hawk" 3519 Fenelon St.
San Diego, CA

Passed away . Pilot, 459th Ftr Sq., CHITTAGONG, 1/43-1/45

SHERIDAN, Thomas F. "Tom" 9239 Tiara Ct.
New Port Richey, FL

Passed away 11/16/2004. Pilot, 315th TrpCar Sq., 443rd Gp., LEDO, DINJAN, CHIHKIANG, HANKOW, 1/45-12/45

SNYDER, Bernice 231 E. Clearwater Rd
Lindenhurst, NY

Passed away 3/6/2004. Pilot, 315th TrpCar Sq., 443rd Gp., LEDO, DINJAN, 7/44-9/45

STORM, Samuel J. 804 McGee Dr.
Norman, OK

Passed away 12/3/2004. HQ SOS, KUNMING, 3/45-9/45

TRKOVSKY, Robert "Tusky" 3815 S. Gunderson Ave.
Berwyn, IL

Passed away 7/1/2004. Pilot, 10th ComCar Sq., 3rd Gp., DINJAN, DERGAON, SYLHET, 7/44-4/45

VIENS, Leo One Booth St.
South Attleboro, MA

Passed away 6/24/2004. Pilot, ATC, DINJAN, 4/42-5/42

WIDMAR, Charles John "Chuck" 6609 Socorro Dr.
Las Vegas, NV

Passed away 11/28/2004. PILOT, 1330TH AAF,ATC, JORHAT, 10/44-5/45

WIESENTHAL, Melvin L. "Mel" 84 Woodlands Rd.
Harrison, NY

Passed away 5/3/2004. , ATC, MISAMARI, DUM DUM, BARRACKPORE, 12/44-3/46

ZIEGLER, Fred C. W. "Zig" 4854 Baker Ave. Box 223
Zephyrhills, FL

Passed away . Pilot, 425th Bomb Sq., 308th Gp., CHENGTU, TEZPUR, DERGAON, 1/45-11/45

*Someday we will know, where the pilots go
When their work on earth is through.
Where the air is clean, and the engines gleam,
And the skies are always blue.
They have flown alone, with the engine's moan,
As they sweat the great beyond,
And they take delight, at the awesome sight
of the world spread far and yon.
Yet not alone, for above the moan, when the earth is
out of sight,
As they make their stand, He takes their hand,
and guides them through the night.
How near to God are these men of sod,
Who step near death's last door?
Oh, these men are real, not made of steel,
But He knows who goes before,
And how they live, and love and are beloved,
But their love is most for air.
And with death about, they will still fly out,
And leave their troubles there.
He knows these things, of men with wings,
And He knows they are surely true.
And He will give a hand, to such a man
'Cause He's a pilot too.*

- author unknown

War Stories

SPANNING THE SOUTH ATLANTIC IN A C-47*by Jack Worthington*

It was early in the morning of 02 June 1945 when Jack Worthington, navigator, and the rest of the crew prepared to take-off from Natal, Brazil for the British owned upper south Atlantic four by five mile rock known as Ascension Island. If everything went right they would fly the 1,400 hundred miles in approximately eight hours...

It would be the first crossing for each of them: pilot Verne Gibb from Kansas, a 25 year old newly-wed, was the serious type; unmarried 20 year old Dick Mulkern from Minnesota was co-pilot. As one might expect from someone that age and fancy-free, he would rather be flying fighters.

It would be up to Worthington, 23 and married, to keep them on course to the leveled volcano with an east-west runway. They would relish the release from tension in an overnight rest at this refueling station. There was still another 1,000 miles to go to the west coast of Africa the next day.

Staff Sergeant John Zajfor was crew chief and Sergeant Joe Grabowski was the radio operator. Because of a perceived German U-boat threat there was no radio home beacon or radio signal. Says Verne Gibb, it was good navigating and fuel rationing that got you to the island. Once at the island pilots must be aware of a probable downdraft at either or both ends of the landing strip which begins and ends at cliff edge.

It was late afternoon with cotton ball fluffy clouds below when Worthington stood between the pilots and prayed one of the dark spots on the ocean below was a large rock.

"Keep your eye on that spot with the white ring around it," he instructed the pilots. They had made only one course correction in the entire flight since leaving Natal. Pilot skill in maintaining the heading, favorable following winds and good navigation soon rewarded them. The white line surrounding the dark spot soon became breaking waves and the runway and buildings are recognizable. A high, steep approach and pancake landing and they are on the ground per his ETA

The next day they head north for Robert's Field in Monrovia, on the coast of Liberia. Part way

and ahead of his calculations Worthington was lured by two similar landmarks to disregard his plot plan and lose some time searching for the field which was further north.

Worthington was kidded for being able to find Ascension Island but missing the continent of Africa.

NETHAWAY'S 17th HUMP FLIGHT*by Richard C. Nethaway, Class 42-I**(Continued from the Summer Newsletter, p. 12/13)*

Editor's Note: This is the conclusion to this three-part story. See page 12/13 of the 2004 Summer Newsletter for the second installment. The title used is a misnomer. His 17th trip was actually his bailout trip. This has been a verbatim reproduction of his diary as submitted to us.

Monday, 3 January 1944. Up at 06:30. Helped C. O. and Shreve Wood again with their packing. Had a tuna fish supper last night at midnight. Wood and I drove from Ops to Sector HQ where Wood received his Air Medal from Col. Kilgore. They got off the ground at 10:30. Sure hated to see them leave. Shaved, showered and made out schedule. Butler and I bought a victrola and a hundred records for 250 Rupees. Got a lot of canned goods, sheets and towels from C.D. Williams. To bed at 21:00.

Tuesday, 4 January 44. Up at 02:00. Ate and got Heller over to be my new assistant I think he'll be pretty good. Played some of the records, made a schedule and went to a S.O.S show this evening. The first show in weeks. "China Girl" with Gene Tierney and Robert Montgomery. Pitcher and Britt are on the Hospital Run tomorrow.

Wednesday, January 5. Up at 06:30 and to work. Bretta and Pitch took the hospital ship this morning. Worked 'till noon and back at 3:00 (15:00) to help Heller again to learn scheduling, etc. Am going to Chanyi tomorrow if I can make it out.

Thursday, Jan 6. Up at 7:00, sweated out #643 to take to Chanyi with Brigida. Left at 11:30 and flew to Tali. Had two hours of snow storms, instruments, and found Chanyi and Kunming were closed in. So we let down on Yunnanyi. A B-24

War Stories (cont.)

crashed within two miles of the eight days. A terrible crash at Tezpur. A C-87 with full fuel and bomb load lost an engine on take-off and flew into a native village, crashed and burned. Degen also crashed into a wog (native) village. To bed 21:00. Reading "Topper.

Saturday, 22 January. Up at 04:00. Bernie, Britts and I were pretty tired. Weather reported to be high so I tried to go under. No good. Went to 21,000 and over the top. Had an instrument let down to 500 feet at Kunming. Had a load of ice to boot. Wired Jeanne and the folks while there. Britts flew home, topped out at 20,000. 15 degrees below at altitude. Ronny and I got together for a gab session. We went over to the polo grounds to see the Snuffy Smith show. It was so terrible we left midway. Today was trip#28. Now have 335 hours in a C-46. To bed at 22:00.

