SUMMER 2004

THE CHINA - BURMA - INDIA

Hump Pilots Association, Inc.

"Bring Me Men To Match My Weather"

Editors's Comments

By Peyton Walmsley

If you have not reserved your hotel room do so now. You can cancel up to 07 September 2004 without penalty.

Reunion Registration at $98.00 each plus tours are refundable if requested by September 8th.

The War Stories printed in this Newsletter generally are biographical. A story need not be reminiscent. Enlightening or entertaining (Arabian Nights comes to mind) may suffice, as the story by Hudson U. Downing in this issue. Best read while seated and belted.

By contrast read the Book Review of Lost In Tibet in the book review section of this letter. Then purchase an autographed copy from the authors at the reunion.

Keep the Stories coming. Have four more Newsletters to produce. Fall/Winter CBIHPA N/L inputs are due in Headquarter NLT 4 October 2004.

Coments From the President

By J. V. Vinyard

We are fast approaching our 59th Annual Reunion in September, an annual event which we all look forward to. As we speak it appears our attendance there will be around 260, including wives, family members and friends. This is a pretty good turnout under our present circumstances. I would like to express appreciation to Board Member **Bob Bonar** who is acting as our Public Relations contact for the Reunion. He has mailed out notices of the Reunion to over 70 newspapers and magazines in all 50 states. As usual these notices have generated some traffic in the office, primarily from people who did not know we exist and seeking information on friends or relatives. A couple newspapers have called requesting additional information. Bob also did a great job with the PR for last year's St. Louis reunion.

A special highlight of the reunion will be the dedication of the bronzed C-46 at the Air Force Academy on September. We will have almost two hundred members, wives and friends attend the ceremony. By the time this letter is mailed the efforts to obtain additional sponsors for the project will have been discontinued and the donors' plaque will be in the process of completion. I would like to thank our member **Earl Dean Baird**, ATC, of Canon City, CO, and a member of Groups Memorial Inc. of the Army Air Forces, Inc., for his willingness to push for this project in the first place. The placement of C-46 at the Academy will be great honor for this aircraft which saw both dark and glory days during its run during World War II and the Korean War, and for some later years in the commercial freight hauling business. This should be a very colorful event.

Our **Board Chairman Jack Goodrich** has put out a call for items for the Board to consider at the Denver Reunion. If any one has any item they would like to see placed on the agenda please advise the office as soon as possible. Please send them to the HPA Amarillo office.

As we all know the Board tentatively established the calendar year 2005 as the final year of our formal existence some time ago. Technically this means December 31, 2005. This has been reviewed annually

since that time with no suggestions that it be extended. This year the Board likely will establish this as a firm date. This will be in keeping with the plans of the China-Burma-India Veterans Association (CBIVA) who have already set August 31, 2005 as their date of dissolution. They are now in the process of spending down their treasuries.

This is something we need to also begin to think seriously about. If we do decide at the Denver Annual Board Meeting to dissolve at the end of 2005 then we also need to look closely at various opinions available to us during our final 15 months of existence. This will be discussed at the Denver Annual Board meeting and Business meeting. Input from the membership on this is welcomed. Input does not necessarily have to be made prior to the Denver reunion but will need to be made in a timely manner afterwards to receive serious consideration. There will still be time for some decisions at the 2005 Board meeting but the essence of what we plan to do likely will be pretty well decided by that time.

I am sure it has been noted that more than a little recognition has been given in our recent newsletters to **Mr. Clayton Kuhles** of Prescott, AZ, who has become a one man search team in looking for downed Hump aircraft still missing in Burma (now Myanmar). Personally I am very pleased that he has developed a serious interest in undertaking such an expensive and dangerous mission as this. Due to the limited finances and manpower that the Joint POW/MIA Accounting Command (JPAC) has available Mr. Kuhles has become our best bet on locating additional missing aircraft and crews during our lifetime. I have been providing him whatever support I can in the name of the Hump Pilots Association in an effort to expand his efforts. There is an article later in this newsletter that will bring our membership up to date on what he is now doing along this line.

