

SPRING 2004

THE CHINA - BURMA - INDIA

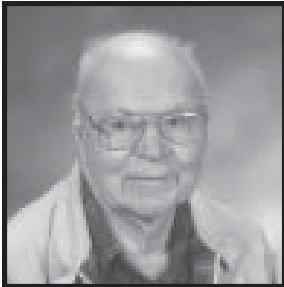
Hump Pilots Association, Inc.



"Bring Me Men To Match My Weather"

Editors's Comments

By Peyton Walmsley



Our members and our reunions are declining rapidly. Try your best to make this Denver, CO, reunion in September. Start by reserving your space at the Denver Marriott. Call 303-297-1300, identify

yourself as a CBIHPA member and reserve a room for Sept 8-12. You can always cancel if necessary. If you intend to golf let Bill Kelso know. It is listed as Tour #5 in the Pre-registration Form.

Then let the office know what tours you'd like to make. Banquet seating arrangements will be made on site this year. Last minute fallouts of attendees are beginning to be a real problem. It is felt seating can be better done at the desk with our lower turnout. Your desires for seating can still be arranged between groups prior to signing up for tables. It will be necessary for names badges to be presented at the desk at signup time for table numbering. Remember to send money for registration and name badge. The sooner the better as it takes time to create the name badges.

Don't forget to send in the memories for the newsletter.

Jay Vinyard's ideas re: Newsletter have resulted in savings.

Let us know what you think of this new format.

Comments from The President

By J.V. Vinyard

One thing has been established since we opened the Amarillo HPA office. The time for printing the next newsletter comes around just as sure as the sun rises. But is it enjoyable. And it is very satisfying to receive the large number of compliments we have gotten on the new format. We are pleased that it is being received so well.

And speaking of the newsletter - one of the things that would be most helpful in compiling our newsletters would be more feedback from our members on their Public Relations activities in telling their Hump stories to civic groups. Here in the office we are receiving large numbers of contacts from the general public asking about the Hump operation and searching for information on Air Force personnel who participated in that operation. This sudden flurry of interest is brought on by the realization that their ability to obtain first hand information from World War II veterans is fast disappearing. Please look for opportunities to go out into the public with our story. Such presentations are really painless and they are sincerely appreciated.

Our next big deal coming up is our 59th membership Reunion being held in Denver, CO, September 8 – 12, 2004. Roy and Pat Ladd, our Reunion Chair people, are hard at work trying to assure that all goes well there and that everyone enjoys themselves. Nick Hudson has already planned out the overall reunion as reflected by the Pre-registration forms published in the newsletters. We are in contact with McChord AFB in Tacoma, WA about having the HPA C-17 P-62 fly to Peterson AFB near Colorado Springs where it will available for

Comment from The President (Cont.)

touring on the afternoon of September 9th following the dedication of the bronzed C-46 at the Academy and lunch at the Academy Officers Club. It is looking favorable at this time. If the C-17 fails to arrive, alternate plans have been made for visiting several places of interest in the Colorado Springs area before returning to Denver.

Planning is now under way for the placement of a HPA Website on the Internet to better provide the public with information on the Hump operation. The site will include a historical briefing on the history of the Hump, individual members' stories, links to other CBI organizations with websites, and if practicable, copies of our newsletters as well. This would provide the general public with much greater access to our Association and a greater recognition for the Hump operation. We have reserved the domain name CBIHPA.com for the website. We hope to have it on-line within the next 90 days.

One last note. There has been a very good response from our efforts to convert all our members to Life Memberships. Please keep those checks coming in. However, please be sure before the check is mailed that you are not already a Life Member. Quite a few checks from members paying for Life Memberships who are already Life Members have had to be returned. If you are not sure of your membership status please call us before mailing the check. We will be happy to advise you of your status. With that we'll say we are looking forward to seeing everyone in Denver in September. If you plan to attend, please try to get your pre-registrations in prior to August 1st. If you later fall out your preregistration will be returned to you.

Comments from The Chairman

By Jack Goodrich

It has been with great pleasure that I have noticed an increasing interest in the exploits of the hump pilots. Several times during the past year I have been stopped while loading groceries into the back of our station wagon, and asked about the HPA emblem on the rear window. Even a two or three sentence answer usually evokes a, "Wow, that must have been great" response.

Last December I was asked to talk to the Optimist Club in our area about some of our experiences in the CBI. I sure wished that Bill Kelso had developed his idea of a standard twenty minute long presentation a year or so earlier. I had to open by assuring them that a hump pilot was not a camel driver. After describing who we were, what we did, and why we were there, I found that the allotted twenty minutes went quickly. When a number of their group stayed after the meeting to ask questions, I was very pleased. It's amazing how many people know so little about us.

Now, with the mounting of the one sixth scale bronze model of a C-46 in the study garden of the Air Force Academy, we seem to be receiving the recognition that we have looked forward to for so many years. Be sure to mark your calendars and join in the dedication of this memorial on Thursday of our next reunion in Denver, Colorado.

And, speaking of memorials, we have been promised by Dayton Memorials in Dayton, Ohio, that, whenever Spring arrives at Wright - Patterson Air Force Museum, our granite monument will be restored to its original condition. On the first warm day it will be power washed to remove all collected dirt and grime. After it has thoroughly dried, our emblem, blood chit, and all descriptive writing will be repainted in their original colors. Following a few sunny days to cure the paint, it will be sealed with a preservative. We are negotiating to have this process repeated on approximately twenty year intervals. A directed lump sum will be established with an institution that we feel will endure. The accumulating interest will be used to provide necessary maintenance.

Sometime, around June of this year, your board of directors will vote on their preference of a site for our 2005 reunion. If you have a particular site in mind, call a board member in your area and let him know.

Aviation Truisms

The last thing every pilot does before leaving the aircraft after making a gear up landing is to put the gear selection lever in the "down" position.

It's better to be down here wishing you were up there, than up there wishing you were down here.

Denver Reunion Chairman Report

By Roy Ladd

We have planned for a fun Convention in Denver. The Marriott is a 4 Star Hotel. You can walk to the 16th Street Mall by walking one block away. Free busses every 5 minutes going up and down 16th Street. Great restaurants and shops are also near by.

On Thursday after the ceremony at the Air Force Academy, we will be having lunch at the Air Force Academy Officers Club. The day promises to be a scenic experience.

And, our golf chairman, Bill Kelso, wants the golfers to know that the name of the course to be played in Denver is Kennedy.

We have enclosed a coupon on page 43 for the Super Shuttle to receive a special rate of \$30 round trip (per person) or \$18 one way (per person) between the airport and downtown. Also included is a map to locate the Super Shuttle Center in the terminal.

The following poem by Joanna J. Kelenian tells it all. Joanna is the daughter of James Cuva, 308th Bomb Group, Chengkung.

Look forward to seeing you in Beautiful Denver.

What Is A Reunion?

*A gathering together of people we know,
An event - to celebrate life!
To remember the old and learn of the new,
No hassles, no worries, no strife.*

*But, why are we gathered here tonight...
After fifty some odd years?
To share our thoughts and memories,
In laughter - filled with tears.*

*As we look around this table,
We see friends we thought we'd lost.
Now - after all these years
Our paths, once again, are crossed.*

*So, why did we do all the things we did?
To fight in the war that we were in?
Why did they ask us to give our lives?
Why did we do it? Why did we fight?*

*For the love of God and country, right?
We served the best we could.*

*Just boys and young men, doing our duty,
We fought the way we should.*

*Over foreign lands and enemy countryside.
Sometimes we hardly knew,
If we would ever - come back alive.
Our fear continuously grew.*

*But by the grace of God we did,
Return to base each time.
A few times there, we did limp back,
And literally kissed the ground.*

*At last - the end of World War II...
We went our separate ways.
Some north, some south, some east, some west.
We were alive - to live out our days.*

*As the years went by, we busied ourselves,
With family, children, and careers.
We've had good lives, with lots of love.
We should give ourselves three cheers!*

*Again, let us look around the room,
And count the empty chairs.
A sadness enters into our hearts.
Our crew members - are remembered there.*

*Now, let's raise our glasses - to the ones,
Who bravely went on ahead - our friends.
And pray that we get a second chance,
To see them in the end.*

*So what is a reunion, you may ask?
A gathering, to remember when.
A time of joyous celebration,
With our loved ones and our friends.*

Bronze C-46 Dedication

On September 9th, 2004, the first full day of our 59th Annual Membership Reunion in Denver, our group will bus to the U. S. Air Force Academy north of Colorado Springs, Colorado to attend the formal dedication of a bronzed model of the Curtiss C-46 Commando. The ceremony will be held in the Study Hall area of the Honor Court northwest of the Academy Chapel at 10:00AM.

Bronze C-46 Dedication (Cont.)

If plans go right the aircraft will be placed on the west side of the area which also displays other World War II aircraft. Located there it will be among the first aircraft seen by visitors who approach the site from the parking area just west of the Administrative Area of the Academy.

Statistics and histories of all the aircraft in the World War II area are required study by all "Doolies" (first year cadets). This information is printed in the first year Cadets' Handbook. They are expected to be able to "sound off" on information about these aircraft to upper classmen on demand.

Following the ceremony we will have lunch at the Academy Officers Club. If all goes well the USAF C-17, called P-62, will be on the ground at Peterson AFB, southeast of Colorado Springs, for touring in the afternoon. It is hoped that the senior cadets at the Academy will also be able to tour the aircraft at the same time giving us an opportunity to visit with some of next year's new Air Force Lieutenants.

14th Air Force Reunion

The Flying Tigers of the 14th Air Force Association, comprised of World War II veterans of the American Volunteer Group (1941 - 1942), the China Air Task Force (1942 - 1943) and the 14th Air Force (1943 - 1945) has scheduled its combined 57th Annual Reunion and 46th Annual Memorial Weekend Service for May 27, 28, 29, 30, 2004 in Arlington, VA.

The highlight of this 4-day event is the memorial service held at the Arlington National Cemetery to honor the members who have passed away in 2003.

The impressive ceremony, well attended by foreign dignitaries and family members is complemented by the Air Force chaplain, color guard, and bugle corps.

A board meeting, general membership meeting, optional tours, etc are also scheduled during those 4 days.

Contact Robert M. Lee, 717 19th St. S, Arlington, VA 22202-2704, (703) 920-8384



Museum of Aviation Foundation HPA Board Member Report

From Jake Saylor

Mr. Tom McMichael called the March 11, 2004 meeting to order at 12:00PM EST. He welcomed everyone to the Museum and introduced the following individuals – Mr. Norm Richardson, *Volunteer of the Quarter*, and his wife Betty, Mr. Bill Stembridge – representative for Senator Saxby Chambliss, Mrs. Judy Goodard – WR Central District Director for Congressman Jack Kingston, Mr. Hobby Stripling – District Director for Congressman Jim Marshall, Mr. Buck Melton – Chairman, 8th annual B/General Robert L. Scott, Jr. Birthday Scramble, Mr. Carl Swearingen – Chairman, Capital Campaign, Mr. Steve Davis – Executive Director, Warner Robins Air Logistics Center (ALC), Mr. Tom Smoot - 78th ABW/CC and his wife Tammy, Col. Burce Curry – 78th ABW/CV, and his wife Lynn, the Honorable Donald Walker – Mayor, City of Warner Robins, Mr. Danny Carpenter – Superintendent, Houston County Board of Education and Mr. Eddie Wiggins – Chairman of the GA Invitational Golf Tournament 2004, new Board members Mr. Jimmy Autry – Flint Energies, Mr. Jeff Jones – Satilla Investment, LLC, Mr. Mike Hale – Macon State College, new Commander and Vice Commander Brig. General Michael Collings, Commander, Warner Robins ALC and his wife Jan and Vice Commander Brig. General Chris Anzalone, Warner Robins ALC. Mr. Henry Whitfield then led the invocation and the Pledge of Allegiance. Luncheon followed.

Following the luncheon Mr. Pat Bartness, Director of the Museum Foundation, reported on revisions to the Foundation’s constitution and by-laws. A motion was made to accept the changes. Motion carried. Mr. Bartness then reported that the Nominating Committee had met and created a “Chairman Elect” position to be filled by Mr. Mike Dyer. Motion was made and seconded to accept the recommendation of the Committee on the “Chairman Elect” position. Motion was approved. Following came an unveiling of the Presentation of Checks, dedicated to the Capital Campaign, as follows: Wings Foundation, Inc. - \$10,000, Butler Automotive - \$20,000, Hamilton Sunstran - \$25,000, Bud Parker - \$20,000 and James Reydell-Bouverie - \$50,000. Mr. Bartness next provided reports on the January 10,

2004 Marathon, the upcoming Membership Drive now to be chaired by Mrs. Marilyn Ashmore due to the illness current chairman, the upcoming General Scott Birthday Scramble schedule for April 16th and the Heritage Banquet scheduled for May 28th. Senator Saxby Chambliss will be the guest speaker at the banquet. Mrs. Ashmore followed with an update on the current Capital Campaign.

Mr. Paul Hibbitts, Museum Director, followed with an introduction of Mr. Dan Hart, as the new Volunteer Coordinator for the Museum. Mr. Hibbitts then gave a report on the Air Force Museum Certification which is so important to the Museum. He reported on the recent visit of M/General Charles Metcalf (USAF Ret.) who is the Director on the USAF Museum. General Metcalf advised that with some minor improvements Robins Museum would be the first “Field Museum” to be officially certified. Mr. Hibbitts then briefed the Board on the J Stars Exhibit, the 5CCG Exhibit and the Museum Expansion plans. Major Melissa Spalding followed with a report on available Education Programs and Summer Camps which may be used.

Mr. McMichael then urged all Board members to become members of the Museum during the upcoming Membership Drive. He also encouraged all to attend the welcome reception for General and Mrs. Collins and General Anzalone on March 25th. Mr. McMichael closed with the introduction of General Collins as the new Commander of Warner Robins ALC who thanked all for their warm reception of he and Mrs. Collins.

The meeting was then 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.

Memories of St. Louis Reunion 2003



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New Members

There are no new members to report at this time.

New Life Members

These members have become Life Members since the last Newsletter. Think of the ease of mind you'll have regarding dues. Remember Life Membership has been reduced to \$35.