Sunday, Jan 23. Up at 09:00, shaved and showered before going to church. First time to church in weeks. Got a package from folks and a church group. Greiners, Prices, etc. Very nice of them. Worked the afternoon shift and made out schedules. Had chicken for supper tonight. Good. Akers and Laubacher are in. Akers got gored in the butt by a wild elephant and bitten by leeches. Laubacher rented an elephant to ride, ten rupees (\$3.20) per day. Spirit is declining as 18 month policy is rumored. To bed at 21:00

Monday, 24 Jan. Up at 06:30 and to work in ops. Very few planes went out today. Butler took the Hospital ship again today. I took shower, shampoo and made out schedules. Put Brigita and myself on the "leave" ship to Bombay via Agra tomorrow. Ganley is navigating. Should be a nice trip and give me about 25 hours of flying time. Have shaved, packed a clean shirt so am ready for an 08:00 takeoff. Have Ronny and Laubacher on shuttle for next 30 days. A good deal.

Tuesday, Jan.25. Left for Agra in the "leave" ship with Brigida. Picked up a couple of Captains, 8 Privates. Arrived Agra at 17:00. Ate a fine meal and went into town with Navigator Ganley, and Marcus and Cowan, on leave. Bought a jacket for Jeanne but couldn't find a Gurkha knife. Guess I'll have to buy one from a real Gurkha. Bed at 22:00. Flew 8.5 hours today.

Wednesday, Jan. 26. Bart (Brigida) and I took the ship into Bombay, stopping only two hours. Would have liked to look the town over. Back to Agra still with the Captains. Again went into town. Saw a show. Bart met 6 Italian POWs. They get only 5 Rupees a month from the British. They've been POWs on "parole" for four years. To bed at 22:30. Pretty good food, tents for sleeping.

Thursday, 27 Jan. Came back to Chabua by way of Lalminarhat. Stopped at an auxiliary strip at Lucknow to let off Captains St. John and Goff. A nice trip in all giving us 24 ¾ hours flying time in 3 days. Was rather glad to get back. Met Ferguson and Brandt at ops at 17:00. They had just finished 5 ½ hours returning from Kunming. 100mph head winds. No one at home so went to bed at 21:00. Brought back some leather flags. (*Ed. Who did?*)

Friday, 28 Jan. Up at 08:00 for breakfast. Spent morning at Ronny's barracks helping Bomar beat Cristoforo at chess. Worked (for last time) in Ops this afternoon. The new regime is taking over. They're all Service Pilots and former airline men. Went back for more chess and listened to some records. Lost our game with Bomar and Myers. Am glad to be back from my trip west. Bed 22:00.

Saturday, Jan. 29. Up 08:00. Spent afternoon wrapping packages and aren't (am not) through yet. Went to the SOS show. Saw Susan Hayward in "Hit Parade of 1943." Good show but I'd seen it before. Lost a game of chess to Bomar. Heard that Short and twenty others were killed in a C-54 transport on take-off at Accra, Africa. Also Scepanic killed in a China raid August 25th. Bed at 22:00

Sunday, Jan 30. Up just in time to go to church. Enjoyed it. Ate lunch and was talking with Pitcher and got called out at 2:45 PM. Had 24 passengers and luggage to take over. Got off at 4:30 and it was dark by first ridge. Carried a heavy drift angle and still passed well north of Lake Tali. Got in at 8:00 PM and stayed all night. Poor beds. Ate nine eggs first. Bed 9:30. Took Bruce Thomas' clothes over and mailed them.

Monday Jan 31. Up 06:00 in Kunming and it was raining hard. Passed up breakfast and took off at 7:15. Flew snow storms for a couple hours. Many bearings were shot on some of the 2 ships leaving about the same time. Andersen and Porter are

War Stories (cont.)

reported missing since yesterday morning in #413. While I was on the Bombay trip, eight planes crashed here in the valley. One crew bailed out at 300 feet right over the officers area. Spent evening with Ronny, Christofero and others playing records.

Tuesday, Feb 1. Up at 2:30 and went over to Barracks 5 with the fellows most of morning. Ate at Chinese restaurant in 13th area. Miller and Kerkorian in #425 are down. No word from them since take-off at noon yesterday. Read a letter, showered. Don DeCasse called from ops. Got him up to the area and we ate at the Chinese restaurant again. Had a good gab session. He wants to fly the Hump tomorrow. Will take him as I'm going anyway. Bed at 10:30.

Wednesday, Feb 2. Up 08:30 and to operations with Don to get him straightened out, paper-wise. Van Fossen was navigator on plane. DeCosse came in on, and he wants one trip over Hump before returning to the States. Bed 9:30.

Thursday, Feb 3. Up 08:00 and DeCasse and I sweated out a trip all morning. About 11:30 we got a call. Took VanFossen over with us. I showed him all Lake Tali and Yunanyi airfield, the only two things visible. Solid instruments to 18 M. Started back at 6 PM. And flew till 10:00 getting back. Brought a Polish pursuit Major who said he'd rather fly three pursuit missions than one of these. Really cold. Was tired and hungry. Ate and bed by 23:00.

Friday, Feb 4. Up at 09:00 and Don and I went into Dibrugarh.. Bought some fake stones from some Tibetans. Had a keen old time showing them the town and Planter's Store. Looked at some Gurkha knives and some stones plus a little silver stuff. Don bought a mattress and a pillow, and I got some agate kind of stone. Rode home on a load of inions. Ronny, Van F and Don and some others were in tonight for a bull session. Bed At 10:30.

Saturday, Feb 5. Up at 8:15. Called out for trip. It was number 30. Found out they called 15 crews down and released them during the night due to weather. It wasn't bad going over at 1 PM. Started back at 3:30. Barnes, Gibson, Holland and several others were there. I had Whitney for co-pilot. Flew back over 20M and froze. Let down on instruments and ice to V.G. In at 7:15 PM. Bed at 9:30.

Sunday, Feb 6. Went to church. Had communion and an organ that another chaplain passing through loaned us. Found Don and ate lunch with him. Got two cards from Betty E., and two letters from Dad. Don played a little poker while I shaved, showered and shampooed this afternoon. Ate supper and am not on schedule. Saw a show with Alice Faye, "Gang's All Here." Bed at 9 PM.

Monday, Feb 7. Up at 10:00 and Don and I went over to see Brandt, Akers and Meyers and the others. Ate lunch then beat Don in 3 games of chess and stalemated one. Getting sharp Got two letters from Jeanne, one from Mother, one from Dad, one from Matt and one from Harold Bessey. Went with Peppell, Don and B. Johnston, to see a western at the S.O.S. Bed at 10:30.

Tuesday, Feb 8. Up at 08:00. Ate egg breakfast. Spent morning in bull session with Pratt, Scroogie and Johnston. Got haircut this afternoon. Went to a show again. Saw "Behind The Rising Sun." Not so good. Am on schedule tomorrow with Don. Ronny should be moving in tomorrow sometime. Bed at 9:20 as tomorrow is an early flight.

Wednesday, Feb 9. Up 08:15. Got called while at breakfast. Took #394 to Sookerating for gas. Got out from Sook at 12 noon. Ran right rear tank dry causing fuel flow and R. tach to fluctuate. Turned around but they settled down so continued on to Kunming. Had load of Xmas mail so glad I made it over. Got home at 8:15 PM. It was a pretty trip. Sent some wires. Don enjoyed the trip a lot, got some pictures. Have 32 trips now. Bed at 10:00. Tired.