A final note to those who have not yet signed up for the Denver Reunion. It is never too late. Pre-registration Forms are available in both in the Fall/ Winter and the Spring newsletters. If you do not have a Form call the office at 806-331-1160 or E-mail to cbihpa@nts-online.net. Call the hotel for reservations at 303-297-1300. Our room block has expired but rooms may still be available at the Hump Pilot rate at either the Marriott or nearby Hyatt Regency hotel. It would be a great pleasure to see you in Denver.

Coments From the Chairman

by Jack Goodrich

This has been a standout year for all of us who participated in World War II. Appropriately, Memorial Day was used to dedicate a magnificent monument on the mall in Washington D.C. to all veterans of that conflict. Throughout the afternoon, the TV cameras were focusing on various guests in the audience. It was a thrill to see the CBI emblem on the hats of several men and realize that we were well represented.

The sixty year anniversary of D-day was celebrated in France with many of the survivors once again walking the beaches that they had captured so long ago. Movies on television and the History channel seem to be partial to World War II plots and incidents.

On June 25 the Peoples Republic of China and the Yunnan Provincial Peoples Government presentedan airfield stone roller to the USAF Museum at Wright-Patterson Field in Dayton, OH. Kunming was one of the airfields on which these massive concrete rollers were used to compact the hand crushed stone runways. It is easy to remember the dozens of Chinese men and women pulling on long ropes to keep the roller moving. Pictures of this primitive, but effective, compactor, along with individuals hammering stones into smaller sizes were exhibited to show perseverance and a will to overcome. The roller is meant to represent the relationship that existed between the American and Chinese peoples during the Second World War.

In late July a symposium is scheduled to be held in Kunming commemorating World War II activities in the CBI. All groups who were active in the Theater will participate. Our Hump Pilots Association will be represented by Jay and Sally Vinyard and Jake and Patti Saylor.

Close to the memories of each of us will be the dedication of the bronze model of a C-46 at the Air Force Academy in Colorado Springs, CO. The ceremony will celebrate a personal triumph for each of us, since this aircraft, which we affectionately called Dumbo was the backbone of material movement across the Hump. The model dedication will take place on Thursday, September 9 with busses transporting us from our reunion site in Denver to and

from the Academy. This is the chance that we have been waiting for - - to see one of our aircraft join the models of other warplanes honored for the parts they played in winning WW2.

I am sorry to report that Jim Irion, a current Board Member and our present Chaplain, has had to resign from his positions due to poor health. Jim has been an important part of our governance for many years. We are very sorry that he felt a need to take this action. We wish him well and hope he can continue to come to future reunions. Wally Simpson, a Past President, has agreed to serve as an interim Chaplain at the Denver Reunion.

If you haven't made reservations for the reunion, please do so. Our hotel, and the Hyatt Regency overflow hotel, if needed, are well located with fine accommodations. We are being referred to as "the greatest generation" in books in awed descriptions of what we accomplished. Come to Colorado and enjoy with your friends the place in history that you earned.

Reunion Chairman Report

by Roy Ladd

It's countdown time – hope you have made your reservations for the Hump Pilots Convention in Beautiful Denver, Colorado. If you haven't it is not too late. We have made arrangements for a few more rooms at the $99 a day Convention rate at our hotel.

We know there will be something of interest for everyone to enjoy – the Air Force Academy, tours to the Rockies Blackhawk Casino, historic Brown Palace Hotel, shops restaurants, or just visiting and reliving the "Hump". From the hotel we can see the beautiful Rocky Mountains in the distance to the west.

If you have any questions call the HPA office at 806-331-1160 or E-mail cbihpa@nts-online.net. AND – don't forget about the Ladies Auction. Bring items for us to bid on. **SEE YOU IN DENVER!**

Editor's Note: We are sorry to note that in spite of our Chairman's success in obtaining additional rooms on our planned room block at the Marriott it appears that we have a larger registration for the reunion than was expected. Therefore it may be necessary for a few of our members to seek rooms at the Hyatt Regency Hotel which is nearby. We are extremely sorry about this development but are very happy at the turnout now expected. As we go to press we have 265 registered and a few more still in the pipeline...