AMOROSO , Eugene J. "Gene"	(PA)
AMYOUNY , Robert G. "Bob"	(MA)
ANDERSON , Henry W. Jr.	(IA)
BEAN , Donald W. "Don"	(OR)
BRYAN , Theodore "Ted"	(OH)
BUNDY , Lewis R. "Lew"	(CA)
CONVERSE , Francis J. "Lucky or Fritz"	(NY)
CRAWFORD , Russell F. Jr. "Russ"	(SC)
DANIELS , Kenneth L. "Danny or Left"	(OH)
DAVIS , John W.	(TX)
DeRUNTZ , Leo C.	(FL)
DICKERSON , John J.	(PA)
DOWNING , Hudson U. "Ala"	(AL)
DUNN , Ray	(UT)
EDWARDS , Graham A. "Lum"	(AZ)
FERRARACCIO , Francisco P. "Cisco"	(TN)
FISK , Frank C.	(OH)
FULLERTON , Bernell H. "Bernie"	(MD)
GLAZE , Lester K.	(NE)
GOLIN , Milton "Red"	(IL)
GOOD , Richard W. "Godey"	(KS)
GRIFFIN , Donald G. "Griff"	(MA)
GRISWOLD , Robert W. "Bob"	(AZ)
HAINES , Roger W.	(WA)
HARVEY , George T. "Harv"	(NJ)
HORNBUCKLE , David F. Jr. "Dave"	(FL)

New Life Members

HORWATT , George E.	(PA)
IMHOFF , George W. Jr. "Bud"	(TX)
JEFFRESS , Charles H. "Jeff"	(LA)
KELSO , William R. "Bill"	(CA)
KRANTZBERG , Albert "Lindy"	(FL)
LYNCH , James B "Jake or Jim"	(CA)
McCORMACK , James J. "Mac"	(NY)
POPE , James L. "Jim"	(CA)
ROONEY , George W.	(OH)
ROSE , Werner E.	(AZ)
RUGG , Edward L. "Ed"	(NV)
SANDERSON , William D. "Wild Bill"	(OH)
SCHINDLER , Donald L. "Don"	(WA)
SCHUETT , Norris	(NE)
SEGEL , Jim	(CA)
SLIFKIN , Sanford O.	(OH)
SOULIS , Nick Jr.	(ND)
STOREY , Elmer J. "E.J"	(CA)
VAN BUSKIRK , Robert C.	(CO)
VENABLE , Benton R. "Ben"	(WA)
WAGNER , Charles W.	(PA)
WIGGIN , Alan B. "Al"	(NH)
WILAND , Mathew	(FL)

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.

ARMSTRONG, Paul B. 6513 Rocky Falls Rd.
Charlotte, NC

Passed away 4/8/2002. Navigator, 2nd Weather Recon,
Cushkara, 02/45 - 12/45

Last Formation

BECKWITH, George 502 Tucson
Aurora, CO
Passed away. Pilot, 2nd TrpCar Sq., 443rd Gp., Upper
Assam, Dinjan, New Delhi, 09/43 - 03/45

COLE, Brady 82 Prestage Rd.
Benoit, MS
Passed away 1/1/2004. Pilot, ATC, Kunitola, Tezgaon,
11/44 - 08/45

DARRAGH, Fred K. Jr. P.O. Box 7299
Little Rock, AR
Passed away. Pilot, ATC, Chabua, Mohanbari,
07/42 - 11/43

DRAKE, Vernon L. "Vern" 3111 Rugby Dr.
Billings, MT
Passed away 1/26/2004. Pilot, 493rd & 9th Bomb Sq., 7th
Gp., Tezpur, Pandeveswar, 01/45 - 11/45

ELDER, Robert R. Jr. "Bob" 608 Shenandoah Dr.
Latrobe, PA
Passed away 1/31/2004. Pilot, 12th ComCar Sq., 3rd Gp.,
Moran, Myitkyina, Imphal, 12/44 - 09/45

ELKES, Sidney "Sid" 777 W. Germantown Pk
Plymouth Meeting, PA
Passed away 12/18/2003. Pilot, ATC, Karachi, Chabua,
Spring 1945

FINCANNON, Victor W. 1503 N. Columbia Pl.
Tulsa, OK
Passed away 12/28/2003. 10th ComCar Sq., 3rd Gp.,
Dinjan

GIAIMO, Anthony "Tony" 87 Fairmount Rd.
Lake Parsippany, NJ
Passed away 2/19/2004. Pilot 1st TrpCar Sq., 443rd Gp.,
Sookerating, 05/44 - 04/45

HUNT, Harry W. 2165 Hwy 49 East
Pleasant View, TN
Passed away 9/18/2003. Pilot, ATC, Misamri, Calcutta,
Dum Dum

JARJOUR, Nicholas G. 8591 Stuart Ave Apt 3
Montreal, Quebec
Passed away 10/20/2002. RAF 16th ComCar Task, 435
Sq.

JUSTICE, O. Neil 14645 Preston Rd.
Dallas, TX
Passed away 3/24/2003. Pilot 1st TrpCar Sq., 443rd Gp.,
Sookerating, Warazup, 07/44 - 07/45

KURZENBERGER, Richard H. "Dick"
1920 S. Ocean Dr.
Ft. Lauderdale, FL
Passed away 2/23/2004. Pilot, ATC, 1330th & 133rd
AAFBU, Jorhat, Gaya, 10/44 - 07/45

MILLER, Hal 8800 Kingsmill Dr.
Las Vegas, NV
Passed away 1/8/2004. Radio Operator, 125, 127, 128
AACs, Jorhat, Chabua, 03/45 - 03/46

NEWELL, Mervin C. 180 W. 100 N. Box 216
Mona, UT
Passed away 3/3/2003. Pilot, 10th ComCar Sq., Dinjan,
Myitkyina, Shanghai, 03/45 - 12/45

OLMSTEAD, Richard W. "Dick"
405 Leslie Ave
Brielle, NJ
Passed away 2/23/2004. Pilot 315th TrpCar Sq., 443rd
Gp., Ledo, Dinjan, Chihkiang, Hankow, 02/45 - 12/45

OSBURN, Charles C. "Ossie" 324 Lazy Acres
Belton, MO
Passed away 11/26/2003. Pilot, ATC, 29th Trans. Gp.,
100th Sq., 5309 ASAC, 1337th AAFBU, Sookerating, 10/
43 - 10/44

PROVINCE, Howard P.O. Box 35
Anselmo, NE
Passed away 1/29/2003. Ordnance Maint., 489th Base Hq.
& Air Base Sq., Karachi, Piaradoba,
05/43 - 07/45

RUNYAN, Howard G. 1041 North "G"
Broken Bow, NE
Passed away 8/3/2003. Bomb Sight Maint., 768th Bomb
Sq., 462nd Gp., Piaradoba, 01/44 - 02/45

SULLIVAN, John Bruce 715 Chippendale Rd.
Kingsport, TN
Passed away 2/24/2004. Pilot, 1st AirTrans Sq. (M),
Kaliakunda, Chengtu, 04/44 - 04/45

Last Formation (Cont.)

WHEELER, Harry E. Jr. 5512 S. Newport
 Tulas, OK
 Passed away 06/10/2003. Pilot 16th ComCar Sq., 4th Gp.,
 Chittagong, Myitkyina, Ledo, 02/45 - 12/45

WIEDER, John H. 4032 St. Hwy 333
 Northboro, IA
 Passed away 4/23/2003. Pilot, ATC, 133rd AAFBU,
 Chabua, Dum Dum, Barrackpore, 09/45 - 04/46

WILKAT, Albert O. 7520 NW 7th St.
 Plantation, FL
 Passed away 3/9/2004. Pilot, 2nd TrpCar Sq., 443rd Gp.,
 Dinjan, Shingbuiyang, 06/44 - 08/45.

High Flight

by Jim Gillespie Magee, Jr.

On, I have slipped the surly bonds of earth,
 And danced the skies on laughter-silver wings;
 Swward I've climbed and joined the tumbling mirth
 of sun-split clouds - and breahured things
 You have not dreamed of... wheeled and soared and swung
 High in the sunlit silence, hov'ring there,
 I've chased the shouting wind along and flung
 My eager craft through footless halls of air,
 Up, up the long delirious, burning blue
 I've topped the wind-swept heights with easy grace,
 Wherever lark or evealge flew;
 And, while silet, lifting my mind I've trod
 The high untrespassed sanctity of space,
 Put out my hand, and touched the face of God.

Works in Progress

As mentioned in the Fall/Winter 2003 newsletter the National Museum of the Pacific War, located in Fredricksburg, GA, home of Admiral Nimitz of World War II fame, is planning to add a CBI wing to their museum. This is a quality museum and the addition of this wing will add greatly to the memory of the CBI Theater. But before a wing can be added there must be artifacts, pictures, stories and other memorabilia available to be put on display.

A call has been made by the Museum for such items for the future wing. To date the response has been slow. We are in a position to help them build their exhibit by providing them a few items that we still have on hand for display or by contributing to them financially. We have been very successful in helping with the development of the CBI wing of the Robins Museum at Warner Robins, GA. So now we should look at helping other Museums around the country to also develop some level of CBI displays. The more the better. So look around and see if there is anything you can do for them. It would be greatly appreciated. The Museum is located at 328 E. Main in Fredricksburg, TX 78624. They can be contacted by telephone at (830)997-8600 or by e-mail address at kaderli@nimitz-museum.org.

The National World War II Memorial, the first memorial to be dedicated to all those who served during World War II, is scheduled to be dedicated on Saturday, May 29, 2004, at the site in Washington, DC. The memorial is being established by the American Battle Monuments Commission.

Submissions are also being collected to honor World War II veterans by enrolling them in the World War II Registry. Further information can be obtained on the Memorial website at: <http://www.wwiimemorial.com>.

Shortly after the Battle for Tengchung (China) was over in late 1944, the citizens of that city, in addition to honoring Chinese soldiers killed there during that battle, built a stone memorial to also honor the Americans who were killed there. Now a joint US-Chinese effort is being made to collect names which will be placed on the monument. They are looking for Y-Force advisors as well as 10th and

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14th US Army Air Forces personnel who died in the battle. The Chinese citizens would also like to contact descendants of these people to let them know that their sacrifices have not been forgotten. More information about this project can be obtained from John Adragna via e-mail at jpal4_3@iuno.com or telephone (636) 227-1024 or John Easterbrook via e-mail at johneast@earthlink.net or telephone (408) 996-1913.

Work is underway by a B-24 Memorial Committee, in cooperation with the San Diego Veterans Memorial Center & Museum and the City of San Diego, CA, to place a Memorial Sculpture of a B-24 in San Diego's Balboa Park where it will be available to the general public. The project is scheduled for completion in Spring 2005. This will be a bronzed model with an 18-foot wingspan, a duplicate of the B-24 now located at the U. S. Air Force Academy. It will be the center piece of the new Veterans Memorial Gardens in Balboa Park. The Committee is seeking the support of our members and our Association in the completion of the project. This project should be of interest to our members who flew the B-24s and the C-87s in the CBI. They are asking for donations from \$25 to \$500. Those interested in this project may call telephone (760) 788-3624 or e-mail to b24club@sbcglobal.net.

One final project of interest. The Veterans History Project of the Library of Congress is collecting audio and videotaped oral histories and documentary material, such as letters, diaries, maps, photos and home movies, from civilian and military men and women of all services For more information call Veterans History Project telephone (888) 371-5848 or visit <http://www.loc.gov/folklife/vets/>

Works Completed

A memorial to the Flying Tigers of World War II has been erected in northern Thailand. Around 150 people, including former Flying Tigers, gathered on November 11, 2003, in the city of Chiang Mai, about 360 miles north of Bangkok, for the unveiling of a shoulder-high black obelisk at the Foreign Cemetery, also known as Ban Den. Also attending the ceremony were former members of the Free Thai Movement and

World War II veterans from France, Britain and the United States. The ceremony was scheduled to coincide with Veterans Day.

Members in Action

One HPA member who particularly interested in the Burma searches of Clayton Kuhles is Past President and Past Board Chairman **Warren Thornley**. Warren went to the same high school in Chicago as did Clayton although they did not attend there at the same time. Warren initially met him through a high school function where they found they had a common interest in wanting to find some of our missing downed aircraft in Burma.

Due to poor health Warren has not been active in the HPA for a number of years. But his interest in HPA affairs is still there. He has helped and encouraged Clayton in his Burma searches in whatever ways he can. When he found that remains from an accident site, collected by Clayton on his last search, had been taken from him by the Burmese before leaving Burma in December he immediately contacted members of Congress and the Joint POW/MIA Accounting Command at Hickam AFB, HI to ensure that every effort was being made to reclaim these remains as soon as possible. He stressed that time was very important in this matter due to the advanced ages of some members of these crewmembers' families.

In addition Warren is active in helping HPA family members and friends find information about crews members who flew the Hump. He has been successful doing this in a number of cases. He has found this to be a very satisfying endeavor. Thanks Warren for getting involved.

As indicated in the last newsletter our Reunion Golf Chairman **Bill Kelso** has taken it upon himself to develop a slide presentation on Flying the Hump. This project is now well underway. Following is a report from him on his progress dated March 12th.

"Have completed about 90% of the photos and charts to be reproduced as 35mm slides. Estimate completion about 17 March 2004. Received a good estimate to provide the original set of slides. Ten days required to have the first set back to me. Believe I can then restructure my current words to better fit the

Members in Action (Cont.)

slides, and to show a logical approach to the initial requirement to move tonnage, the development of the total transport system, bases and aircraft used, routes flown, weather/enemy action/special events, accomplishments and summary. Insure that Board understands that this is not a complete history of the CBI. I will concentrate on ATC operations and include some of the Combat Cargo and Troop Carrier data. This package will be an over-all view and permit our members to expand and expound as they so desire. Members may then add their own extra slide, etc. and personalize each presentation to fit their audiences”.

This sounds like a program that will really fill a niche. We appreciate you Bill for undertaking this very worthwhile project.

As referred to in his *Chairman's Comments* our Board Chairman **Jack Goodrich** joined the speakers circuit when he recently accepted an invitation to speak before a civic club in his area about his Hump experiences. As he says, the knowledge of the general public about our Hump experience is quite limited. He also now has a greater appreciation of the program Bill Kelso is working on as mentioned in the previous item. Thanks Jack for getting our and getting your feet wet.