Thursday, Feb 10. Up at 08:30. Went over to Barrack 5 and broke spring in Cristofero's phonograph. And spent all afternoon in Dibrugarh getting it fixed. Got a piece of Tibetan jade. Came back tired and tried to help Bomar fix the phonograph. Finally came home and wrote two letters.

Friday, Feb 11. Up at 08:00 and went over to 5 and Cristofero's. Still trying to get the phonograph to work. Spent day fixing Ronny's double deck bunk and getting him moved in. Took belated shower. No clean clothes left. This evening Ronny, Don and I went over to see Joe Turner. Gilmar was really drunk in the club. Got Jeanne's birthday wire this afternoon.

War Stories (cont.)

Had good time at 6th. Came back and Johnston was throwing a party. Bed at 10:30.

Saturday, Feb 12. Up at 08:00, ate eggs. Spent all morning visiting 5, Brandt, Ferguson, Christofero. Spurlock. They went to Chinese restaurant for chicken and I ate canned beef patties with Don and Ronny. Took sunbath, read and played chess all afternoon. Fried fish for supper. Had first show in this area in three months. Bad generator fixed. Bed at 10:00.

Sunday, Feb 13. Up at 08:00 and ate hot cakes. Don and I played a few games of chess and read a recent newspaper. Played volley ball all afternoon.. Had fried chicken, good, for supper fixed the "tinny" sound in the phonograph.. Went to S.O.S to see "Claudia." Bed 9:10. Was on schedule for today or tomorrow.

Monday, Feb 14. Up 08:00 and played chess all day. Sweated out the schedule and sure enough it came out with Don and me on it. We left the barracks at 20:00 and Brigida and I waited 'till 22:00. I finally got off at 23:30. Had winds of 260 mph between Ft. Hertz and Tali. Stayed in Kunming until 5:45 AM. Ate eggs and saw the "chops" I had ordered. Will get them in a week.

Tuesday, Feb 15. Started back at 05:45. Had stayed up all night. Trip back on north route was beautiful. Clear. See for miles. Almost lost right engine. Slept most of the day. Ate supper with the guys and then we all went to a show at S.O.S. Saw "Bomber Moon," with Geo. Montgomery and Annabella.. Had a long session with Spurlock, Brandt, Johnston and Ronny. All except Ronny and me were drunk. Finally, bed at 11:30.

Wednesday, Feb 16. Up at 08:00. Ate egg omelet. Ronny and I cleaned house and made the room more livable this morning. Took nap in afternoon and finally my Feb. 1st laundry came back. Showered, shaved, and for a change put on clean clothes. Ate some boned chicken the War Dep't put out in tin cans. Pretty good. Don and I looked over the new Officer's Club. Pretty nice. Played cribbage with Scroogie.

Thursday, Feb 17. Up 8:15 and we just did make breakfast. Last night Burton In 682 got lost, bad winds, and went down in the Hukawng Valley.

Several others got lost but managed to regain their bearings and get back. Gruber and Jones got back after 35 days out near Lanping. Krikorian and Miller back after being down behind Jap line. Missionaries helped and L-5s flew them out. Poppell still missing after 7 days. Saw show at S.O.S, "Wintertime." with Sonja Heine. Bed 9:30. On schedule.

Friday, Feb 18. Up at 8:00 and ate. Spent day sweating out the schedule. Read a little, played a little volley ball, beat Scroogi three games straight at cribbage. Name was on schedule for tomorrow but was called out 8:30PM which gives an all night trip, and with passengers yet. Got ready and Don and I were down at operations by 9:00PM. No bed tonight.

Saturday, Feb 19. Got off at 11:30 last night and had quite a lot of drift to Tali. Made fair time, had poor approach and landing at Kunming. Getting rusty. Ate some eggs. Layed around an hour and headed home at 05:00. Dawn was over Yunannyi at 05:45.and nice clear trip all the way. Home at 08:30. Slept entire day and am still tired. Had corned willy for supper and it was terrible. Bed at 8:30 PM:

Sunday, Feb 20. Up 8:15. Shaved and showered before church. It was a good session and I enjoyed it a lot. Was on C-47 standby but got no trip. Spent afternoon in #5. reading and gabbing. Am on schedule for tomorrow. Went to polo grounds tonight to see a show from Karachi. Melvyn Douglas was head of it. It was really good, band and singer. Made soup, Ronny, Pratt, B.L.Johnston. Bed 10:30.

Monday, Feb. 21. Up 8:15 Up 8:15. Ate and played Don some chess and also tried to teach some cribbage. We had a pilot meeting. Pretty dull. Went to a show at 3rd area. Fred Astaire and Joan Leslie in "Sky is the limit." Good. Am on the schedule and will probably go out tomorrow. Nolan and Gilmar had a drinking party with Johnston. Took them home at midnight. Bed at 12:30.

Tuesday, Feb 22. Up at 08:00. Ronny got back last night about 2:00AM. And is still asleep. Got my call and am taking check with Bomar. Nice trip, clear, good landings, Nice trip back, too. Left at noon and got back at 7:30PM.

Wednesday, Feb 23. Up 08:30 and ate. Tried to find Don but he and Brigida had gone on a trip

War Stories (cont.)

Went over to 5 and played records awhile. Checked out Gettelfinger-Kleine's new room; rug, curtains, and all. Pretty nice. Ate supper in Chink restaurant. Roy Pratt was there, drunked up and proceeded to call Capt. Leith everything he could think of. Capt was there too. Roy is now under arrest. Played cribbage with Don. Bed at 10:00

Thursday, Feb 24. Up 08:15 and ate eggs again. Spent mornings writing letters, read a lot, sunbath all afternoon. Ate supper and got called for trip. Went to ops but ship was out of order. Went to see Red Skelton at S. O. S. Called again at 9:15PM. So won't get much sleep tonight. 9:30 PM to Ops.

Well surprise, surprise. We advertised this was to be a 3 part story, but the final entry does not appear to be the end of the story. So we contacted the author and he advised the diary goes through July 1944. So it looks like we will have at least 2 more installments before his story is completed. Look for the next installment in the Spring 2005 Newsletter.

CBI MIAs RECOVERY EFFORTS

by Carl Frey Constein

Carl Frey, author of other books, C-46 pilot out of Chabua, is writing a book about the treacherous MIA mission of a JPAC recovery team directed to excavate the crash site and to search for the crew of a Sookerating C-46 missing since November 1944. After a 30-day expedition in Tibet, the team returned to its headquarters at Hickham AFB, Honolulu, in early October.

Carl's connection to the team came about this way: In November, 2003, Carl received an order from Army Captain Geoff, Recovery Team Leader, for Carl's two books about the Hump. The Captain wanted to learn the background about the Hump and to note accompanying get a feel for what Hump airmen experienced. In a note accompanying the Order, Geoff wrote, "I want you and other veterans to know we are excited about this mission. Our team will represent you in the Himalayas with the same sense of duty, honor, respect and courage you demonstrated 60 years ago." He invited Carl to dialog with him about the mission.