Special Reunion Event: We have been advised that the Department of Veterans Affairs Office of Acquisition and Materiel Management's Denver Distribution Center (DDC), a distribution point for hearing aids, will set up a table at our Reunion on Saturday, September 11th. Their hearing aid repairs technicians will be on hand to provide minor repair/ cleaning of hearing aids. They will not administer hearing tests or authorize issuance of hearing aids. So if you feel these technicians can be of any service to you please come prepared. This is a free service.

Addition Item: A CBIer's son, Jon Zanone, retired Air Force, who initially worked in the Air Force Historical Research Center at Maxwell AFB and later cross trained into television production, is interested in interviewing HPA members at the Reunion... He is interested in doing a documentary on the CBI. His father, now deceased, was with the 2nd Troop Carrier in the CBI. He hopes that some of our members will him develop material for his project. Look for him at the hotel.

And now for a late development: We have been advised that the HPA C-17 from McChord AFB will be unable to come to Colorado Springs to be a part of our day there on September 9th. However, they are now trying to schedule the aircraft into Buckley AFB in Denver for Saturday afternoon. If they can do this then busses will be provided to take people out to visit the aircraft. There may still be members who have not yet signed the battery compartment door. Members will be asked for a show of interest in visiting the aircraft after they arrive in Denver.

Reunion Golf Chairman Report

by Roy Ladd

We seem just about set for our golf tournament in Denver where we will be playing the Kennedy golf course on Friday. At the present time we have 10 golfers signed up to play. Contrary to the statement on the Golfers' Registration Form it should be noted that the $85 golf registration fee **includes** a box lunch. Please check with the Registration Desk at the Reunion for the location of the loading point for the trip to the golf course on Friday morning.

Bronze C-46 Dedication

We are now fast approaching the final stage of the project to place a bronzed 1/6 model of the Curtiss C-46 Commando at the U. S. Air Force Academy in Colorado Springs, CO. The days of fund raising to support the placement is over. The opportunity for donors to get their names placed on the bronzed donors plaque has passed. The model will be dedicated and officially turned over to the Academy during a formal ceremony set for 10:00 AM on September 9th during our Denver Reunion.

This project was initially pushed by HPA member Earl Dean Baird, ATC – Chabau, Calcutta, a resident of Canon City, CO. Dean is a member of the Groups Memorial Inc. of the Army Air Forces which is the organization that has participated in the placement of all the other World War II model aircraft now located at the Academy.

This dedication ceremony will last approximately 40 minutes. It will take place in the shadow of the Academy Chapel. There will be a Cadet Color Guard and a military band participating. The C-46 will be dedicated and formally turned over to the Academy as a gift from the Groups Memorial Inc. of the Army Air Forces.

At last count we have 213 members, wives and friends signed up to attend the dedication. Most of the travel to the ceremony will be by bus. But some members and some other interested parties have asked about entry to the Academy grounds if they arrive there by other means. We have been advised that the North Gate is the gate used by the general public for entering the Academy grounds and is normally open. That gate is available off I-25. At the present time there is no problem getting in to visit the administrative area where the ceremony will take place. However, this could be subject to change if the alert status there is increased. We hope this does not occur.

We in the HPA have worked hard over the past several years in support of this project. We wish to thank the Groups Memorial, Inc., of the Army Air Forces for being willing to take this project on and for seeing it through. It will be great to see our C-46 in the Honor Court.

Museum of Aviation Foundation HPA Board Member Report

by George H. "Jake" Saylor

A luncheon meeting of the Museum of Aviation Foundation Board was held on June 9, 2004. A number of distinguished guests were present including several officers who had recently served in Iraq, including the guest speaker Colonel Dale Foster, incoming Chief of the Civilian Personnel Flight at Robins AFB. Also among the distinguished guests was Brigadier General Bob Scott, National Chairman of the Museum of Aviation Foundation and Brigadier General Michael Collings, Commander, Warner Robins ALC.