Observation: *It is common knowledge that most people hate public speaking. But rest assured – when you are talking to a group about something that is of special interest to you and of which you have sound knowledge the thought of being nervous lasts about 60 seconds then you are off and running. Don't let such a concern stop you from spreading the word about our WWII efforts.*

We received a note from member **Walter B. Copenhaver, ATC – Chabua and Sookerating**, advising of his participation in the Kill Devil Hills, NC celebration of the “Centennial of Flight at the Wright Brothers National Memorial” on December 15, 2003. He proudly wore his HPA cap and patch and attracted no small amount of attention. He said he felt he was representing all who flew the Hump while there.

A very nice article which provided an overview of his personal aviation history, including his tour flying the Hump in WWII, appeared in the December 13th issue of “The Daily Reflector of Greenville, NC”. Among other things the article stated he had flown as a copilot with Colonel Robert Crawford who wrote the “Army Air Corps Song”. Also that he once owned a 1929 GAC Aristocrat airplane that had been previously owned by Amelia Earhart. Walter soloed in 1927 at age 18. He says his instructor had only a learner’s permit but his flying ability made up for his lack of credentials.

Thank you Walter for this very fine report. We know you did us proud. Walter was accompanied to the event by his daughter Paula Wright.

In April 1942 an American Volunteer Group (AVG) pilot, John Ed Blackburn of Amarillo, TX, was flying over the lake south of Kunming to check his guns firing pattern on the lake surface. For reasons not known he flew his aircraft into the lake during the flight. He died in the accident. His body was returned home to Amarillo where he was buried. The aircraft was left in the lake where it still remains.

During the last week of July 2004 the aircraft is scheduled to be raised from the lake and hopefully restored. It is the only known P-40 still remaining that was actually flown in combat by the AVGs. **HPA President J. V. Vinyard, ATC**, and **HPA Board Member George H. Saylor, 10th ComCar Sq., 3rd Gp.**, and wives, have been invited by the Sino-American Aviation Heritage Foundation of Los Angeles, CA to attend the formal raising of the aircraft from the lake. They are scheduled to leave Los Angeles for Kunming on July 23rd. They will return to the U. S. on July 31st. Others being invited to the ceremony include Board Members of the Foundation as well as members of the AVGs and the 14th Air Force Association. Also going to China for the event will be members of the Blackburn family. A further report of this event will be included in Summer issue of the newsletter.

War Stories

Did You Miss Me, Honey?

by Peyton R. Walmsley

It was February or March 1943. I was still billeted on the second floor of the Mohanbari tea Planter's T-shaped bungalow with the pilots from '42. They knew where their wives and sweethearts were but not vice versa.

While I, as copilot, was round-tripping China one day two of our crews brought in two loads of nurses destined for the hospital at Chabua. The pilots determined the nurses needed "RON acclimation" before starting work in Chabua. The party was in full swing with victrola music and open bar when we arrived "home."

After showers and change of clothes he went to the bar.

A warm body pressed against Lt. Reed's back and her arms encircled his ribs, hands firmly clasped around his stomach. She kissed the back of his neck and whispered "Have you missed me, Honey?" She was his wife, transferred from Coral Gables, FL, hospital.

Since there was one pilot more than nurses and I was the only "acknowledged" married officer, I drew OD that night.

Introduction To Assam

by Peyton R. Walmsley

In June 1943 I, with a first-flight-in-the-area copilot and a seasoned radio operator/crew chief, were sent in a C-47 from Mohanbari to Accra, Gold Coast, West Africa to pick up equipment or personnel for the upcoming push into Burma.

In those early days we flew daylight hours only so it was several RONS between Mohanbari and Accra. By the time we got to Accra we had a very rough-running right engine.

We also were in a queue with a three day wait. An engine exchange was unavailable but they did exchange plugs and tune up.

The Accra airbase, miles from our enemy, was enclosed by a tall chain link fence and patrolled by MPs with dogs, day and night. Walkways were asphalt with drainage ditches on both sides and the

buildings were stateside in construction. There also was a BX.

The three of us were billeted in a 4-man tent alongside the walkway leading past the BX to the mess hall. BX purchases were limited to three of an item per purchase. Behind the BX we scrounged a large wooden box and several candy cartons.

Then the three of us walked from tent through the BX back to the tent, to the BX. When the cartons were full they went into the wooden box which just slid nicely beneath the metal spring cot.

This rotation resumed early our first morning, each buying three of the same item until we filled the cartons in which they belonged. However these purchases were not without incident.

The three of us were returning to the BX when the horrific siren put us automatically into the drainage ditch along the walk. Passersby looked down at us and asked what was wrong with us. "Air raid," we replied in unison. "Naw," someone said. "That's just the noon reminder to knock off work and go to lunch." We wondered what would announce an air raid.

We bought candy, stockings for the nurses, cigarettes, and two cases of Carews Gin. It took two of us to lift the box.

On the third day Weight and Balance said we had 350 pounds of personal items in addition to an overload.

On the third morning, with an overload plus, we left Accra.

Editor: This is a two part story. The fun part will appear in the Summer Newsletter.

Flying the Hump

Roger D. Taylor submits as flight scheduling officer he didn't have to go on this trip but when were weather reports accurate except when from a pilot in flight?

It was an early evening flight from Chabua in C-46 # 580 with the usual load of gasoline. Bill Tolbert was pilot.

Before entering the overcast at 15,500 they luckily corrected 20 degrees right for drift.

War Stories (Cont.)

It wasn't long before they had more than an inch of wing ice and under prop ice bombardment.

That night 6 Jan 1945 tested all their flight knowledge and strength to remain upright and keep the engines from overheating.

Even with all the cowl flap adjusting and boost they continued to lose altitude and the radio was useless. They broke out eventually at 11,000 among high mountains. They could see the lights of Kunming in the distance and they turned toward them. They remained overnight in Kunming.

Editor: You must have gone by way of Burma at 15,000 ft. and the Lord was certainly with you at 11,000. We flew 20/23,000 in C-47s in 1943, daylight only and on occasion we had that type of weather, in clear air.

Bailout Diary

by Nick Sanchez

Editor: Every once in awhile stories sent in disappear. If one of your stories, sent in some time ago, has not been printed then please resubmit. We still have four newsletters to print. Here's Nick Sanchez' resubmitted. Incidentally his correct phone is 337-460-5967 and e-mail: nmsan@bellsouth.net.

S/Sgt Nick Sanchez was a radio operator in the 15th Combat Cargo Squadron, 4th Combat Cargo Group in Bhamo whose primary job was support of the British 14th Air Force troops.

After the capture of Rangoon Nick's outfit started flying the Hump. On July 25th, 1945, Nick's gasoline loaded C-46 was cruising at about 16,000 feet at 06:00. It was Nick's 17th Hump flight and they were 20 or 30 minutes out of Bhamo, headed for Yunanyi when the right engine coughed and burst into flames.

Nick was strapped into his chute at his station so after notifying the crew chief of the pilot's bail-out order he followed the copilot out the door.

Nick had to pull the rip cord twice to open the chute and then he landed backwards in the grass on a hillside. This was to be the beginning of a 17 day hike/ride to Yunanyi.

Of course this was in rain and he was soaking wet when he arrived at a hut with a fire, food and a bed.

July 26 Nick and nine natives walked to the bottom of the mountain, where he spent the night in another hut. Those Chinese could not read, but readily shared food and lodging.

July 28 a Chinese who apparently read said he would take Nick to his radio station the next day, 29 July.

July 29 Nick was taken to the plane, now stripped. A Chinese soldier who spoke some English took Nick to his radio station. Rattled pebbles in a can brought several Chinese to crank the generator to send the message.

Nick was able to bathe here and have his clothes washed. Nick declined to ride the next day in a crude but traditional "chair." A seat between two long, large diameter bamboo carried on the shoulders of two coolies over uneven or hilly terrain. He spent the night in another hut.

July 30 Nick's entourage was greeted by approximately 150 curious people. Here was an American. He ate dinner that night at a round table with 12 Chinese notables who just sat and stared at him.

His host was Mr. Wong, the Provisional Magistrate, a civilian and university graduate whose university graduate wife, fluent in French, had a MD degree, Nick was told. Nick, nervous, didn't know if he should salute, curtsy or shake hands.

July 31 Nick had a midmorning breakfast with Mr. Wong and local dignitaries. With great ceremony a large bowl was placed in the middle of a table for eight, two to a side. Small individual bowls of rice were placed in front of the diners. The main entree was chicken minus only its feathers. Chop sticks were optional. Using ones fingers, all eating from the central bowl, was the norm. If inedible, spit it out onto the floor for the dogs.

Upon leaving Nick received the promised travel papers, a bearer, two new guides and a horse. They alternately rode and walked the next six hours in rain to their next destination.

Aug 1 a two hour trek brought them to their next overnight.

Aug 2 Nick had a good breakfast then with a horse, or mule, and a too-small saddle, a bearer and two armed guards they set out again. Soaking wet and muddy to his knees Nick was a disgrace to the State

War Stories (Cont.)

of Texas when they arrived at the hotel. Again the center of attraction curiosity got so out of hand a guard was posted at the door. He was given a room with four beds. Nick dried out, took a short nap and brought his diary up to date. Noted his survival gear lacked a signaling mirror. He had supper in his room with a Chinese dignitary who supplied some liquor that Nick says would melt a brass monkey and offered Nick a woman companion. Nick declined the offer and gingerly sipped some of the liquor.

During these overnight stops he had given portions of his parachute to his benefactors, including his first Chinese soldier, now a member of his group, in appreciation of their hospitality. Aug 3 With the addition to his rescue party of the Chinese soldier, food improved: usually chicken, soup, rice, fried eggs (the old fashioned kind that you have to break in half).

Aug 4th he got a dozen bananas, 4 peaches, and a nag with a wound on a leg. When Nick mounted the horse started to buck. Nick stayed on for about a minute and a half in true cowboy fashion then decided with the horse to dismount and walk the six miles to the next stop.

His host that night showed Nick pictures of downed crews he had helped and took down the names of Nick's buddies.

Aug 5th brought a good breakfast after a good night, two uniformed Chinese soldiers as guides, and a good horse.

Along the way a runner brought an even better horse with a honest-to-goodness saddle. Nick rode the rest of the way.

Aug 5 Two uniformed guards became his new guides and a couple hours into their trek Nick was given a fresh horse and, Nick says, an honest to goodness saddle. It was another eight hours to a supper of noodles.

Aug 5 - 9 parallels the preceding days with little variation.

Aug 10 Nick alternately walked and rode a mule for the five hours to a Chinese garrison. Mitsui was in sight in the distance above a large arrow pointing to a sign proclaiming U.S. Army Headquarters. Two and a half hour later Nick was in Yunanyi and American food.

Happily the rest of the crew, in a group, was also rescued, and after a hospital checkup it was back to flying.

17th Hump Flight

by Richard C. Nethaway

A class 42-I Victorville, CA, Multi-engine school Sept 1942 graduate Richard had been drafted on 15 July 1941 in Salinas, California, noted for various row crops such as lettuce and artichokes.

He was assigned to 82nd Observation Squadron.

In March 1942 he was in Santa Ana, Calif. Basic Training.

Primary flight training was at Visalia. Calif. Basic was in Chico, Calif. and Advanced in Victorville, Calif. in AT-17s and AT-9s.

On graduation 29 September, 1942 Dick was sent to Long Beach, Calif., from where he flew Ferry Command for two months. Then he was sent to TWA, Kansas City for six weeks.

In mid January he was sent to Braniff in Brownsville, TX. In this stint as a C-47 copilot, he learned airline procedures and scheduling and enjoyed trips to Panama via Guatemala City.

In April 1943 he went to Coral Gables for C-46 transition.

In July 1943 it was on to Fairfield, Connecticut to pick up a brand new C-46 for Miami. At 07:00, 14 July Lt. Richard Nethaway, copilot James Spurlock, navigator Jim Scraggie, and unnamed radio operator and crew chief left for the CBI. Dick was one plane in a group of five led by an airline pilot in the lead plane.

Ten minute separations allowed for navigational as well as pilot and other crew enroute training. Weather changes added spice to their adventure.

As we have all experienced there were delays along the way from communications, hydraulics, oil leaks and the necessary aircraft and engine flight hours inspections.

Their arrival at Masira Island over a recent C-47 crash at runway end was a spirit dampening introduction to the CBI area.

War Stories (Cont.)

Later, on his way to Chabua, Gick picked up two pilots in Agra, Alfred Wood who became General in time and C.P. Williams, returning from leave. They became fast friends.

Dick's C-46 was one of the first to arrive at Chabua.

At midnight on Wednesday, 16 Nov, Dick, Lt. Hotard, Sgt Haug and Cpl Halleson left for Kunming with the usual load. It was one of those stormy nights when no two compasses anywhere showed the proper heading to Kunming. Finally, at 9:15 am, out of gas they bailed out. Dick became entangled with the chute shrouds and landed so hard he almost broke his back.

He and Hotard walked about two miles to a village. Helleson was there already. They slept all afternoon and night, after hot tea and boiled egg soup, in a barn.

Thursday, 18 Nov, after a boiled egg breakfast, they were led to the plane to recover whatever they wanted then hiked over almost impossible trails about 7 miles to a poor woman's hut. More boiled eggs and tea. Parachutes were sheets and blankets. Provincial soldiers were guides and body guards. Bearers carried the gear.

They left at 10 am 19 Nov and hiked five miles to a ferry where they had eggs and chocolate, crossed the river and walked another 5 miles to Pankio where they tried without success to call Kunming. They made some cocoa and ate some chicken prepared by the Chinese. Unused to hiking their feet were tired. They spent the night here.

Bearers were conscripted by the soldiers and were changed daily, or more often sometimes, so Saturday 20 Nov was a late start and the longest nonstop hike, 26 miles on fairly level ground, to Loping, a small Chinese garrison.

Here they met the governor and town banker, Mr. Peng. They sent a message to Kunming, stayed at the banker's house where they ate dinner with chop sticks and went to bed. It has been three days now without a change of clothes.

Sunday, Nov 21, Mr. Peng called Chanyi and a truck was sent to pick them up. Chinese Lt. Lu, US Sgts Buck, Foster and McReynolds in a 6x6 with

blankets and C-rations finally arrived. They ate at the Governor's and spent the night.