Deoff sent Carl reports on all phases of the mission - preparations for staffing and equipment, mountain training in Alaska, briefings to the Commander, negotiations with China, movement to the crash site and excavation of the site. Carl received daily copies of Captain Kent's Situation Reports made to his Commander directly from the site.

Carl has expressed gratitude and honor for the privilege of telling this story. He has interspersed within the text four chapters illuminating the Hump and its dangers to help readers connect the dots between a recovery mission in 2004 and a C-46 crash exactly six decades earlier. He expects *MISSING IN THE HIMALAYS*, an anatomy of an MIA recovery mission, to be off the press in mid-2005.

IN GOD WE TRUST

By Robert Stumpf

In August Bob wrote - "on page 11 in the two paragraphs under 'Additional Note' (August 2004 NL) there was an error". He had heard before someone claimed that the phrase 'so help me God' had been wrongfully omitted from the Roosevelt sentence selected to be carved into the Eastern (Pacific) corners. "According to my research it appears some over-eager vet had a lapse of memory concerning FDR's December 8, 1941 speech before the Congress."

As you can see in the attached papers the phrase "so help us God" was part of an entirely different sentence than the one actually used on the WWII monument." (attached papers not shown.)

Editor's Note: We stand corrected. The inscription on the monument was incorrectly quoted. The inscription actually contained sentences from two different paragraphs of the speech. No part of the sentence from the speech "With confidence in our armed forces, with the unbounding determination of our people, we will gain the inevitable triumph - so help us God" was included in the inscription.

War Stories (cont.)

IMAGINE THAT*by John H. Worthington*

In a short note (to the Editor) John writes:” My great, great, g grandfather John Worthington , who arrived in this country from England in 1705, married Mary Walmsley , daughter of Thomas Walmsley, about 1720.”

Editor’s Note: *That makes us cousins many times removed, doesn’t it? I have not researched Dad’s lineage.*

WE’RE WARNING YOU TO STAY OUT OF TROUBLE*by Frederic A. Stone, Col. Ret.*

Copied without permission, but acknowledged herewith, is a Honeywell developed system, IHAS, we would loved to have 61 years ago. The description, taken from July, 2004 FLYING, vol. 131, no. 7 C2, is below a half page pictorial of miles of jagged peaks and clouds as seen from an approaching cargo plane at its ceiling.

INTEGRATED HAZARD AVOIDANCE SYSTEM

“When you’re flying you tend to have much on your mind: Weather, flight plan adherence and terrain. Honeywell makes it easier to track all these on one easy-to-see and easy-to-operate display. Our Bendix-King Integrated Hazard Avoidance System enables you to monitor all four major threats on a single multi-function display, available in three models to meet different needs and budgets, features a more intuitive interface. And it’s upgradeable, so you can add sensors whenever you want, in any order. With IHAS you get four times the peace of mind in a single system. For more info....

COME TRAVEL WITH US

Editor’s Note: *This is a condensation of a 21 page, single-spaced narrative from Sgt. E. J. McCarthy’s diary, submitted by his son.*

E. J. McCarthy was a radio operator on a C-46. You will relate to many of the equipment malfunctions. One thing the C-47 had that the C-46 didn’t was a trailing antenna with a lead weight, a “fish” at its end, too often removed in flight while being reeled in.

The crew were; Pilot Bob Sherod; Co-pilot Willie Weatherford; Navigator, Shannon; Engineer (crew chief), Orlof (Bob)Miller; Radio Operator, E. J. McCarthy. The ship is a C-46 destined for the CBI and their trip started at Hunter Field, Georgia on 23 June 1945.

The first irregularity was failure of the radio compass (RDF). The needle just revolved aimlessly. Once a misbehaving magneto brought everyone to attention but then it settled down.

E.J. was disappointed there was no mail for them at Natal. They left for Ascension Island 3 July, 1945. On this leg the left engine on another C-46 in this flight caught fire which caused a stir. The damage was repaired once on the “rock.”

E.J.’s description of the rock, “two side-by-side east/west runways between two two-thousand foot mountains. The only vegetation on the rock was a garden atop one of these.”

Although Americans operated the “base” some British permanent party maintained English ownership of the island.

Some of McCarthy’s group discovered that the wind-wave conditions were much rougher at shoreline than apparent from the runway and the climb back was more strenuous than they thought. Swimming in the surf was out of the question but several of the fellows “dangled: their feet in the mid-Atlantic.” Sgt. McCarthy agreed the sky was brilliant with stars that really twinkled but he was glad to be just passing through.

Yesterday, McCarthy wrote, “One of the ships suffered a broken oil line in each engine about a half hour after take-off. The radio operator changed frequencies to report their predicament and it took a half hour for a “follow me” B-17” to locate them and bring them back to Ascension.

Not to be out done co-pilot Sherwood upped the gear too soon on their take-off and the ship settled alarmingly before reaching the east end of the island. Pucker power to the rescue.

War Stories (cont.)

McCarthy was ready to leave the ship when he discovered the wrong tuning unit in his transmitter was preventing communication attempts. Once corrected everything went fine and they arrived in Dakar on schedule

E. J. was surprised natives did the gas and oil chores. They borrowed a key from another crew to lock the plane. After chow and briefing they attended a show "The Horn Blows At Midnight" with Jack Benny and Alexis Smith.

E. J. discovered native thatch huts, built on stilts, contained GI beds (thick mattresses and mosquito nets) provided a good night's rest.

July fourth at Roberts Field was a disaster. The water was warm and scarce, the food was abdominal, lodging the worst yet. The only saving grace was the ability to buy a wife in town for \$5.00. None of the crew exercised this option. An additional shock was the dirty, smelly towns and the inhabitants as well.

The Navigator got into a tiff with E. J. over meeting check points but was gracious enough to admit he was wrong and apologized to E.J. Good to have two people besides the pilots plotting and verifying their positions.

The ride to Marakech at 9,000' listening to BBC was great until they encountered sand storms and ferocious winds, a forecast of what was to come. A phenomenon not encountered in our theatre was the "over-rides" which blocked transmissions. If it wasn't one thing it was something else to tax them.

It was Cairo before E.J.'s crew discovered the beggars endemic to the entire region. Buildings were very nice but dust and the overpowering smell of horse droppings did nothing to encourage taking up residence. They did enjoy the drinks on the front veranda of the famous Shepards Hotel. Good drinks and soft chairs. Here they met magicians who surpass anything in the U.S. and the boys selling, or stealing, anything and everything. Brown shoes got a black mudge if the shoe shine offer was declined.

On their flight over Iran to Abadan the sun shone through the engine fire amber light alert so they thought they had an engine fire

They're in Karachi on the 12th of July and leave for Agra on the 13th. This passage was a continuous battle with wind, rain and static. (Sound

familiar? E.J. makes no mention of the slaughter house between the river and the landing strip."

Arrived in Hathazar by way of Ondal (bases I've not heard of) two days later with no let up in the fowl weather.