Mr. Tom McMichael, Chairman of the Board, recognized representatives from three car dealerships who have donated 5 new cars for an upcoming annual auction and raffle. Mr. McMichael also encouraged those present to purchase raffle tickets toward helping reach a goal of 2,000 ticket sales.

There was no business conducted at this meeting. Following lunch Colonel Foster gave a brief report on "Reflections on a Year in Iraq". Following the report General Collings thanked the speaker for his presentation and stated that "The will of the people will determine the course of our nation".

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.

New Members

Davis, John W. • 12th ComCar, 3rd Gp.

Hays, William E. "Bill" • Pilot, ATC
1332nd AAFBU, Mohanbari, 4/44 - 11/44

Holmes, John Copeland • Aerial Engineer
11th ComCar, 2/45 - 9/45

Masterson, Dallas H. • Pilot, ATC
1333rd AAFBU, Chabau, 12/44-12/45

Tomkinson, William C. "Wild Bill" •
Pilot, 11th Sqdn
3rd Combat CargoGroup, Dinjan ,6/44-2/45

New Life Members

These members have become
New Life Members since the last Newsletter.

ARNOLD, Stuart W. "Chota" (Australia)
BEACH, Paul A. (AZ)
BROWN, Arthur D. "Art" (CA)
CHEN, Patrick H. "Pat" (Taiwan)
DOTSON, William T. "Bill" (KY)
GRAHAM, Gale E. (MI)
GREGORY, Delbert E. (WA)
GRUESNER, Mandel S. "Manny" (MN)
HADLEY, Wade H. Jr. (TN)
HAMILTON, Leland R. "Lee" (NV)
HANKS, Fletcher "Christy" (MD)
HAYS, William E. "Bill" (WA)
HAYWARD, David K. "Dave" (CA)
HOLMES, John Copeland (IN)
HOUK, Amos C. (KY)
JEFFERSON, Francis T. "Jeff" (AZ)
JOHNSON, Arnold N. (IL)
KEREKES, Charles S. (PA)
KILLINGSWORTH, Hugh P. (TN)

New Life Members

LOGAN, Robert B. "Bob" (GA)
LUTZ, George A. Jr. (IN)
MACK, Rex C. (AZ)
MALLOW, Martin H. "Marty" (CA)
MASTERSON, Dallas H. (AL)
McCOMBS, Howard L. "Lew" (IN)
MIDDLETON, George D. (CA)
MIETZNER, Everett H. (WA)
OLDHAM, Dudley T. (NY)
PARK, Walter S. "Walt" (FL)
PHEBUS, Drury G. (MT)
SANTANGELO, Louis M. "Lou" (IL)
SMITH, Robert L. (MO)
SMITH, Leonard A. "Lenny" (TX)
STALLINGS, John A. (TX)
SWINSON, Harold F. (FL)
TOWNSEND, Loren E. "Sam" (NE)
ULLREY, Charles E. "Chuck" (CA)
VESTA, Vinton A. "Vince" (WI)
WILKAT, Albert O. (FL)

A Little Humor

Here in Kentucky, you don't see too many people hang-gliding. Ol' Zeek decided to save up and get a hang-glider. He takes it to the highest mountain, and after struggling to the top, he gets ready to take flight. He takes off running and reaches the edge... into the wind he goes! Meanwhile, Maw and Paw Hicks were sittin' on the porch swing talking 'bout the good ol days when Maw spots the biggest bird she ever seen! "Look at the size of that bird, Paw," she exclaims! Paw raises up, "Git my gun Maw." She runs into the house, brings out his pump shotgun. He takes careful aim.

BANG... BANG... BANG... BANG! The monster size bird continues to sail silently over the treetops. "I think ya missed him Paw," she says.

"Yeah he replies, "but at least he let go of ol' Zeek!"

Last Formation

We bid our friends 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.