22 Nov it was 108 miles in 8 hours over the roughest road Dick had ever experienced to Chanyi Airbase where they met Major Ray, Lt. Brice Thomas, and others had a wonderful supper at the mess hall and a very comfortable sleep in the Base Hotel.

Tuesday, 23 Nov, Dick waited all day for the transportation from Kunming which never arrived, looked the base over, had his picture taken for a movie by Lt. Thomas Jones of the 15th Combat Camera Unit and wrote a short piece to go with it.

Wednesday, 24 Nov, Dick borrowed some clothes, took a bath, had a Chinese barber cut his hair and prowled the base. Sent another wire to Kunming. Hotard brought his diary up to date and gave it to Lt. Thomas. Thursday, Nov 25, Thanksgiving. Dick had six fried eggs and pancakes for breakfast. Just as Chanyi was going to have turkey and fixings the plane from Kunming arrived. Dick's crew and the planes crew managed to get a piece of pie and slice of turkey before heading to Kunming and a punk dinner.

Friday, 26 Nov in Kunming was more pictures, with a C-47, and riding all over Kunming Airbase to take them. Deadheaded back to Chabua in a C-87.

Dick was glad to be back with his friends but his back still hurt and he was fed up with parachute jumping and walkouts.

Editor: This is a two part narrative. More of his 31 hand written page narrative will be in the Summer Newsletter.

Excerpt from a letter to member Ruth Heckinger

from Frank Slater

12 Roundwood Grove
Hutton, Brentwood, Essex, CM13

2 NE, England 27 April, 2003.

I served with the British Army in India and Burma from the summer of 1942 to the end of 1945. For part of 1943 and 1944.

War Stories (Cont.)

I was part of a small group of signalers stationed at Ft. Hertz, Northern Burma. During 1943 the Japanese bombed a nearby native village and seriously injured many of the villagers who had been watching the flight of these strange bright birds. The victims were mostly women and girls.

The Kachins knew nothing of the ways of the West, never used money and made their living from the land. There were no roads, only trails made by elephants or other animals. It was an extremely isolated part of the world entirely enclosed from the North, West and East by high mountains and jungle. The air bridge between India and China over the Hump went over Ft. Hertz.

Darkness had fallen, when in response to our plea, an American medical team flew in to provide surgery and succor. The flight, especially at that time of night, was a particularly hazardous undertaking over the high and treacherous mountains and all praise should go to those who undertook it.

The surgeon and nurses worked all night in a simple hut where I had rigged up rudimentary theatre lights powered by my petrol-electric generator and with reflectors made of bright tin sheets cut from the containers of our supply of dried potato. Naturally, I have always wondered who these medical people were who came to the rescue, and what their side of the story was. Recently, searching the web for information about Ft. Hertz, I came across a reference to the 803rd Medical Air Evacuation Transport Squadron on the site of the University of North Carolina at Greensboro.

The interviewee, Mrs. Betty Godin, mentioned that they had been called to an incident in Ft. Hertz and that is how I came to focus my efforts on the 803rd.

If you served with the 803rd if you have any information about the incident described above I would be very pleased to hear about it, or perhaps you would know how I could get in touch with anyone from the 803rd?

Sincerely,
Frank Slater

Editor: Can anyone help?

A Mutiny of One

by Milton Golin

Editor: As reported by Robert Kurson in the REPORTER.

In 1942 at age 21 Milton was a police reporter at the City News Bureau of Chicago where it seemed he might remain forever.

Milton approached an Army recruiter who convinced Milt that the Air Transport Command (ATC) urgently needed navigators for the delivery of bombers; that navigators used compasses, slide rules, the stars, sun and instinct, so Milt signed up. After several months training Milton graduated to an ATC base near Chicago, where navigators got extra training to fly the longest transoceanic routes, the ones where airplanes sometimes reached their destinations with only fumes in their gas tanks and well worn rosary beads in the cockpits.

Milton's job was to navigate from the point of departure in the United States across the Atlantic to the European shore, deadhead back to the US and repeat with a new crew in another delivery.

Milton flew seven missions without incident. Before each mission he and the new crew met at a flight briefing at which the details of that day's flight were discussed.

On Milt's eighth delivery, a brand new B-25 from Natal, Brazil to Ascension Island, an eight hour hop of over 1,200 miles where they would refuel, remain overnight (RON) and proceed the next day to Accra, Gold Coast, Africa, the plane's pilot failed to attend the briefing.

The navigator sat behind the cockpit on the left side and the flight engineer sat behind the copilot across from the navigator.

Ascension Island is just a speck in the ocean on a heading from Natal of about 100 degrees with on course corrections to compensate for wind drift which required constant position monitoring and plotting. It is not until the plane is close to the island that the ADF (Automatic Direction Finder) will pick up the Ascension Island radio signal. These computations and course readings are given to the pilot, the plane's crew captain, for his heading confirmation or change if necessary.

War Stories (Cont.)

Milton calibrated his compass for deviation and variation, corrected magnetic north to true north, and synchronized his chronometer to radio pulses from Greenwich, England.

All was normal as they left Natal at 9:05 GMT (Greenwich Mean Time) and climbed to cruising altitude.

When the captain leveled out he set the autopilot to a heading of 60 degrees.

Milton realized the captain intended to bypass Ascension Island and fly directly into Accra, a distance beyond this plane's fuel range.

Milton took drift readings; sun shot and estimated their ground speed.

Then at 09:16 he called the pilot on the intercom. "Lieutenant, navigator here. This is not the direction to Ascension Island. Change course to 100 or turn around now. Do you copy?"

The pilot did not reply.

Milt's heart began to pound. By his estimate and his estimates had been near perfect on the previous seven flights-this pilot was going to crash the B-25 and its crew into the South Atlantic somewhere well short of Accra.

Milton double checked his calculations then once again pulled on his headset. "Lieutenant, navigator here. The direction you're heading is not to Ascension. Where do you think you're going?"

This time the pilot replied. "I'm heading directly to Accra. Save us a whole day. Who needs Ascension?"

Now Milton was stuck. He was certain the pilot would cost them their lives yet he abhorred the idea of crossing a superior. He pushed TALK again. "Look, you know we can't make it that far. Where'd you ever get that idea? At this rate we'll go down for sure. Please change to course 105."

"I know what I'm doing, so shut up," was the pilot's response.

At this point, Milton recalled, "I knew I had to do something to stop him. Something conclusive."

Over the next several minutes Milton made a series of cold calculations. First he determined that the current speed, wind and heading the B-25 would crash in the shark infested Atlantic Ocean about 145 miles southwest of Monrovia, Liberia. Second he

marked a spot on the map he called "Point of No Return," the last possible point where they could turn and hope to reach Ascension. Third, he calculated when, soon, he would enlist the help of the copilot. Finally, terribly, he began to plan how to force the pilot to change course.

At 10:15 Milton changed his tone to speak to the pilot on the intercom. "Turn this thing around or change course to 110," he ordered the pilot. "Do it now."

In a steady calm voice the pilot replied, "I don't know what those guys taught you in navigation school but you are not flying this jobbie."

"At this point," Milton says, "I looked at our position, then compared it to my point-of-no-return spot I'd calculated. We were getting close. I truly did not want to subvert a superior's authority but I had to do something."

At 11:05, Milton Golin got on the intercom again. "Lieutenant, you are flying us to our deaths. There's no way we're going to make it to Accra. You must-must-either turn back now or turn to a heading of 115. You've got to do this now or else."

"Don't threaten me, a superior officer, you bastard. Just do your job."

Neither of the other crewmen stirred although they had heard all the exchanges in their headphones. Milt reached for his octant in its cherry-wood case, on which he had carved his wife's name Irene, to take another position fix. He wondered if he'd ever see her again.

At 11:45 with the bomber hurtling toward his point-of-no-return Milton pleaded with the pilot again. "Do you want to die like this, in the drink with the sharks? Can't you understand what's happening? Lieutenant, for God's sake, bank to a 120 heading or turn around. We can still land in one piece." The pilot remained stoic. Milt poked the copilot and motioned him out of the cockpit.

The copilot tugged at his pant's zipper indicating a need to use the head (navy term for latrine). He closed the cockpit curtain.

"Are you getting all this?" Milt asked him. The copilot nodded. "Then stand by to take over, any minute now." The copilot nodded, unsure what Milt had in mind.

War Stories (Cont.)

By 12:05 Milton was unsure himself but knew he had to do it now. Milton thought constantly about the punishment for insubordination and mutiny which could be execution.

He stood up from his desk and with shaking hands reached for his .45. He took a step forward. Then he removed it from its holster, raised it slowly and pushed the cold barrel into the pilot's neck. "This is it, friend. Make the turn now or I'll pull the trigger. Do it now."

For a few seconds no one said anything or made a move. From the corner of his eye Milton could see the copilot white knuckling the controls, desperately trying to avoid eye contact with the pilot, ready to counteract any sudden move by the pilot.

Finally the pilot spoke, "Holy cow, Red," calling Milton by his nickname, "you weren't kidding, were you?"

The pilot knew Milton wasn't kidding so he turned course and headed for Ascension. Milton held the gun until he was certain they were committed to Ascension then sat down at his desk and had a candy bar.

No one spoke for the rest of the way while Milton worried about what he had done. He had just committed mutiny, an armed insurrection against a superior officer and would certainly face a court martial, possibly jail or death.

By 5:25, the fuel gauges on empty, the B-25 was on final approach to Ascension. They landed with 30 gallons of fuel in the tanks. No one said a word on landing and the flight to Accra the next day was in virtual silence.

Later that day the copilot ventured a theory to Milton regarding the pilot's behavior. He had a buddy flying a B-17 to Accra that day and the pilot figured, with a 40-knot tail-wind, they might make it for some drinks. He, unfortunately, did not have any transoceanic experience.

Milton and this crew flew the remaining legs across Africa to its destination then deadheaded back in a C-54.

Many missions later, Milton asked a briefing officer if he had ever heard of a mutiny aboard an ATC plane. He said yes he had but never was able to determine if it was fact or fiction.

***Publisher's Note:** Our war stories are normally told from our own perspective. We thought it would be interesting to tell a story from a Chinese perspective. Following is a story submitted by a Chinese grandson who is very proud of what his grandfather was able to do to help a downed 14th Air Force crew in China in late 1944. If any of our members can provide any additional insight to this incident, the author has provided a telephone number and E-mail address at the end of the article where can be contacted. He presently lives in Charlotte, North Carolina.*

My Grandfather and Three American Pilots

by Mark Li

In the Fall of 1944, the Japanese shot down an American bomber aircraft from 14th Air Force (Later called The Flying Tigers) in China on the border between southern Henan Province and northern Hubei Province. More specifically, it was around the areas of Shan Li Chen, Da Xin Dai and Yao Jia He. The three pilots were rescued by the Chinese Guo Ming Don troop and saved from capture by Japanese search parties.

A group of Chinese soldiers under direction of Mr. Jide Zhang (a relative of my grandfather) escorted the pilots to Xua Hua Dian, where the commander officer of the 4th Chinese infantry was located. Xua Hua Dian was in Luo Shan county, where my grandfather, Weiwen Zhang, was the county Mayor. Mr. Bang Xing Chen, who lived there and taught English in the city of Wuhan, served as a translator.

The pilots then walked approximately 12 miles to Zhang Ja Wan, escorted by soldiers under the command of Xudong Zhang, a relative of my grandfather. They stayed there overnight and the next day walked 10 miles to Dao Zuo Wan, which is also in Luo Shan County of Henan province. Except for the northern and southern entries, the community of Dao Zuo Wan was surrounded with walls and ponds. My grandfather lived there.

My grandfather invited the pilots to stay in his home in Dao Zuo Wan. The pilots interacted with the family during their three-day stay, even teaching the children to sing English songs. One of my uncles,

War Stories (Cont.)

who was 7 years old on that time, told me a month ago that he saw the pilots eating Chinese rice noodle but did not know how, and my grandfather was trying to show them how to do that.

One of the days, my grandfather took the pilots to a school nearby to attend a welcome meeting. The students stood in a line like a "U" to listen to the pilots' short speeches. After their speeches, the students asked the pilots some questions. One of the questions was that how the pilots could see a ground target during the night. Mr. Yi-shen Zhang, who is living in Taiwan now, was one of the students and remembered clearly this question.

Before they left, the pilots gave my grandfather their names and addresses in the US in the event my grandfather would have an opportunity to visit them someday. My grandfather made arrangements for the pilots to go to Hen Can, and later on to the commander office of the 5th Chinese infantry. From there, they went to the city of Chongqing, and later on to the unit in Kuen Ming.

Not long after the pilots left, the Japanese went to the county (about 50 miles away from the Japanese's unit) and burned my grandfather's house (a big ranch with more than thirty rooms). It is unknown whether it was related to the experience of my grandfather with the three pilots or not.

When the pilots left, my grandfather gave them some money and a pair of Chinese traditional shoes. He requested the pilots to pass the money and shoes to my older uncle who was studying at a college in the city of Chongqing. During the time, there was no mail delivery between the county and the city due to the war. The pilots went back to their unit through Chongqing, and my uncle did receive the money and the shoes. After receiving the money, my older uncle invited another uncle to have a dinner. This uncle is still alive and remembered this story.

When the American pilots were in my grandfather's home, my mother was in another town and did not know about this. To my grandfather, assisting in sending the pilots back to the unit and hosting them at home were something he should do, and he did not talk about that to those who did not know, especially after 1949 when the communist took the power in China. As for the pilots' names and

addresses, my grandfather could not keep them for long because the Americans were the enemy of the communist government after 1945 during the war in China, especially after 1949 when the Communist took the power. In addition, there was no motivation for him to keep them as he thought he would never have a chance to visit the US, and he would never think his grandson could come to the US 45 years later.

At the end of January this year, one of our relatives mentioned unintentionally the pilots' story to my father when they had a conversation about my grandfather. Later, my father contacted our relative in Taiwan who was supposed to know more about this. The information I wrote is based on what the relative's recall.

I am very glad to know that my grandfather helped save the three pilots and hope to see the three pilots to know more about my grandfather who I have never seen (I was born after he died) and the pilots' story. I wonder if we cannot find the three pilots' names, can we find the information from a military record in some way that may have the information on the shot-down plane and the survived pilots or their family members.