THE SHORT-LIVED AND ILL-FATED C-87 PASSENGER OPERATION AT CHABUA

by Warner F. "Tex" Rankin

C-46 2420 was en route from Chabua to Kunming on Aug. 2, 1943 with a load of 20 passengers. After losing an engine, and not being able to maintain altitude, the pilot ordered all aboard to bail out. (Complete details on the rescue of those aboard are available on page 17 of Chick Marrs Quinn excellent book, THE ALUMINUM TRAIL)

One of the survivors was Eric Severeid, the well known newscaster, who was listed on the passenger manifest as "War Correspondent". Apparently after Mr. Severeid returned to the USA, he decried the fact that personnel were being flown over the most dangerous air route in the world (The Himalayas and Japanese-occupied Burma) in twin-engine aircraft. He must have struck a chord at a high level. In early Oct. Jorhat was directed to transfer two C-87's and four crews to Chabua to transport passengers from the Polo Grounds to China

On Oct. 9 1943, Captains Earl Perry, Kenneth O. Elkin, Ed Fallon and I flew our flight crews and C-87's 42-107268 and 269 to Chabua on a permanent change of station. We planned to make two flights each day. Perry and Elkin would alternate on 269 and Fallon and I would alternate on 268. Earl was ill on Oct. 11, so I took his flight that day. I also offered to again fly his 269 on the 13th since Earl was still DNIF: however. Ken said "Tex. you have made three round trips to China in the last three days. I will take 269 tomorrow"

Ken Elkin took off from Chabua around 9 AM on the 13th. He was intercepted by Jap fighter aircraft 30 minutes later, was shot down and crashed in the dense Burmese jungle. (See page 36 of THE ALUMINUM TRAIL.)

We also lost our Chabua base commander at about this time. Col. Renshaw overshot a runway in

War Stories (cont.)

his P-40, flipped over on his back, and died of a broken neck. He was not replaced till early 1944 when Col. "Black Bob" Baker arrived.

It was also at this approximate time period that the India-China Wing got a new CO, Brig Gen Earl S. Hoag. In order to increase tonnage over The Hump, he ordered all Valley aircraft to fly around the clock. The monsoons had ended, and Perry, Fallon and I kept our remaining C-87 very busy. I made 35 round trips to Kunming in the 70 day period between Oct. 10 and Dec. 18, 1943.

On Nov. 16 copilot Howard Tweed and I picked up 35 Chinese troops at Sookerating. For some reason the passenger oxygen system had not been serviced that day. Not wanting a cabin full of hypoxiated, sick or dead Chinamen, I swung far south of my normal easterly course, picked my way through numerous mountain passes, and flew to Kunming without going above 11,000 feet nor donning an oxygen mask. Obviously the weather was very good that day.

On several return trips from Kunming we had litter patients attended by doctors and medical technicians of the 803w Aero Medical Evacuation Squadron. Because we had piled a lot of flying hours on our plane, it went down for a major scheduled inspection in late December.

On the last day of 1943 Earl Perry took off from Chabua around 11 PM with a large load of passengers. Shortly after departure he radioed that he had mechanical problems and that he was turning around. According to copilot Dick Nye's account (See page 493 in Volume One of CHINA AIRLIFT-THE HUMP), the aircraft had lost two engines.

Shortly after Earl's departure a pea-soup winter ground fog had developed in the Valley and he obviously could not get into Chabua under virtual zero-zero conditions. We heard at the time that Earl had made 2-3 passes at Sook before crashing. Earl was killed and Dick Nye was critically injured and was in a coma for 21 days before awaking to find he had lost a leg,

Questions about this flight have lingered in my mind for the past 60 years. Was a Functional Test Flight performed before the fatal flight?--- an absolute must after a major inspection, engine change, work on

the aircraft control system, prolonged groundings, etc Did the aircraft really lose two engines, virtually simultaneously? (Dick was comatose for a long time after the crash and could have had memory problems). Also, the P&W R-1 830 was one of the most reliable piston engines ever produced. Did Earl have other alternatives? Could he have searched for better weather with eight hours of fuel aboard?

An interesting sidelight: Shortly before this flight Earl had gone to the mess hall to pay his end-of-the-month mess bill. The Mess Sergeant said "No problem, Captain, you can pay it tomorrow morning when you return from your flight" Earl responded, "I may not be back"

Premonition? Who knows?

CHINESE MULE PLANE

(This article is dedicated to our Historian E. J. "Bud" Albers who has long been determined to verify that mules were actually flown over the Hump in aircraft.)

During late May, 1994, I received a long distance call. The voice, on the phone said, "My name is ALEX KAPLAN. I was your R/O that night the mules got loose over China." Caught by surprise, I think I said, "Yea, I sure remember that night! That is one flight I will never forget." We talked about that and other experiences in the CBI for quite a while.

I don't remember the name of my co-pilot, nor did I remember that Alex was my R/O. I just remembered having to abort a landing at Chanyi, China, and going around the mountain side, at tree top level, skimming the trees, with five mules sliding around the cabin, until I managed to level out toward the valley.

Alex and I were stationed at Myitkyina, Burma, assigned to the 1348th AAFBU, ATC, flying C-47 aircraft. We had been flying Chinese troops into the Kunming, China, area for their push against the Japanese. Our unit was given the job of flying horses and mules belonging to the Chinese 5th Army to China. (It may have been the 6th Army -I don't really remember.) I was the first, or at least one of the first, to fly mules to Chanyi, China.

War Stories (cont.)

Anyhow, five mules were loaded aboard-our C-47 that night, along with two Chinese soldiers who were to take care of the mules. The mules wore bridles, and each was tied to the tie-downs on the floor of the cabin with no other restraint. The two soldiers immediately retired to the latrine and closed the door. We took off and climbed to altitude, normally 12,500', and headed for China on Dog Route. Being a compassionate person, I didn't want the mules and their keepers to be uncomfortable while at altitude, so I turned the cabin heat on. What a BIG mistake! We had an uneventful flight over China, arriving over Chanyi, and beginning our letdown on the radio beacon. This was also uneventful.

Every flight crew flying into Chanyi was familiar with the approach, but for those unfamiliar with the area, a description is in order. The landing strip was located at the north end of a long, flat valley, I believe 20 miles or so long. Immediately north, the landing strip was surrounded by mountains which extended to the south along each side of the valley, over which we made our approach from the south. Upon arrival over the radio beacon, which was just south of the landing strip, we turned south and proceeded to lose altitude, flying a specific time/distance letdown, then turned back north, continuing the letdown toward the radio beacon until at final altitude for the landing approach. This particular night the weather was good over the valley, however my letdown was according to instrument procedures, in order to stay clear of the mountains on each side of the valley.

I let down to landing approach altitude, arriving over the radio beacon, beginning the landing approach, with gear down, quarter flaps, and reduced power, then full flaps, for final approach. I don't remember when it happened, but the MULES HAD ALL BROKEN LOOSE AND SLID TO THE FRONT OF THE CARGO CABIN, ALL BUNCHED UP. The ship nosed over and we went into a dive. At this point, Alex said that one of the mules stuck her head in the door and looked at him. With only a couple of hundred feet above the runway, I cranked nose up trim, put full power on, retracted gear, bled flaps and proceeded to climb. Alex said he thought something was going on, from his radio position, when he saw

everything in the cockpit moving forward. We started to climb out for another approach and the mules slid to the REAR OF THE CABIN. I had to trim again, fast. With the mountains ahead, I had to start a steep turn to the right, trying to climb out without clobbering into the mountains. We continued a climbing turn, with the treetops on the mountain slope almost brushing the bottom of the ship. Anymore movement of our cargo would have meant disaster.