ADAMS, John G. 10307 La Costa Drive Austin, TX
Passed away 4/7/2004. 374th Bomb Sq., 308th Gp., Rupsi, Kwanghan, 1945

BECK, Maurice J. 1049 Joelson Rd. Umpqua, OR
Passed away 5/9/2004. Pilot, 530th Ftr Sq., 311th Gp., Mohanbari, Chengtu, Haian, 4/44-9/45

BOATMAN, Robert H. 1103 E. Franklin St. Bloomfield, IA
Passed away 8/15/2003. Pilot, ATC, 1347th & 1348th AAFBU, Shamshernagar, Myitkyina, 4/45-12/45

BOYER, William R. "Randy" Box 1456 Lander, WY
Passed away 5/7/2003. Pilot, ATC, 1337th AAFBU Sookerating, 9/44-10/45

BRASHEARS, Luther L. RR. 1 BOX 98 Graham, TX
Passed away 11/14/2003. Pilot, 3rd ComCar Sq., 1st Gp., Sylhet, Tulihal, Chittagong, Myitkyina, Kunming, 10/44-11/45

CARR, Benson V. "B.V." 65 Brother-In-Law Ln. Monticello, MS
Passed away 5/1/2002. Pilot, 493rd Bomb Sq., 7th Gp. (H), Pandeveswar, Gaya, 7/42-12/43

CORTRIGHT, James H. "Jim" P. O. Box 598 Spencer, NY
Passed away 4/22/2004. Flight Engineer/Crew Chief, 12th ComCar Sq., 3rd Gp., 3/45-12/45

DuPUY, George K. 3029 Chemin St. Sulpice Montreal, Que.
Passed away 12/1/2002. Pilot, 16th ComCar Sq., 4th Gp., Sylhet, Ledo, Agartala

ECKERD, Jack M. 100 N. Starcrest Dr. Clearwater, FL
Passed away 5/12/2004. Pilot, ATC, 552nd AAFBU, Kurmitola, Dacca, 12/43-8/45

HAMILTON, Leland R. "Lee" 205 Doolittle Ct. Dayton, NV
Passed away. Pilot, ATC, 1337th AAFBU, Sookerating, 9/44 - 11/45

HASSETT, Frederick W. 1341 Duke Way San Jose, CA
Passed away 6/10/2004. Pilot, 15th ComCar Sq., 4th Gp., Sylhet, Chittagong, Myttkyina, Agartula, 10/44-2/46

HINDS, Nelson L. “Nels” 3325 Lenox Dr. Kettering, OH
Passed away 11/15/2002. R/O & Gunner, 492nd Bomb Sq., 7th Gp., Kurmitola, Madhaiganj, 6/44-6/45

HOMAN, Fred R. "Speed" 732-B Mulligan Dr. Osceola, WI
Passed away 10/28/2003. Pilot, ATC, 1330th & 1345th AAFBU, Tezgaon, Jorhat, 12/44-11/45

LACE, Lloyd E. 14015 N. 94th St. Apt. 1036 Scottsdale, AZ
Passed away 1/15/2004. Pilot, ATC, Mohanbari, 3/45-1/46

McCLEARY, Emory A. "Mac" 100 Blue Sage Ct. Hot Springs, AR
Passed away 5/1/2004. Pilot, ATC, Sookerating, 6/43-10/44

MORTENSEN, George Peter 733 - 300th St. Shelby, IA
Passed away 3/14/2004. Radio Operator, ATC, Mohanbari, 4/42-1/44

OLSON, Frederick N. "Ole" 3993 N M 52 Stockbridge, MI
Passed away 6/29/2002. Pilot, ATC, 1347th AAFBU Shamshernagar, 1/45-12/45

PACURA, John J. 156 Cimmaron Tr.
Enon, OH
Passed away 2/29/2004. Pilot, 10th & 11th ComCar Sq., 27th TrpCar Sq., Ledo, Sylhet, Dinjan, Chabua, Mohanbari, 10/43-2/45