If you have any questions, please feel free to contact me at nlw908@yahoo.com or at (704) 321-9515.

Mark Li

Aviation Trulms

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.

A check ride ought to be like a skirt, short enough to be interesting but still long enough to cover everything.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

Always remember you fly an aeroplane with your head, not your hands.

Book Reports

Lithuanian Fly Boy: The Youthful Years

by Albert O. Wilkat
ISBN:1413408222

Humpster Albert is a first generation American who enjoyed the benefits of the Depression as did the rest of us. His narrative begins with his parent's arrival and settling in South St. Louis, MO. where Al was born and raised.

There are pictures of his family and their typical '20/30s style home with front porch wide enough for a comfortable swing.

Albert describes his boyhood, studies and Air Corps training bringing him to Shingbwiyang and the 2nd Troop Carrier Squadron in support of the Burma push ground troops.

The book price is \$22.32 (plus shipping and handling) and is available through:

Xlibris Publishing Corp.
436 Walnut St.
Philadelphia, PA, 19106
Tel: (215) 923-4686
www.xlibris.com
&
www.amazon.com

Winged History

by Kenneth L. Chastain, Jr

This is a biography of a Humpster, Kenneth L. Chastain, Sr, written by his son, Kenneth Chastain, Jr, who has presented his dad's activities from his birth in 1913 to his demise. Fascinating experiences include 75 Hump crossings from Mityinkina and Search and Rescue from Mohanbari.

The newspaper style is easy reading of the local, national and world happenings around Chastain, Sr's goings and comings. Like reading the daily paper.

For the younger readers it is painless history and for us contemporaries a pleasant memory refresher. I recommend this well written book, available from the publisher at \$24.95:

Turner Publishing
412 Broadway St.
Puducuh, KY 42001
(270) 443-0121

Book for Sale

Books listed here are for sale by the authors as specified.

There will be a space set aside for authors who wish to autograph and sell books on their own at the Denver Reunion. Though not a requirement, it is customary for the author to "tip" our diminishing treasure for this courtesy.

Curtiss C-46 Commando in Action

by Terry Love

Squadron/Signal Publications, Inc.
115 Crowley Drive
Carrollton, TX 75011-5010
(972) 242-8663

Flying the Weather:

***The Story of Air Weather* (\$15.00)**

by Otha C. Spencer

4245 Spencer Rd.
Campbell, TX 75422-2292
Write or e-mail for ordering information

***Proof Through The Night* (\$23.95)**

by Kristi Burke

Opal Creek Press
1675 Fir St.
Salem, OR 97302
(503) 375-9015
kristi@opalcreekpress.com
\$21.65 w/CBIHPA Membership

No Hurrahs For Me

by Harold C. Rosser

1524 Dick Lomas Rd.
Knoxville, TN 37909

or contact

Phyllis Quirk (Archivist)
Museum of Aviation
P.O. Box 2469
Warner Robbins, GA 31099

Book for Sale

Tales of The Himalayas (\$14.95*)
Born to Fly The Hump (\$12.95*)
 by Carl Frey Constein

9 Reading Drive #227
 Wernersville, PA 19565

Pennsylvania residents add 6% sales tax
 * Add \$2.00 S&H

The Special Prisoner (\$23.95)
 by Jim Lehrer, Newscaster

Phyllis Quirk (Archivist)
 Museum of Aviation
 P.O. Box 2469
 Warner Robbins, GA 31099

Top Stick
 by Hal Jacobs

14545 Drayton Hall Way
 San Diego, CA 92128
 (858) 485-9422
 jakes43k@aol.com

The Price of Glory: Flying The Hump
 by Buck Saunders

348 Alves Ln.
 New Braunfels, TX
 awbucksanders@axs4u.net

Aviation Truisms

*Never let an aeroplane take you somewhere your
 brain didn't get to five minutes earlier.*

*Don't drop the aircraft in order to fly the microphone.
 An aeroplane flies because of a principle discovered
 by Bernoulli, not Marconi.*

*"Unskilled" pilots are always found in the wreckage
 with their hand around the microphone.*

Reunion Pre-Registration

GALLUP, Alfred & Winnie Lawrence, KS
 16th ComCar Sq., Chittagong, Myitkying

GARDNER, Alfred & Florence Menlo Park, CA
 12th ComCar Sq., 3rd Gp., Dinjan, Myitkyina

HARRIS, Virgil Palm Dale, CA
 7th Bomb Sq., 3rd Gp., Sylhet, Warazup, Moran

JORDAN, Alex L. Jr. & Pat Martinsville, VA
 Imphal, Kyitkyina, Kunming

KELSO, William & Joan Thomasville, GA
 ATC, Kaliakunda, Misamari, Karachi

KOLB, James & June Florissant, MI
 10th ComCar Sq., 3rd Gp., Dinjan, Myitkyina

LADD, Roy & Pat Fort Myers Beach, FL
 ATC, Tezpur

LINDSAY, Grant Shedd, OR
 ATC, Luliang, China

MILLAN, Mary Jane Norfolk, VA

MOORE, William F. Jr. & Rachel Norfolk, VA
 10ComCar, 3rg Gp., 10th Sq.

PATTERSON, Robert M & Norma Ida Grove, IA
 4th ComCar, 14th Sq., Sylhet, Agartala, Chittagong,
 Myitkyina

PEREZ, Louis E. and Margie New Orleans, LA
 ATC, Jorhat

SHERIDAN, Thomas & Mary New Port Richey, FL
 315th TrpCar Sq., 443rd Gp., Ledo, Dinjan, Chihkiang,
 Shanghai, Hankow

SIMPSON, Warren & Trudy Germantown, TN

SOLBERG, Donald & Marjoriem Yorba Linda, CA
 4th ComCar Sq., 1st Gp., Sylhet, Imphal, Chengkung, Dohazar

STRAHLER, Georgette Laguna Woods, CA
 9th ComCar Sq., 3rd Gp., Sylhet, Warazup, Moran

SUMMY, Raymond & Roberta Henderson, NV
 4th ComCar Sq., Sylhet, Imphal, Chengkung, Dehazar

VINYARD, Jay & Sally Amarillo, TX
 ATC, Sookerating

Burma Reports

Publisher's Note: For most of the years since World War II, Burma (now Myanmar) has lived pretty much as a closed society. Now suddenly there are signs of activity coming from there. Since Burma played such an important role in our experiences in the CBI during World War II we are printing a number of items that indicate some of these changes. Of special interest to our members, are developing efforts to locate missing Army Air Forces aircraft that were lost in the northern Burma area during that period. We are therefore beginning this report with a significant letter which we are sure will be of interest to all.



February 17, 2004

Defense POW/Missing Personnel Office
Remains Recovery Operations in Burma

- DPMO initiated discussions with the Burmese government in late 2001 to establish the framework within which the U.S Government can send teams into Burma to recover the remains of American war dead from WWII,
- On 12-13 September 2002, a small delegation led by Deputy Assistant Secretary of Defense (DASD) Jerry Jennings visited Rangoon to secure the framework from senior officials in the Burmese government and an agreement on a timeline for initial recoveries.
- On 17-18 Oct 2002 the DASD (POW/Missing Personnel Affairs) hosted a three-person Burmese delegation for a visit to the Central Identification Laboratory - Hawaii (CILHI) to orient them on U.S. recovery techniques and to discuss recovery operations in Burma. Burmese participants were at the Colonel and lower rank.
- On 21-22 Nov 2002. DPMO and CILHI conducted initial recovery operations talks in Burma. These talks laid the foundation for the first investigation and recovery operations.
- > Dec 2002: CILHI conducted a medical/logistic survey to evaluate Burmese support.
- > Jan 2003: CILHI surveyed proposed recover sites.
- From 2 Mar-27 Apr 2003, CILHI conducted initial Recovery Operations. The team recovered suspected human remains, various aircraft parts, and personal equipment. The laboratory is now analyzing the items.
- In October 2003, the Joint POW/MIA Accounting Command (JPAC) conducted technical discussions for future investigation and recovery operations.
- In November 2003, JPAC surveyed proposed recovery sites.
- **From February 25 to March 25, 2004** JPAC will conduct their second Burma recovery operation, in the Katchiri State 15 miles northwest of Myitkyina. JPAC will excavate the site of a C-47 loss from May 23, 1944 with seven crew members unaccounted for.
- Conditions for the operations:
 - > We will not permit any preconditions for conducting recovery operations.
 - > Contact with the Burmese government and recovery operations will be strictly humanitarian in nature.
 - > There will be no military-to-military training or related activities.

Please convey to Mr. Thornley our sincere appreciation for his concerns and efforts to air our missing countrymen and for his service to our country. As always, your continued strong support in this is issue is gratefully appreciated.

Sincerely,

Boyd Sponaugle
External Communications

Published by the Defense Prisoner of War/Missing Personnel Office
Office of the Assistant Secretary of Defense/International Security Affairs
Washington, DC 20301-2400
(703) 669-1100

Burma Report

Clayton Kuhles in Berma



This is a follow-up on previously published stories about Clayton Kuhles and previous trips he has made to Burma in efforts to find lost

Hump Operation aircraft – ventures in which he has been successful. He would like to return this fall to make further searches in northwest Burma just across the border from the Assam Valley of India. However, he needs some financial support for any further undertakings of this type and to date has been unsuccessful in finding any.

As he previously reported he ran across some members of U. S. MIA Recovery Teams in Myitkyina during his last visit. They were very pleased with his search results and indicated it might be possible for him to contract with their group to help expand their search efforts. However, it now appears that this will not happen. It is too bad because he has proven his efficiency in such efforts and would be a great add-on for their site searches.



Following his return last December he has sent our office a number of pictures of his travels in far northwest Burma on his last trip. Travel north through Burma by air to Putao (Ft. Hertz) is fairly efficient. However, once north of there travel quickly returns to primitive (World War II type) travel. We



are running a number of the pictures he took to give our members a feel for a type travel up there that only those who unfortunately had to walk out of north

Burma are aware of. We hope you find them interesting.

Update: Clayton was advised on February 3rd by the U. S. Defense Attaché in Rangoon that they now have possession of the human remains and artifacts taken



from him by Burmese officials in December 2003 when he started his trip home. This will start the process of identifying and repatriating them to the relatives of those crewmembers. Clayton also recently advised that he has not given up his efforts to find a commercial or historical entry who might be interested in underwriting him

for further expeditions to Burma in search of MIA US aircraft and crewmembers.

For those who may be interested in visiting with Clayton he may be contacted at telephone (928) 899-1614 or by e-mail – kuhles@earthlink.net



Burma Road Activity

Courtesy of Mizzima News (www.mizzima.com)

(Guwahati, India): The Indian Road Congress meeting which concluded in Assam, in the north east India, favored initiating an urgent step for constructing a road between India and Burma as early as possible. The biggest ever meeting which was attended by the technocrats of China and America suggested the north east government to conduct a feasibility study on constructing the road.

Engineers of China and America were of the view that once the road was opened it would help the south east Asian countries in creating a proper trade atmosphere. India, China and Burma are favoring increasing trade in this region and hence the road is very much essential, the engineers said.

Burma Road Activity (Cont.)

It may be mentioned here that the north eastern states have been demanding for improving the famous Stilwell Road, connecting Burma and Kunming province of China. The meeting attended by the transport ministers of the north east India unanimously suggested that a road should be built immediately in order to boost trade with Burma.

The Road Congress meeting also advocated improving the roads bordering Burma and Bangladesh so that formal trade can be started.

Statement of Mission

By Wu Chang Li

My name is Wu Chang Li, a representative of the Kachin Tribesmen of Myitkyina from the Union of Myanmar (Burma).

I have in my possession the legal authorization from the Chief of Kachin Tribe and from officials of Myitkyina to convey their request for assistance from the United States of America (from the government as well as from NGO) to do the following:

To help in the further exploration, identification/authentication of the remains of American soldiers & officers missing in action (MIA) over Burma during WWII along with numerous downed U.S. airplanes, dog tags, personal belongings (see appendix) and to bring them back to the U.S.

To jointly build a memorial for all the Allied Troops who fought and died in battles in the regions of Myitkyina during WWII against the Japanese invaders. (Allied troops include Chinese, American, British, Australian, Indian and Burmese people)

To initiate the filming of a movie (the script has already been written) about the American, British and Chinese heroes over Burma during WWII. It is the wish of the people of Myitkyina that an American producer/director would take the leading role with assistance or joint effort by a Chinese producer/director.

To also initiate the production of a documentary film on the discovery story of all the historical "treasure" in that region as the exploration proceeds.

Again it is preferable that an American producer/director takes the lead, but it does not need

to be the same one who would produce the movie.
Target Date for Completion of Project: August 15, 2005 (60th anniversary of Victory)

Political Background

Myitkyina region is located in the Northern part of the Union of Myanmar (Burma). It is currently under the Kachin tribe control with about four (4) divisions of well-trained Kachin army. According to an agreement signed by the Union of Myanmar, the Burmese army and the Kachin army are on peaceful terms. Neither government shall interfere with the other one's internal affairs. Thus, the Chief of Kachin tribe and officials of Myitkyina guarantee the safety for all foreign personnel in their attempt to do the work as described above. The Kachin people possess 200 adult elephants that would prove to be most helpful in any or all of the above projects.

Japanese right wing people have already spent the money to build their temple and a memorial tower to remember their soldiers who died in their invasion of Myitkyina during WWII. Japanese tourists and descendents of their troops often do their worship right there in downtown Myitkyina which has angered many of the local residents, especially the Chinese expatriates and the Kachin people which constitute more than 90% in the region. As a result some of the descendents of allied troops who still remain in the region have proposed to build a memorial for the allied troops who fought and died in Myitkyina region of Burma during WWII.

The U.S. Consul in Yangon (Rangoon) had planned to build a memorial for U.S. soldiers who died in Myitkyina during WWII back in 2002. But the project did not get consent by the Burmese government. Although there is currently no formal diplomatic relationship between the U.S. and the Union of Myanmar in Yangon, the people in Myitkyina believe that they can complete this assignment without going through the junta government in Yangon. As a matter of fact, the new project in the construction of a memorial for the allied troops of WWII in Myitkyina has already received consent from the current junta government in Yangon.