We finished our turning climb-out to landing approach altitude and flew south for quite some distance. I used a procedure taught to me by an airline pilot who had been recalled from Reserves. With gear down, about quarter flaps, and somewhat around half power, I made a shallow letdown (which was normally used for the comfort of airline passengers though not necessarily used today), all the way to the runway, keeping the cabin floor *as* level to the ground as possible. We landed without any problems. I guess the mules stayed put, wherever they were. When we returned to Myitkyina, I reported the incident and changes were made. Instead of five animals being loaded, only four were hauled on later trips. A bamboo pole was placed fore and aft in the cabin and another short pole was installed across the fuselage, dividing the cabin into four corrals. We also kept the cabin heat OFF in order to tranquilize these critters. All later flights with horses and mules were uneventful.

Alex's call was really appreciated, I can now confirm this WWII story to my barbershop buddies who may have had reservations, and restore my credibility. I only hope our co-pilot on this flight reads this and can be recognized.

Editor's Note: The pilot in this story, never directly mentioned, was Phil T. Dunning, ATC, stationed Myitkyina at the time of this story.

Basic Flying Rule

Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, and interstellar space. It is much more difficult to fly there.

Sino-American Hump Airlift Memorial School

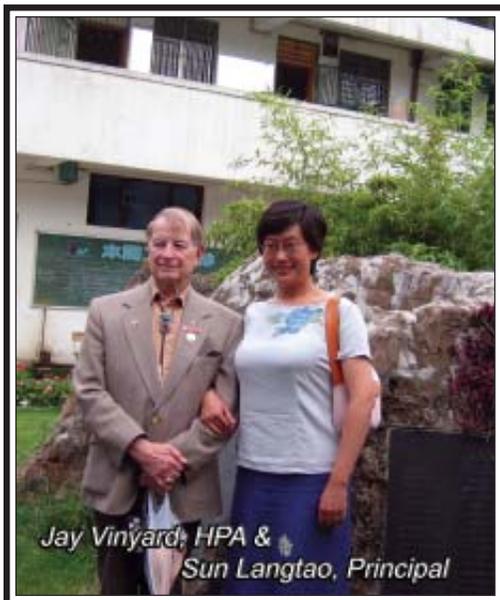
by J.V. Vinyard

During my visit to Kunming in July/August of this year one of my most enjoyable experiences was the opportunity to visit the Hump Airlift Memorial School. There we had the opportunity to meet and visit with a most gracious lady, Ms. Sun Langtao, the Principal and Senior Lecturer of the school, and a number of the school's students.

We were greeted at the school as real heroes from the time we stepped off the busses. As we off loaded from the busses each veteran, and companion, was individually greeted by a student who acted as a personal escort until we were seated in the school auditorium where a welcoming ceremony took place.

We were welcomed by Ms. Sun and presented with gifts. We were then serenaded by a small group of students who sang some well know American songs in English. Several veterans were then given an opportunity to speak to the students. Then the students and veterans had an opportunity to intermix informally to ask and answer questions. These students dress and act just like students any where.

Back during the 1990s our late Chinese friend, General Hua Renjie, began a personal program after retirement to try and improve relations between the U. S. and China through interaction with the U. S. World War II China Veterans. During WWII he was a pilot



Jay Vinyard, HPA &
Sun Langtao, Principal

with CNAC, making 96 trips over the Hump, and later became a General in the PRC Air Force. He promoted a large tour of U. S. Veterans to China prior to his death in July 2001. Also he was instrumental

Kunming and the renaming of the Kunming Foreign Language School as the Hump Airlift Memorial School.

This was my first opportunity to visit the school. I knew nothing about it. I knew that Gen. Hua felt very strongly about the school and hoped it would be recognized by U. S. Veterans through donations to the school and recruiting to find American school teachers who might be interested in going to China to teach for a period in the school.

What I found at the school was truly amazing. In my minds eye I pictured a small one or two story school house with a small number of students. I was very wrong about that.

The school is a very large and has a well developed campus. It is located on a complete city block entirely enclosed by a 5 or 6 foot



concrete wall and security gates. It has several very large buildings on site and contains a complete soccer field. There are basketball backboards and hoops adjacent to the soccer field.

Attendance at this school is comprised of junior and senior high school students. A number of different foreign languages are taught, with emphasis on English. Students at the school also receive indoctrinations about the Hump operations of WWII. Also students take annual field trips to the Hump Memorial Monument located high up on a mountain side west of Kunming within a city park. It is a beautiful area, very heavily wooded. The students do some cleaning up around the monument when they visit.

It was a real joy to visit this school and meet Ms. Sun and students from the school. And just before leaving Kunming on August 2nd I was presented a certificate from the school that recognized me as an Honorary Principal of the school. I felt truly honored to be so recognized.

This school is still hoping for support from American veterans and family members. And they still are searching for American teachers who might be interested in going over for a teaching term in

Kunming. Anyone who is interested in helping to support this school through contributions or teaching assignments should contact the office in Amarillo for further information.

China Tour Information - 2004

by J.V. Vinyard

It is with regret that the Association has had to cancel a planned Reunion in San Antonio, TX, in 2005. This was made necessary because of a tour to China which is tentatively scheduled for August 23 – September, 4, 2005. This tour will be very attractive to members of the HPA. The San Antonio Reunion was being planned for September 9 – 13, 2005 which placed these two events too close to each other.

This tour is in addition to a second China tour which is being planned for August 10 – 18, 2005. This tour is being referred to as the V60 tour with one of the principal sponsors being the Beijing Aviators Association of Beijing, China. Sponsors of this tour have arranged for HPA Board Member William C. “Bill” Jackson, of Poplar Bluff, MO, to be the contact point for members interested in taking this tour. Bill can be contacted at telephone number 573-785-5645. His E-mail is: wjackson@semo.com.

Further information on both of these tours will be provided in the Spring newsletter. Both tours are expected to run about the same cost. Both tours are being planned around the celebration of the 60th Anniversary of the end of World War II. Anyone who thinks they may be interested in taking either of these tours should make sure they have a current passport on hand as soon as possible. The purpose of both tours is to honor U. S. Veterans who served in the China-Burma-India Theater during that war in support of China.

Burma Report

Additional Private MIA Searchers

We recently made contact through the Amarillo Office with a new group of MIA searchers called the “MIA Hunters”. They are comprised of the Moon family – Bryan, Christopher, Dona and Cicely. They reside in Minnesota. The following is quoted

from their Web Site: “We do all research (the most important phase in locating missing MIA’s) and after that is complete we go into the field to personally try to locate the lost MIA. Usually, this is the recovery of the remains of the MIA.

We believe the “window of opportunity” is closing fast as it is critical to contact people in the areas when the MIA was last seen, and many of these witnesses are at an age that leaves fewer and fewer of them alive each year”.

Anyone interest in talking to them about a search, or about joining with them in these searches, are invited to do so. They have a record of locating 44 MIAs to date, from countries all over the world. This is not a profit making venture.

Anyone who wishes to contact the MIA Hunters they speak to Christopher Moon at telephone 952-445-3474. Information may also be obtained from their Web Site at: <http://pro5.com/mia/>

Clayton Kuhles Activity

Clayton returned to Burma this past October to resume his searches for lost World War II aircraft in that country. He has joined forces with a lady we previously made references to who is Burmese and whose father was the Burmese Air Force. Her name is Khine Fredricks. She is in the travel business and has already offered one public tour to Burma and is now planning another tour next year. This tour will start in Kunming, China, visit several China locations, then go all the way down the old Burma Road into Burma (Myanmar) and then on down to Rangoon. This will be a 15 day tour. She and Clayton are now online at Web Site www.cbiexpeditions.com.

We recently received the following e-mail from Clayton after he arrived in Burma: “Khine Fredricks and I left for Burma on 13 Oct. With her help I arranged to meet with several highly-placed officials with the Burmese government. The Director General of their Ministry of Tourism was especially cordial to us, and pledged his government’s assistance to my MIA recovery project.

My MIA recovery work is off to a good start this year. So far I have located and visited the crashsite of a B-24. I haven’t confirmed its ID yet, but I am fairly certain it has 9 crewmembers aboard on its last mission (based on my research) I’ll return to that crashsite in Jan-Mar ’05 to complete my

Burma Report

investigation and confirm aircraft ID and disposition of the crewmembers remains. I have also developed some reliable info on the location of two more B-24 crashsites. My research shows one B-24 with 8 crewmembers aboard, and the other with 10 crewmembers aboard. I'll confirm these IDs in Jan-Mar '05. All three of these B-24 wrecks are in southern Burma. More details later.

All the Burmese government officials, businessmen and villagers that I have encountered have been extremely supportive, cooperative and helpful towards me (even to the point of refusing payment for their services).

Regards, Clayton

Editor's Note: Clayton has requested that we provide the following message to our members.

"MIA AIRCRAFT". Please contact me if you would like to find a specific MIA aircraft lost in the CBI theater during WWII. I have successfully found and visited three US aircraft crashsites in Burma and India, accounting for the remains of at least eight US service men. I can lead a custom search for your MIA aircraft.

Clayton Kuhles: e-mail: kuhles@earthlink.net
 telephone: 928-899-1614
 www.cbiexpeditions.com

A GREAT CONNECTION

Clayton Kuhles' greatest hope in conducting searches for missing aircraft in the CBI is that he will find an aircraft and make a direct connection with a member of the family of one of the crew members. That happened with his discovery of C-87 #23696, located along the NE India/Burma border, on October 19, 2003. He removed some remains from that site that ended up at JPAC at Hickam Field.

The family had already obtained a copy of the accident report and was aware of the aircraft's tail number. Clayton's report of finding this aircraft provided the family the missing link in accounting for a missing member of their family. The family has

contacted Clayton for further details. Needless to say this was a very satisfying experience for them all.

FURTHER MIA INTERESTS IN BURMA

We recently received an e-mail from a couple of brothers, whose father was a Hump pilot. They also are interested in searching in Burma for missing WWII aircraft. They also have a further ambition. They are experience parachutists and would like to bail out in the area of north Burma where the Eric Sevareid rescue team bailed out in 1943 and retrace their steps out of the area.

Editor's Note: As for myself I never had any desire to do any extended walking in the jungles of Burma. If this project progresses we will let our members know.

Elephants Update

GAUHATI, INDIA — Wild elephant herds have been terrorizing India's remote northeast, killing people, flattening houses and guzzling local rice beer supplies, prompting villagers to retaliate with firecrackers and bonfires.

With an estimated 5,000 elephants, Assam state has the largest concentration of wild Asiatic elephants in India, said M.C. Malakar, Assam's Chief Wildlife Warden.

The herds, faced with shrinking forest cover and human encroachment of their corridors, venture into settlements looking for food and attack those who try to stop them.

The elephants have stampeded across the region, stomping down houses and feasting on crops, Pradyut Bordoloi, Assam state's forest minister, said Saturday.

Rice beer is an attraction. Workers in tea plantations in Assam make rice beer at home and store it in drums. "There are many instances of wild elephants guzzling the brew and returning for more," Bordoloi said.

(Associated Press article 11/14/2004; **Editor:** Glad our working elephants didn't know about this back during the Hump days.)

PR Program Available to Members

by William R. Kelso

Colonel (USAF Ret.) William. R. Kelso has prepared a short presentation suitable for schools, churches, Kiwanis, Lions, Rotary, VFW, etc. organizations. It uses twenty one (21) 35mm slides and is accompanied by eighteen pages of words and notes.

The objective of the effort is to assist the documentation of CBI "Hump Operations" and to help retain the records of our three year effort in China. The presentation provides an overview of the Air Transport Command activities in the CBI, concentrating on the ATC, TC and CC Commands. No combat aircraft, with one exception, are included.

As you will normally be asked about the "Flying Tigers" a short four slide briefing for them is also included.

All words and slide on taken from unclassified, nonregistered and noncopyrighted sources. Mainly from our volumes on HPA history.

You are invited to use all and any part of this package. You are encouraged to add your unique, and sometimes true, experiences to make the pitch more like you desire.

Request for a package should be sent, along with a check for \$25, to:

W. R. Kelso
589 Brighton Drive
The Villages, FL 32612-6327

Telephone 352-751-7175. Expect a 6 week delivery time.

A LITTLE U. S. ARMY AIR FORCES/
AIR CORP HISTORY

There was a great deal of confusion among the troops during World War II as to Air Forces vs. Air Corps. This is about as good an explanation we have seen.

It was taken from an article in the May 2004 issue of Air Force Association Magazine, entitled "The Nation's Air Arm and its Early Leaders, page 40." It reviews the development of Military Aviation

from August 1, 1907, with the creation of the Aeronautical Division, US Signal Corps, to September 18, 1947. It states in part:

The **Army Air Corps** was established July 2, 1926 and lasted until September 18, 1947 when the present U. S. Air Force was established as a separate command.

The **Army Air Forces** was established June 20, 1941 and lasted until September 18, 1947.

You are probably are saying look out now. How can that be?

The answer was in an explanation in the footnotes of that page that reads:

"The **Army Air Corps** became a subordinate element of the **Army Air Forces** June 20, 1941. Since the **Army Air Corps** had been established by statute in 1926, its disestablishment required an act of Congress, which did not take place until 1947.

Between March 9, 1942 and September 18, 1947, the Army Air Corps continued to exist as a combatant arm, and personnel of the Army Air Forces were still assigned to the Army Air Corps."
End of footnote.

There's Humor In This

According to a new report, a certain school in Garden City, MI was recently faced with a unique problem. A number of 12-year-old girls were beginning to use lipstick and would put it on in the washroom. That was fine, but after they put on their lipstick they would press their lips to the mirror leaving dozens of little lip prints. Every night, the maintenance man would remove them and the next day, the girls would put them back.

Finally the principal decided that something had to be done. He called all the girls to the washroom and met them there with the maintenance man. He explained that all these lip prints were causing a major problem for the custodian who had the clean the mirrors every night.

To demonstrate how difficult it had been to clean the mirrors, he asked the maintenance man to show the girls how much effort was required. He took out a long-handled squeegee, dipped it in the toilet, and cleaned the mirror with it. Since then, there have been no lip prints on the mirror.

THE MORAL OF THIS STORY..

There are teachers, and then there are Educators.