Concerning the house arrest of Nobel Prize Laureate Ms. Aung San Suu Kyi by the junta government in July, 2003, which had caused U.S. to cut her diplomatic relations with the Union of Myanmar and has frozen all financial accounts and

Statement of Mission (Cont.)

properties belonging to the Union of Myanmar in U.S., we believe that it might be difficult for the U.S. to send any diplomats to that country in the near future. We also believe that by doing this project we could help thawing the cold relationship between the two governments. If we could help getting the junta government to permanently release Ms. Aung San Suu Kyi as a result of our efforts, so be it! Everyone would benefit from it.

The Movie "Far Away Myitkyina"

The script for the movie has been written by Mr. Chen DunDe and Mr. Zhang JianYang both of whom are descendents of officers in the Chinese army that was sent by the Nationalist government to India and Burma during WWII. They had produced and co-directed two very successful films in "Iron Blood at Kun Lun Guan" and "The Bloody Battle at Tai Er Zhuang". Mr. Zhang has been a member of the UN mission on Anti-Opiate Manufacturing and Trade which supervised the complete destruction of all opium plantations in Myitkyina and the replacement with high quality grain plantations.

As a result Mr. Zhang has participated in the initial discovery and authentication of the artifacts left behind by WWII battles in the region. Some of those airplanes might be from the famous flying tiger battalion. Some were already identified as being those of the "Hump Back" missions flown from Calcutta, India over the Himalayan mountains with their goal in ChengDu, SiChuan, China. Mr. Chen has already registered his intent to produce the movie and has copies of the script on record with the Chinese government in Beijing. But he has agreed with the people of Myitkyina to locate and invite an American producer to co-produce this film because of its scope with the international flavor. The Chinese officials at the highest level have all pledged their support.

Items already found in Myitkyina

More than 12 American Soldiers' dog tags and wedding rings Shoulder or lapel insignias and/or identification items

At least the remains of two downed American

military airplanes with numerous pieces of fragments from the airplanes plus the ID plaque on the main frame of each airplane; Four large trunks full of airmen clothing and other items; Continuous discovery of human remains from allied troops: American, British and Chinese and their belongings; Also Japanese remains and belongings; Tanks, other military vehicles, weapons, cannons, etc.; Presently discovered are six locations in the nearby forest with the remains of 8 military airplanes, some fighter planes and some transport planes, all are being protected by Myitkyina local militia of the Kachin tribe; According to dependable reports by mountain people, there are at least 20 other locations where evidence of downed airplanes are found, some of which might require metal detectors for faster exploration work.

Another Burma Contact

Hello,

My name is Khaing (Khine) I am a Burmese (female) whose profession is in Travel. Due to my recent venture in relations to paying homage to my late father, I have recently started to contact some people who have been in Burma during the Second WW, those especially related to the Air Force. My father grew up during the Second WW, served in the Burmese Air Force and had a great deal of interest in AVGers, Merrill's Marauders and the CBI Theatre. My knowledge on all these associations and their history is very limited as we had only learned that in high school.

My father passed away quite some time ago but I've always thought of doing something for him. My desire to promote Burma has been an ongoing issue but after a conversation I had with David L. Tex Hill, the idea to promote "The Burma Road" has become quite a passion for me. I came to read some other information all related to the Burma Road and started to investigate if there had been visits made from the Veterans or their families who were involved in protecting the Burma Road such as the AVGers, CBI theatre, those who flew over The Hump and all who were involved in constructing the Ledo Road.

I am starting to generate some interest from a

Prospects Brighten for Kunming Initiative

By Ramtanu Maitra (www.atimes.com)

Some new developments in Sino-Indian and Sino-Bangladesh relations indicate that the Kunming Initiative to rebuild the old Stilwell Road, linking northeastern India with southern China to enhance Sino-Indian trade, has been revived.

Optimism was raised by the statements of Indian Defense Minister George Fernandes, who is widely identified as the staunchest critic of China in India, that hinted at changes in Indo-Chinese relations. At a conference on "Asian Security and China 2003-2010" in New Delhi last month, Fernandes said that the September 11 tragedy had altered the nature of the discourse about security and how it is to be prioritized in consonance with the Indian experience of dealing with a similar situation for the past two decades. "The Sino-Indian relationship is to be rearranged in this altered context," he said.

Of equal importance was a seminar organized in the Indian state of Assam last December. Jointly staged by the Maulana Abul Kalam Azad Institute of Asian Studies, based in Kolkata, and Dibrugarh University, the seminar suggested the reopening of the road to improve relations with neighboring countries. It also proposed that the road should measure up to international standards and be capable of carrying 40-foot containers. Senior professors attending the seminar observed that once the road was opened, the entire Southeast Asian region would become a major trade hub. For Yunnan province, which is landlocked, the road will pave the way for access to the Bay of Bengal.

Indian Roadblock

The seminar's conclusion was, however, not endorsed by India's Home Ministry, a bastion of China antagonists. The ministry continued to show its disinclination to reopen the Stilwell Road, ostensibly in view of the continuing militancy problem in the region. The more likely reason is inertia: Indian bureaucracy, and the present Bharatiya Janata Party (BJP) seems to have no sense of seizing an

few people and I'd like to have that interest continue. I believe that the Ledo/Stillwell road as well as the Burma Road will join again in the future as I have read articles and reviews about the Authorities in India, Burma and China trying to put efforts into opening border trading which means some are looking into reconstructing or improving the conditions the historical route. The Yunnan Province will be hosting China-ASEAN Trade fair in October 2005 which means that Kunming and the Northern and the Northeastern part of Burma will have enormous exposure towards making investments and promoting tourism.

I personally would like to see my country open and would like to make personal contacts with those who would like to visit Burma in the future. I have corresponded with people from the flying tigers, the Merrill's Marauders as well as CNAC in order to introduce my interest in wanting to associate with their organization.

I speak the language, know the country and I still keep in touch with some of my father's former colleagues who would be able to assist me in organizing trips to certain remote places in the country. I also return to Burma every year and I will be doing so on Oct 29th to travel up north and cross over the border into China so that I will have first hand knowledge of the conditions and improvements if any, on the Old Burma Road.

I would gladly give any information you or other members may need so please do not hesitate to contact me. I look forward to hearing from you.

Sincerely,
Khaing Fredricks (Khaing)
1592 Leeds Castle Dr, Ste 102,
Vienna VA 22182.
Tel: 703-821-2472

Upcomming Burma Tour

UPDATE: Mrs. Khaing Fredricks, has subsequently advised us she is planning a commercial tour of Burma this winter. The tour will be for 16 days and will include visits to Myitkyina and Shinbuiyang. Anyone interested in considering such a tour can contact her at telephone (703) 821-2472 or by e-mail at: ktun@juno.com.

Prospects Brighten for Kunming Initiative (Cont.)

opportunity. Fear of disturbing the status quo reigns supreme among the bureaucrats generally.

Those who oppose the enhancement of Sino-Indian trade relations point out fearfully that the road will allow Chinese goods to flood the Indian market. A huge amount of Chinese goods come in as it is, and will continue to do so through the unmanned Indo-Nepal borders. Also, a large amount of Indian goods travel in the opposite direction. Yunnan province, where Kunming is situated, imports annually over half a million tonnes of iron ore from India and exports to it about a million tonnes of phosphatic ore. The “fears” would seem to have a definite political bias.

The Kunming Initiative got its name on August 17, 1999, at a conference on regional cooperation and development among China, India, Myanmar and Bangladesh held in Kunming, the capital of Yunnan province in the southwestern region of China when delegates acclaimed a proposal to revive the Stilwell Road, or the Old Burma Road. The Stilwell Road, which stretches from Ledo in Assam to Myanmar across the Phangsu pass and joins Bhamo in Myanmar and then extends to Yunnan province of China. The road covers a distance of 1,043 miles from Ledo to Kunming. The distance from Ledo to Kolkata is about 1,065 miles.

The Home Ministry’s opposition to the proposal flies in the face of unanimous endorsement by India’s seven northeastern states. They have demanded reopening of the road to increase the volume of trade with Southeast Asian countries. Their enthusiasm is well founded. If the Stilwell Road is reconstructed from Ledo in Assam to Mytkina in Myanmar - an admittedly difficult, mountainous 250-mile stretch, this road can then be extended to the Moreh-Tamu (India)-Kalewa (Myanmar) crossing on the Chindwin River. Indian engineers have already built this road recently -it was completed in 2001 - and a bridge over the Chindwin can extend the road as far as Mandalay, which is on the Myanmar railway system. Another Indian northeastern state, Mizoram, which shares as much as 450 miles of border with Bangladesh and Myanmar, could be linked to Akyab (now called Sittwe) in Myanmar, and if Bangladesh

agrees, Agartala in Tripura could be connected to Chittagong. That will open up the entire northeastern region of India, making it the commercial outlet for eastern trade.

Sino-Bangladesh Initiative

In addition to support among the northeastern Indian states, and among some groups and institutions in Delhi, the Kunming Initiative received a big boost last December when Bangladesh Prime Minister Begum Khaleda Zia met with the governor of Yunnan province, Xu Rongkai, during her official five-day visit to China.

Following an hour-long meeting, the Bangladeshi spokesman told the media that the Yunnan governor had asked Zia to encompass Bangladesh in the Kunming Initiative for an enhanced cooperation to the mutual benefit. The governor said that his province would cooperate with Bangladesh in strengthening interaction in economic, trade and cultural fields under the Kunming Initiative, joined by Myanmar, Vietnam, Laos and northeastern India.

Xu, responding to a proposal from the prime minister, agreed to set up the Chittagong-Myanmar-Kunming air route, which, then, would help to build a sub-regional communications network. The proposal for the air link has been taken up seriously and it is expected to get the green light this month when Yunnan officials meet Bangladeshi officials in Dhaka.

Some analysts point out that the Kunming Initiative got bogged down because of India’s concern about the growing economic power of China and also due to the less-than-friendly relations between Dhaka and New Delhi. There is no question that much more is at stake for India in improving its relations with Bangladesh and also in developing a more transparent one-to-one relationship with China.

What is at stake for India?

Delhi has already made significant efforts to open up northeast India to Southeast Asia. Almost two years ago, then-Indian external affairs minister Jaswant Singh, on a visit to Myanmar, made the point that the natural outlet for India’s northeast is through

Prospects Brighten for Kunming Initiative (Cont.)

neighboring Southeast Asian countries and not Kolkata.

“The northeastern states have to have an access eastward,” he told newsmen accompanying him on his tour to Myanmar, the first by an Indian minister in 14 years. Subsequently, India has built the Moreh-Tamu-Kalewa road. Besides the Moreh-Tamu linkage, three new trade points are being opened at Champai-Rih, Pangsau Pass and Paletwa on the Kaladan River to enhance economic cooperation between the two countries. The two sides have also identified the Lungwa-Yangyong and Pangsha-Pongnyo crossings as potential trading points. Weekly haats (village markets) are held at these places on the Indo-Myanmar border in the Nagaland sector.

It seems that New Delhi has finally begun to recognize the importance of extending its trade by land to Southeast Asia. Myanmar’s readiness to cooperate with India in helping to develop a transport corridor has assumed great importance for New Delhi. The transport corridor through Myanmar can offer a cheaper and faster alternative to the narrow Siliguri corridor in the northern part of the state of West Bengal. This is currently utilized as the trade corridor within India for sending goods to the northeast India. India and Myanmar are presently working on a project along the Kaladan River that runs through the Indian state of Mizoram and Myanmar before joining the Bay of Bengal. This project envisages upgradation of port facilities at Sittwe, about 155 miles from the border between Mizoram and Myanmar, where Kaladan flows into the Bay of Bengal.

Once the right waterway and road links are established, commodities and goods will have economically viable passage from India’s east coast ports to Sittwe and thereafter through Mizoram and other states of India’s northeast. Last month, India started short-haul turbo-prop services to link all the capitals of the northeastern states and also some destinations in the eastern region of India. At the moment the air service will meet only passenger requirements, but New Delhi hopes that the connectivity itself will enhance trade and commerce with and among the northeastern states. If things begin to move, more commercial proposals will surface.

According to the Independence of Bangladesh, the Bangladesh Ministry of Energy and Mineral Resources has accepted, in principle, a proposal for the construction of a Myanmar-Tripura-West Bengal gas pipeline through Bangladesh. It is also said in that the Myanmar, Tripura and West Bengal state governments of India have accepted the proposal in principle.

A Little Humor

Editor: We received the following report from Ruth Heckinger, concerning an amusing incident that occurred to her on the way home from the St. Louis Reunion. The following is an excerpt from a recent letter from Ruth.

“... The affair was a great success and my friend, Gus, enjoyed it hugely... as well as the ballgame he attended Friday while we partied.

Speaking of partying, there was an encounter on the way home: I drove back to Florida with Druce Henn and Mike Feduniak, stopping at every casino along the way.

At one stop, we met a woman, southern belle (ala GWTW) type in a long, flowing white dress, shoulder-length wispy pale hair, who confided, with fluttering hands, that, although she had been “but a wee child in WWII” (haw!), her 3rd husband (or was she his 3rd wife?) had been a P-51 pilot with the Flying Tigers in the CBI!!

Of course, we were interested and she went on, again assuring us that she was but a “wee child at the time” but her husband told some fascnatin’ tales:

“You know,” she earnestly lectured us, “they had no instruments in those days,” and one time, her hero flew out of Karachi in his P-51, got lost, and ended up over Berlin!!!! That got our attention which have begun to waver and all three of us whipped our heads around...

“Got lost in a P-51 out of Karachi and ended up over Berlin??” “Oh yes,” said the ditsy one, nodding the pale head vigorously, “You know they didn’t have any instruments in those days...”

We laughed all the way home and if whoever happened to be driving made the least miscalculation, the other two would shout, “You’re going to end up over Berlin.”

What a hoot!”

A Historical Glance Back at The Association

Note: From the Archives - Constitution of Hump Pilots (Adopted at Kansas City, September 1948)

1. Objectives

- a) To maintain contact with men who flew together over the Hump in CBI, 1942 - 1945.
- b) To do so by:
 - 1) Annual Meetings
 - 2) Publication of a newspaper/newsletter

2. Membership

Anyone who was stationed in the Hump area, China, Burma, or India, officer or enlisted men, who is interested may join.