Books for Sale

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My Tiger's Got An Itch (\$22.95*)
Never A Ho Hum Day (\$22.95*)
 by John "Jack" G. Martin

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Milk Run (\$6.00)
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Available from Mrs. Robert Gress
 9380 Boulder River Way
 Elk Grove, CA 95624
 mcgress@ix.netcom.com

Lost In Tibet
 by Richard Starks and Miriam Murcutt

Available from M.Murcutt
 2800 Sundown Lane, Suite 305
 Boulder, CO 80303
 starksmurcutt@msn.com

Curtiss C-46 Commando in Action
 by Terry Love

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 115 Crowley Drive
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**Flying the Weather:
 The Story of Air Weather** (\$15.00)
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 kristi@opalcreekpress.com
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No Hurrahs For Me
 by Harold C. Rosser

1524 Dick Lomas Rd.
 Knoxville, TN 37909
 or contact
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 P.O. Box 2469
 Warner Robbins, GA 31099

Tales of The Himalayas (\$14.95*)
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 (858) 485-9422
 jakes43k@aol.com

The Price of Glory: Flying The Hump
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 awbucksanders@axs4u.net

Winged History (\$24.95)
 by Kenneth L. Chastain, Jr.

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 412 Broadway St.
 Paducah, KY 42001
 (270) 443-0121
 www.turnerpublishing.com

China War Memorial Medal

We continue to receive inquiries about this medal. It was issued by the Republic of China (Taiwan) and first presented to our members at the Miami, FL reunion in 1975. The medal is no longer being presented and is no longer available from Taiwan.

However for those who may not have received the medal, or if you did but have lost it, you can purchase it at:

Medals of America
 114 Southchase Blvd.
 Fountain Inn, SC 29644

They can be found on their website at www.usmedals.com or by telephone at 1-800-308-0849. In their catalog it is listed as: Commemorative Medal, item #F180

ADDENDUM #19 - PAGE 1
ADDENDUM (#19) TO ROSTER PRINTED MARCH 1999
CBI HUMP PILOTS ASSOCIATION - December 2004

Changes to Membership Personal Information
This Addendum Contains Various Types of Changes.
It is recommended that changes of interest be penciled into your roster.

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ADDENDUM #19 - PAGE 2
ADDENDUM (#19) TO ROSTER PRINTED MARCH 1999
CBI HUMP PILOTS ASSOCIATION - December 2004

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This is an actual photograph of two aircraft on final approach at the same airport.
How close can they get? Who will land first? For the answer, see page 40.

FALL / WINTER 2004
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Corrections from Last Issue(s)

Ooops, our mistake. In the Spring 2004 Newsletter we reported the death of Albert O. Wilkat, Pilot 2nd TrpCarSq., 443rd Gp., Dinjan, Shingbwiyang, 6/44 - 08/45. This report was grossly exaggerated. Albert reported in and advised he wanted all of his friends to know he was alive and well. Our most sincere apologies to Albert.

A Funny One

An old farmer in Kansas had owned a large farm for several years. He had a large pond in the back, fixed up nice, picnic tables, horseshoe courts, and some apple and peach trees. The pond was properly shaped and fixed for swimming when it was built.

One evening the old farmer decided to go down to the pond, as he hadn't been there for a while, and look it over. He grabbed a five gallon bucket to bring back some fruit. As he neared the pond, he heard voices shouting and laughing with glee.

As he came closer he saw it was a bunch of young women skinny-dipping in his pond. He made the

women aware of his presence and they wall went to the deep end of the pond.

One of the women shouted to him, "We're not coming out until you leave!" The old man frowned, "I didn't come down here to watch you ladies swim naked or make you get out of the pond naked." Holding the bucket up he said, "I'm here to feed the alligator."

Moral: Old age and cunning will triumph over youth and enthusiasm every time.

Answer to Picture Puzzle on Page 38:

This picture is an illusion. Both aircraft landed safely on their own runways. It was taken from a long distance away with a telescopic lens. Actually the aircraft were landing on parallel runways and their lateral separation was standard for a parallel runway operation.

FALL / WINTER 2004

The China-Burma-India Hump Pilot Association is a non-profit corporation, incorporated in the State of Kentucky. It is exempt from income tax under the Federal Internal Revenue Code as a 501(c)(19) War Veterans organization. Donations made to the Association are deductible from income taxes, in accordance with Section 170(c) of the Internal Revenue Code, as otherwise permitted by law. The Association's membership servicing office is located at 720 S. Tyler St., Suite B132, Amarillo, TX 79101-2313. Telephone number 806-331-1160. E-mail address cbihpa@nts-online.net. Fax number 806-352-7024.

This newsletter is published by the Hump Pilots Association and is provided at no charge to current members of the Association and to wives of deceased Life Members, at their request. Its content is provided primarily by the membership. It contains no paid advertising.

The Editor of the Newsletter is Peyton Walmsley. Members who wish to submit items for publication should provide their materials to the Editor at: 2665 Van Pelt, #147, Roseburg, OR 97470. Articles will be published on a space available basis.



1946 - 2004

Officers and Board Members of the Association:

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ANNUAL DUES NOTICE!!!

This is a notice to all annual dues paying members that your 2005 dues are now due. This will be the only type of notice provided. Dues costs are \$25. Please mail them to the HPA office at the address listed about. Pay now and stay current to get all your newsletters, membership information, and a final Membership Roster.

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CBI Oriented Web Sites

- www.cbihpa.org (CBI Hump Pilots Association Website)
www.aacsalumni.com (Army Airways Communication Service)
www.comcar.org (Combat Cargo Information Site)
www.humpilots.com (CNAC Information Site)
www.sinoam.com (The Sino American Aviation Heritage Foundation)
www.b24memorial.org (B-24 Memorial Information Site)
www.changlang.nic.in (Information on Ledo Road)
www.warbirdcentral.com (Contains information on plane sculptures.)
www.museumofaviation.org (This is Museum of Aviation Robins AFB, Ga.)
www.fedforms.gov (One-Stop shopping for government forms.)
www.atimes.com (Asia Times Newspaper Site)
www.military.com (Current Information on United States Armed Forces)
www.uss-seaweed.com (Ships CBIers traveled to & from CBI.)
www.cbiexpeditions.com (Clayton Kuhles MIA CBI Planes Expeditions)

If you have or know of an interesting website that HPA Members might be interested in please submit them to the HPA Office for the next newsletter.



BULLETIN BOARD

- Our next Newsletter is planned for publication in April of 2005. That letter will be mailed out only to Life Members and those annual dues paying members who have paid their 2005 dues.
- Members are requested to keep the office currently advised of all changes in Mailing Addresses, Telephone Numbers, and E-Mail Addresses. It is important that we keep our membership information current.
- Please review the current addendum #19 for membership changes made to date. If you find a change you provided is not listed, please resubmit the information and it will be printed in the next newsletter scheduled for April of 2005.
- Our corrections addendums are now up to #19, making it very difficult to find member changes. If you have difficulty finding a member, feel free to call the office, or use E-mail, to obtain up-to-date information directly from our current computer database.

CHINA - BURMA - INDIA
HUMP PILOTS ASSOCIATION



TRI-YEARLY
MEMBERSHIP NEWSLETTER
FALL / WINTER 2004 EDITION