3. Officers

- a) President - To be elected at the annual meeting. Duties shall be to encourage the organization, see that the paper is published by the editor, recommended policies, conduct the annual business meeting at the end of his year, and arrange for the convention. He can appoint whoever he wishes to aid him in his work.
- b) Editor - Secretary - To be elected at the annual meeting. He shall write and publish a Poop Sheet twice a year, along with an address list. Because he must maintain communication, he shall discharge the functions of secretary and treasurer also. He shall maintain the financial books and minutes.
- c) Other officers as deemed necessary may be elected. A simple majority vote will suffice in all cases.
- d) All officers will take duties at end of annual meeting.

4. Conventions

- a) The annual convention shall meet once a year in a city selected at the previous meeting by a majority vote.
- b) The president shall have the responsibility for making the necessary hotel arrangements and publicity. He may ask for volunteers to help, preferably those who live in the convention city.

5. Dues

Dues shall be \$1.00 a year, unless otherwise changed by the convention. Monies received are to be used for publication and publicity expenses. Any surplus not so used can be contributed to the Air Force Charity Fund.

6. By-Laws

Any necessary by-laws may be made, or any changes made, effective immediately, at any annual meeting.

7. By-Laws Number 1.

(Adopted at Cincinnati, September 10, 1949. See minutes of that meeting, paragraph No.4)

The first Saturday after Labor Day of each year is established as the first regular annual meeting day.

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ADDENDUM (#17) TO ROSTER PRINTED MARCH 1999
CBI HUMP PILOTS ASSOCIATION - MARCH 2004

Changes of Address

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 Ph (215) 946-3421

BAKER, Elwood W. "Bake"
 5015 Lincoln Rd., Macedon, NY 14502
 Ph (315) 524-9459

BAUER, William J. "Bill"
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 Ph (315) 265-2837

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 Ph 817/448-9725

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CBI HUMP PILOTS ASSOCIATION - MARCH 2004

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CBI HUMP PILOTS ASSOCIATION - MARCH 2004

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59th Annual Reunion Pre-Registration Form - Page 1
CHINA-BURMA-INDIA HUMP PILOTS ASSOCIATION - 59th ANNUAL REUNION
DENVER, COLORADO WEDNESDAY, SEPT. 8 to SUNDAY, SEPT. 12, 2004
PRE-REGISTRATION FORM

DENVER COLORADO: At the base of the Colorado Rocky Mountains, The **DENVER MARRIOTT CITY CENTER HOTEL** is the “flagship hotel” of downtown Denver. It is right downtown with direct walking access to the 16th Street Mall. Taxis and shuttle vans and taxis are available from the airport, approx. \$25. Reunion Hosts Roy and Pat Ladd have planned a great Reunion. Meet dear friends again, and make some new ones. On Thursday we will visit the U.S. Air Force Academy and take part in a ceremony marking the placement of a bronze C-46 by artist-sculptor Robert Henderson. There are also guided tour options listed below. Call the hotel at 303-297-1300 for reservations. Specify “China Burma India Hump Pilots Reunion”. **Please make hotel reservations early (reservations MUST be made by July 1) and state your date of arrival and date of departure**, such as “Arrival Wednesday, Sept. 8 and departure Sunday, Sept. 12, four nights”. Guestroom rate \$95 plus tax. Marriott Concierge Club Floor \$125 + tax. Reunion Registration fee is **\$98** each, or **\$196** per couple. Please make both hotel reservation and HPA Reunion Registration by **JULY 1. Don’t miss this Reunion !**

Denver Marriott City Center Hotel
 Phone: **To Hotel direct: 303-297-1300** or **800-228-9290 Central Reservations**
 1701 California St. Denver CO 80202

NAME _____ NICKNAME _____

Last First

Life Member First Reunion Spouse/Guest(s) _____

Last First

Address _____

City _____ State _____ Zip _____

Phone _____ Arrival Date _____ by car by air Need wheelchair?

CBI Group & Bases (for name badge)

FEES: Reunion Registration: \$196 per couple; \$98 per person How many? __ @ \$98 each = \$ _____
 Includes 2 banquets and dances, Ladies Brunch, Reunion Pin, and program.

SCHEDULED EVENTS & OPTIONAL TOURS: (with extra fees as shown)

Wednesday, Sept. 8: Arrivals:

Registration open 2 PM-9 PM for pick up of Thursday morning tour badges. Board Meeting 4 PM – 6 PM
 Evening: On your own: Many downtown restaurants are close by.

Thursday, Sept. 9:

Tour #1 U.S. Air Force Academy, 8 AM–4 PM. Dedication of Bronzed C-46. Includes Lunch.

If the Air Force C17 P62, “Flying the Hump” comes in we will go see it as part of the tour. And if time allows we will pass through the Garden of the Gods Park, with a stop at the Visitor’s Center.

How many? __ @ \$30 each = \$ _____

Tour #2 Denver City Tour, U.S. Mint, Colorado Capitol, Unsinkable Molly Brown’s House, museum and store, 9 AM – 1PM. Return to hotel for lunch on own.

How many? __ @ \$25 each = \$ _____

Tour #3: Denver History Museum/Art Museum, 9 AM-2 PM Transportation: Explore the museums on your own. Lunch on your own.

How many? __ @ \$26 each = \$ _____

59th Annual Reunion Pre-Registration Form - Page 2

Tour #4 Dinner at "The Fort", 6:30 PM - 10:30 PM. A most interesting and unique dining experience, a re-creation of old "Bent's Fort", the first trading post on the old Sante Fe Trail. Western atmosphere, fine cuisine of the traditional West, in a comfortable, modern upscale restaurant. Featured in "Bon Appetit" and "Gourmet" magazines.

Coach transportation. \$10 each. Dinner selection and cost on your own at "The Fort". Menu Prices \$25-\$75. Fine steaks, buffalo, elk, quail, salmon, lamb and chicken. A very popular and well regarded restaurant. Look at www.thefort.com. How many? __@ \$10 each = \$ _____

On your own: 16th Street Mall Shopping, The mall is next to the hotel and has a shuttle to get you around.

Friday, Sept. 10:

Tour #5 Golf Tournament (Golf Form Will Be Sent To You), 6:30 AM – 2 PM

How many? __@ \$85 each = \$ _____

Tour #6 Buffalo, Dinosaurs and Beer! 9 AM–2:30 PM. See a Buffalo Herd and Buffalo Bills grave and museum atop Lookout Mtn. with views of the Rockies and the Plains; a brief stop at Dinosaur Ridge to see real Dinosaur tracks, then on to Golden Colorado, with sights along the way, for tour (and taste !)at the Coors Beer Brewery: Buffalo Burgers anyone? How many? __@ \$26 each = \$ _____

Tour #7 Denver History Museum, 9 AM-1 PM. Transportation: Explore the museum on your own. Lunch on own. How many? __@ \$22 each = \$ _____

Tour #8 Denver City Tour, U.S. Mint, Colorado Capitol, Unsinkable Molly Brown's House museum and store, 9AM – 1PM. Return to hotel for lunch on own. How many? __@ \$26 each = \$ _____

On your own: 16th Street Mall Shopping: The mall is next to the hotel and has a shuttle to get you around.

DINNER 6PM–9:30PM: Informal Dinner/Dance 6 PM No Host Cocktails; 7 PM Dinner: Marriott Hotel Ballroom. Dinner is Included In Registration Fee. How many? _____

Saturday, Sept. 11:

Saturday functions (except Tour 9 & 10) are included in registration fee, but you must fill in for head count.

MEMBERSHIP MEETING 9 AM - 11:00 AM

NEW BOARD MEETING 11 AM – 12 Noon

LADIES BRUNCH & Silent Auction, 9 AM – 12:45 PM. Included in Registration Fee.

How many? _____

Tour #9 1PM Aviation Museum at former Lowry AFB, 1 PM - 4 PM.

How many? __@ \$20 each = \$ _____

Tour #10 Last Chance Tour, Denver Art Museum and World's best collection of Native American art/ crafts, Unsinkable Molly Brown's House, with some city sights enroute. 1 PM-4 PM

How many? __@ \$26 each = \$ _____

On your own: 16th Street Mall Shopping: 1PM - 5 PM.

The mall is next to the hotel and has a shuttle to get you around.

CBI-HPA BANQUET/DANCE, 6 PM to 11 PM 8:15 PM – 10:30 PM Big Band Dancing: Hotel Ballroom. Included in Registration Fee. How many? _____

Sunday, Sept. 12: Departures. Farewell breakfasts on your own, hotel café.

Checkout time, 12 Noon. Arrange for airport transportation well in advance with bell desk.

TOTAL of TOURS & REGISTRATION FEE = \$ _____

Make check payable to CBI Hump Pilot Assn. Mail form and check to:

CBI HPA

720 S. Tyler, Suite B132

Amarillo TX 79101 - 2313

59th Annual Reunion Pre-Registration Form - Page 3

For “guests” that are not fully registered, tickets for one or two events are available separately. (Friday Dinner-Dance \$40.00; Saturday Banquet-Dance \$60.00; and Ladies Luncheon \$22.00.) Attendees at three or more events, including tours, must be fully registered at \$98.00 per person.

ALL HPA BANQUETS ARE RIGHT IN THE HOTEL. You can chose to do a little, or do a lot—it is up to you. HPA Registration desk, Hump videos, PX and Museum display will be open Thursday, Friday, Saturday. Registration open Wednesday afternoon and evening for pickup of Thursday morning tour badges.

Saturday Night Banquet Seating

VERY IMPORTANT - READ CAREFULLY: Saturday Banquet seating will be done only at the Reunion.

There is no advance seating. There are Ten (10) seats per table. Each person at the Reunion will be given a banquet seating ticket that you present at the Banquet Seating Desk at the HPA Registration to receive a table assignment. If you want to sit with certain people, you may all (all the people in your group *up to 10*) come to the Seating Desk with tickets in hand, or one person can bring all the Seating Tickets after obtaining them from the others you want to sit with. We will help you select a table location, assign it to you, and put the table number on your name badge. At the Reunion, when you pick up your nametags, we will be sure that you understand how and when to get your Saturday Banquet seats.

LIST ANY SPECIAL NEEDS/REQUESTS/COMMENTS: _____

59th ANNUAL HPA REUNION - GOLF TOURNAMENT

FRIDAY, SEPTEMBER 10, 2004 - Bus Departs Hotel at 6:30AM & Returns 2PM

COST: \$85.00 per player. Fee includes, green fee, ½ golf cart, prizes, & bus transportation.

Lunch at clubhouse on own — (Kennedy Golf Course), — **BILL KELSO, Golf Chairman**

NAME _____ HANDICAP _____ AVERAGE SCORE _____
ADDRESS _____ CITY _____ STATE _____ ZIP _____
PLEASE PUT ME WITH _____
PHONE NUMBERS: DAY _____ NIGHT _____

Note to you sandbaggers! We will use the same modified scoring system we have used in the last six tournaments, so don’t worry about sending in a padded handicap. If you have special needs or comments, please tell us.

SUGGESTION: FOR YOUR CONVENIENCE, MAKE A PHOTOCOPY OF YOUR PRE-REGISTRATION FORM SO YOU WILL KNOW WHAT TOURS YOU SIGNED UP FOR. ANOTHER SUGGESTION WOULD BE TO CIRCLE THE TOURS YOU SIGNED UP FOR ON THE FOLLOWING PAGE(S) OF TOUR DESCRIPTIONS

MAKE SURE YOU CIRCLE THE RIGHT DAY. KEEP THE PAPERS IN YOUR FILE.

END OF PRE-REGISTRATION FORM

INTRODUCTION TO TOURS

DENVER: Denver is near the Rocky Mountains...but Denver is not “in’ them. Denver is where the Great Plains meets the Rockies. Considered to be in the West...Denver is really East of all the major Western mountain ranges. Still, it is located on the high Western Plains. Is Denver really the “mile high city” ? Yes, the 15th step on the Colorado State Capitol building is exactly 5,280 feet above sea level...exactly one mile high. Colorado was explored by Spanish and French before it was American; but it was Indian for thousands of years before. France gained much of the central and North central territory from Spain, then Napoleon sold the Louisiana Territory to the United States, under President Thomas Jefferson in 1803 rather than face a war. Overnight the size of the United States doubled, and the new territory was completely unknown. But the land closest to the Rocky Mountains was NOT part of the Louisiana Purchase !! The new Republic of Texas extended in a long panhandle all the way up the front range of the Rockies. The Louisiana Purchase just missed the area that is now Denver. Still, the impact of the new U.S. expansion was to have a great impact on the later acquisition of the Southwest. Lewis and Clark departed from the St. Charles area near St. Louis in 1804 to explore and report on the newly acquired territory and hoped to find a water passage to the Pacific. Their route on the Missouri River took them to the North and the great mid-section of the central West remained relatively unknown. The major routes of emigration West in the 1800s were either farther North, thru easier mountain passes on the Oregon Trail near Cheyenne, Wyoming, or to the South on the Sante Fe Trail. In 1858 there was no one in what is now Denver except migrating camps of Arapaho and Cheyenne Indians. The Rocky Mountain area West of Denver is 5 times the size of Switzerland. Discovery of gold caused the rush to the Rockies. Denver became the jumping off place for fortune seekers, gold-diggers, explorers, trappers, merchants, soldiers and those headed to make a life in the West. Colorado town names like Leadville, Alamosa, Telluride, Bent’s Fort, Cripple Creek, Durango... bring up images of the wild west of the 1800s. The growing city supplied the surrounding West. Now of course Denver is not the small city it once was. All through the 1990s, Denver grew by 1000 people per week to its current population of just over half a million, with 2.4 million in the greater metro area which contains 40 communities. Get our your history books...read up...and then come visit Denver with the China Burma India Hump Pilots. We have a short quiz and prizes will be given via a drawing from all the 100% correct quiz sheets handed in at the Reunion.

Quiz: Your Name (print) _____

10 questions

1. When did Colorado become a State. _____
2. What is the elevation of the highest peak in Colorado _____
For whom is Pikes Peak named _____
3. What is the elevation of the 15th step of the State Capitol Building in Denver _____
4. Did Buffalo Bill really ride a buffalo? _____
5. What is the state “motto” of Colorado? _____
6. What Mexican President, and also general, did Houston defeat in what is now Texas to establish the Republic of Texas, free of Mexican control. _____
7. What does the word “Bronco” mean (the correct answer is not related to football.) _____
8. Molly Brown may be “unsinkable”..but the boat she was on was not. What boat? _____
9. In what State will you find the Phoenix Goldmine in the town of Idaho Springs _____
10. What is the name of Colorado’s major league baseball team? _____

Mail in completed quiz with your registration form.

Annual Dues Notice & Other Information

THIS WILL BE THE ONLY DUES NOTICE YOU WILL RECIEVE

(It will greatly facilitate our work if you return this entire sheet. Thank you!)

2004 Dues Are Due!

Life Membership Costs have decreased to \$35

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Email: _____

_____ \$25 Annual Dues _____ \$35 Life Membership Costs (No more dues)

*****Special Note: The Summer Newsletter is scheduled for mailout in August 2004. Only Life Members and those annual dues paying members who are current as of August 1, 2004 will recieve the newsletter.*****

TOTAL AMOUNT ENCLOSED: _____

**Make Checks or Money Orders payable to:
CBI Hump Pilots Association
720 S. Tyler Suite B132
Amarillo, TX 79101-2313**

Phone: (806) 331-1160

Mon-Fri 9am - 1pm

E-mail: cbihpa@nts-online.net

Fax: (806) 352-7024



For all members - Please check / provide information below:

_____ Change my mailing address

_____ Change my telephone / e-mail address

_____ Member is deceased

COMMENTS: _____

During the summer of 2005 the Association will compile a final roster.

Please verify all information and report any changes to HPA Headquarters promptly.

Please indicate any item you **DO NOT** wish to be included in the final HPA Roster.

_____ address _____ telephone #
_____ e-mail address

A2 JACKETS (Original stye & materials; supplier of present armed services.)

Excellent prices. SEND INFO _____

SPRING 2004

SALES ITEMS FOR YOUR PLEASURE OR FOR A GIFT

Subject to Availability

MEMBERSHIP CERTIFICATE - \$10.00 - 10X13 - 3/4 parchment colored paper \$ _____

Full color CBI emblem with your name, and signed by the HPA Secretary.

TO ORDER VOLUMES III OR IV OF THE CHINA AIRLIFT - THE HUMP BOOKS CALL (800) 788-3350

HPA GOLF CAP - \$8.50 Full Color emblem (adjustable) _____ POPLIN or _____ MESH (white only)

INDICATE POPLIN COLOR REQUESTED: _____ WHITE _____ RED _____ BLUE \$ _____

GOLF SHIRT - \$18.00 - Collar, ribbed short sleeve, 2 button front, pocket with CBI - HPA color emblem, with or without Blood Chit on back

50% Cotton & 50% Polyester _____ with Chit _____ without Chit

Size: _____ Medium _____ Large _____ XLarge _____ XXLarge

Color: _____ White _____ Light Blue \$ _____

CBI-HPA OVAL PATCH - \$5.00 - embroidery / full color - 5" x 3" BACK BY POPULAR DEMAND \$ _____

CBI SHOULDER PATCH - \$2.50 - embroidery / full color - 2" x 2-9/16" \$ _____

CBI IRON ON PATCH - \$2.00 - embroidery / full color - 1-1/2" wide \$ _____

CBI-HPA MOUSE PAD - \$4.00 - 10"W x 8.5"H x 1/16"D White with Blue Imprint (high quality surface)

Gives a short History of the Hump - Great gifts for the younger generation or your e-mail buddy. \$ _____

CBI-HPA BOLA TIE - \$7.00 - CBI-HPA Emblem in full color (black strings) 1" x 1-1/2" diameter \$ _____

TOTE BAG - \$15.00 - Spacious w/zipper closure & extra front pocket for easy access of essentials.

14"W x 13"H x 5" gusset, 27" shoulder straps. Red/White/Blue Panels w/Blue back.

Imprinted on white panel in blue: CHINA BURMA INDIA HUMP PILOTS ASSOCIATION (centered on 5 lines) \$ _____

POST CARDS - \$2.50 for 10 full color postcards

_____ C-46 _____ C-47 _____ B-24D _____ P-40E _____ P-47D _____ B-35B \$ _____

CBI STICKERS - 100 for \$6.00 - full color - great for cards/letters/shirts, etc \$ _____

CBI-HPA PLAYING CARDS - \$5.00 single deck _____ BLUE _____ RED (with gold CBI-HPA logo) \$ _____

CBI PIN - \$4.00 CBI Emblem in full color (approximately 3/4") \$ _____

ATC RONDEL - \$3.00 each - ATC Emblem in full color (approximately 1") \$ _____

DISTINGUISHED FLYING CROSS MINIATURE - \$5.00 each - (length approximately 1") \$ _____

AIR MEDAL MINIATURES - \$5.00 each (length approximately 1") \$ _____

TIE TACS - \$6.00 - All Tie Tacs are crafted in pewter _____ C-46 (2" x 6/8") _____ C-54 (1-7/8" x 5/8")

_____ C-47 (2" x 3/4") _____ C-109 (1-5/8" x 3/4") \$ _____

AF PILOT WINGS - All Basic _____ Regular \$8.00 _____ Miniature \$6.00 \$ _____

SENIOR PILOT WINGS - Quality _____ Regular \$8.00 _____ Miniature \$6.00 \$ _____

COMMAND PILOT WINGS - Clutch Back _____ Regular \$8.00 _____ Miniature \$6.00 \$ _____

SERVICE PILOT WINGS _____ Regular \$8.00 \$ _____

AIRCREW WINGS _____ Regular \$8.00 _____ Miniature \$6.00 \$ _____

NAVIGATOR WINGS _____ Regular \$8.00 \$ _____

AERIAL GUNNER WINGS _____ Regular \$8.00 _____ 3" Regular _____ 2" Miniature \$ _____

AUTO PLATE (VINYL) - \$5.00 - Embossed 6" x 12" white background, RED/BLUE Imprint CBI Emblem on left.

Plate reads: "CBI HUMP PILOTS ASSOCIATION" (salt rustproof) \$ _____

CBI-HPA BUMPER STICKER - \$1.00 - 3"x 11" full color with CBI Emblem \$ _____

CBI VHS CASSETTE - \$20.00 - All 3 Films on One Tape:

"China Crisis" (40 minutes) - "The Stilwell Road" (50 minutes) - "Sir William Slim" (49 minutes) \$ _____

CBI-HPA DECALS - Self-adhesive for window, luggage, etc. _____ QTY Inside Mount \$.25 _____ QTY Outside Mount \$.25 \$ _____

A2 JACKETS (Original style and material; supplier of present armed services) CHECK WITH OFFICE FOR PRICES - (806) 331-1160

Make Checks payable to: CBI Hump Pilots Assn.

Texas Residents add 8.25% Sales Tax. \$ _____

Mail to: CBI HPA HEADQUARTERS, 720 S. TYLER SUITE B132, AMARILLO, TX 79101-2313

Donations are accepted for shipping and handling. TOTAL ORDER \$ _____

(PLEASE PRINT)

NAME _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

E-MAIL ADDRESS _____

Revised 03/2004

C-46 MEMORIAL PROGRESS REPORT

Spring 2004



The bronze monumental C-46 Memorial is complete and ready for patination and installation.

The sculptor has done his part
Now it's time for us to do ours!!!

*See letter from President of Groups Memorial, Inc.
on the back of this page.*

(800) 305-1738 • www.warbirdcentral.com

.....

C-46 Commando Memorial

Make checks payable to: Groups Memorial, Inc. of the Army Air Forces
Send to: 816 Water Street, Canon City, Colorado 81212

- I would like to have my name on the plaque below our memorial - \$900
- I would like to donate \$900 in honor of _____
- I will be making payments of \$_____ for _____ months. First payment enclosed.
- I'd like to do my part, so here's \$ _____
- Please send me Project Updates.

(PLEASE PRINT)

NAME / RANK _____ PHONE _____
 ADDRESS _____ THEATER / AF _____
 CITY _____ STATE _____ ZIP _____ UNIT / SQDN _____

MasterCard or Visa Information

CARD # _____ EXPIRATION DATE _____
 SIGNATURE (required) _____

SPRING 2004

GROUPS MEMORIAL INC. OF THE ARMY AIR FORCES

816 Water Street
Canon City, Colorado 81212

Phone (719) 275-1422
Fax (719) 275-1422
www.warbirdcentral.com
E-mail raf@ris.net

March 25, 2004

To: CBI Hump Pilots Association Members
From: Dale E. Brown, President
Re: C46 Memorial at the United States Air Force Academy

Dear Members,

As the President of Groups Memorial Inc., of the Army Air Forces, I **URGE** you to join us in this project. As it nears completion, the **C46 Memorial** is the piece of history currently missing from the Honor Court at the United States Air Force Academy in Colorado Springs, Colorado. Making sure your name is on the plaque honors both you AND what you did for our country.

Our kids and grandkids will have their own memorials in their lifetime. So it is vital that we finish our story and leave responsibly.

Funding for the bronze continues to be in arrears. **PLEASE**, sign up NOW!

WE EARNED THIS MEMORIAL.

CALL OUR OFFICE AT (800) 305-1738 OR LOG ON TO: www.warbirdscentral.com

Sincerely,
Dale

***LAST CALL:** As indicated in Dale's above letter, the bronze C-46 project is still not fully funded. This is a grand moment for all of us C-46 drivers and crew members. With this project, our aircraft will become a permanent part of World War II Air Force history on display.*

July 15th is the cutoff date for placing names on the Memorial Plaque. As previously indicated, donations for name placements need not be fully paid by July 15th. Donations need only to be pledged. For each full donation, one name will be placed on the plaque. However, donations toward each name can come from any source and in any amount.

Please - if you have not yet arranged for a contribution, do it before July 15th.

See you at the Dedication Ceremony at the Academy on September 9, 2004.



SHUTTLE COUPON

FOR USE AT HUMP PILOTS ASSOCIATION
59TH ANNUAL REUNION
SEPTEMBER 8 - 12, 2004, DENVER, CO

SuperShuttle[®]



**China Burma Hump Pilots
Flying Tigers**
September 8 - 12, 2004

Marriot City Center
No reservations needed from this airport

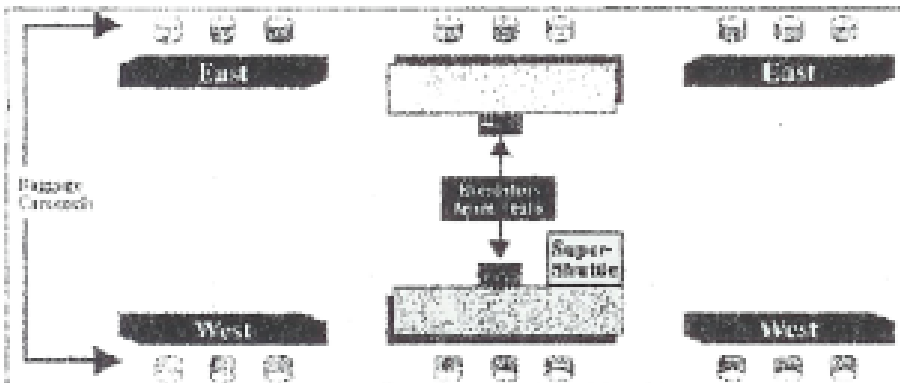
Present this coupon at the SuperShuttle Denver
counter on the Baggage Claim Level of DIA

Special Fare

*This coupon valid for
a special fare of \$30
round trip per person
or \$18 one way per
person*

**TO BE PAID BY
THE PASSENGER
MAJOR CREDIT
CARDS ACCEPTED**

SuperShuttle[®]



SuperShuttle Denver
Denver International Airport
**Baggage Claim Level
(Level 5)**

DIA Arrival Information
Take the train from the concourse
to the terminal.
Proceed to the SuperShuttle Denver
counter to get a ticket.

Counter is open
7:00 am to 12:00 Midnight

Pick up luggage from the carousels
Go our Door 510 and proceed to Lane 3

SPRING 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, as 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:

Jack D. Goodrich – Chairman of Board
J. V. Vinyard – President/Board
John P. Rentz – Vice President
Robert L. Moore – Secretary/Board
Sam P. Burton – Treasurer
E. J. Albers – Historian/Board
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Peyton Walmsley – Newsletter Editor/Public
Relations/Board
Jack L. Distler – Chaplain Emeritus/Registered
Agent for the Corporation

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oophs!!! We have been advised that we made a mistake in our Fall/Winter NL in identifying the donor of the painting of the C-46 and C-47, raffled off at the St. Louis Reunion, that now hangs on our business office wall in Amarillo. Credit for the donation was incorrectly given to the 16 ComCar Sq. Actually the painting was won and donated to the office by **Bud Speidel** of the 1st Troop Carrier, 3rd GP. Bud – we apologize for the error and want to thank you for donating the picture to us. It looks great on our wall.

CBI Oriented Web Sites

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.google.com (The Ultimate Internet Search Engine.)

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 August of 2004. That letter will be mailed out only to Life Members and those annual dues paying members who have paid their 2004 dues or have converted to Life Membership status by that time. It is our hope that all remaining dues paying members will consider converting to Life Membership at this time.
- 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 current addendum #17 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 August of 2004.
- Our corrections addendums are now up to #17, 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.
- The Sino American Aviation Heritage Foundation (see listed web site address) has worked with a Chinese group to present a traveling Chinese dancing troupe in the U.S. this June. They will be presented in Houston, TX on June 20th and in Dayton, OH on June 25 - 26. HPA members who attend will be VIP at a formal dinner to be held in connection with these appearances. If interested please contact the HPA office.
- A prior group of individual ATC Ferry Command Organizations have now combined into a single "Air Transport Command Association". Any member interested in membership should contact: Raoul Castro, 911 St. Andres Drive, Upland, CA 91784. Annual dues are \$17. They provide three newsletters annually and have an annual reunion.
- **AND A BIG THANK YOU TO ALL THOSE WHO SENT IN ST. LOUIS REUNION PICTURES**

CHINA - BURMA - INDIA
HUMP PILOTS ASSOCIATION



TRI-YEARLY
MEMBERSHIP NEWSLETTER
SPRING 2004 EDITION