PIATT, Darwin W. "Pi" 10110 SAVONA DR.
Sacramento, CA
Passed away 1/1/1001. Navigator, 9th Bomb Sq., 7th Gp., Tezpur, 6/45-11/45

SHANKS, John W. Jr."Pappy or Bill"
400 University Park Dr. Apt 267
Birmingham, AL
Passed away 4/6/2004. Pilot, 332nd & 333rd TrpCar Sq., 15th ComCar Sq., 4th Gp., Shanghai, Peiping, Myitkyina, 7/45-4/47

SMITH, Donald G. "Don" 1496 Linda Mar Blvd.
Pacifica, CA
Passed away 12/24/2003. Pilot, 14th ComCar Sq., 4th Gp., Myitkyina, Chittagong, Sylhet, 12/44-10/45

STEWART, Norman C. "Norm"
3001 Harcourt Dr.
Greensburg, PA
Passed away 5/3/2004. Engineer, 10th ComCar Sq., 3rd Gp., Dinjan, Myitkyina, 2/45-11/45

WALKER, James H. "Jim" 7745 Creston Rd.
Paso Robles, CA
Passed away 4/10/2004. Pilot, 315th TrpCar Sq., 443rd Gp., Sylhet, Ledo, Moran, Shingbwiyang, Dinjan, Comilla, 12/43-12/44

The Last Flight

by Roger Allen Cook

They came from every direction
From families large and small
They launched out on a mission
And answered their nation's call.

They flew on wings made of steel
And the dangers of war they faced
Strong hands controlled their craft
As those powerful engines raced.

In time the great conflict was won
Although costing a terrible price,
As too many members of the band
Made life's ultimate sacrifice.

Now time has become the enemy,
Years have so quickly passed by,
Witnessed by losses in the ranks
Of that old gang that used to fly.

Yet in the minds of all who remain
Keen remembrance of days before
When they took great metal birds
And through the clouds did soar.

There is one very special mission
All old pilots are required to take
The call comes from Headquarters
It's a flight we all must make.

This one last flight is like no other,
For our God has prepared the way
HE alone will determine the place,
And choose the time and day.

When Operations sends out the call,
Those pilots who have sailed on air
Will take their last earthly flight
To a place that God has prepared.

Editor's Comments: *The above, dedicated to the members of the Hump Pilots Association and American aviators everywhere, was submitted by Reverend Roger Cook's father Floyd T. Cook, pilot, 12th ComCar Sq, 3rd Gp, Myitkyina, Burma. Roger is also author of Sailing by Grace-A Journey of The Heart. See Books For Sale.*

We sincerely apologize that in the last issues Last Formation we listed Hal Miller, R/O AACS, Jorhat, Chabau, as having passed away. This report was in error. Hal has reported in well and alive. Our condolences go out to Hal on the loss of his wife.

Works in Progress

Life and Board Member **Dr. Robert Moore – ATC** - recently visited the National "D" Museum in New Orleans, LA. He was most impressed with the Museum's collection of Oral Histories on tape of World War II experiences.

The following is an excerpt from Research Historian Martin D. A. Morgan's undated explanation of the Museum.

Dear Veteran:

The Museum is a non-profit institution found by Dr. Stephen e. Ambrose as "The National D-day Museum" in June 2000 to interpret the history of the various opposed amphibious invasions during World War II.

I would like you to prepare an oral history for the personal accounts archive at the The National D-day Museum. We feel your story would contribute immensely to the collection.

Please obtain and complete these forms: The National D-day Museum Oral History Guidelines, the Oral History Contact Form, the Oral History Release Form and a Release to use Name, Voice and Likeness.

As you collect your history remember tapes are relatively cheap, have documentation handy, relax and start talking into the recorder. When complete call 504-527-6012, ext. 321, or contact Betty Plumb at ext. 311.

There will be an Oral History interview after which you can send your tape to: The National D-Day Museum, 945 Magazine St., New Orleans, LA 70130

Thank you for considering this request.

Signed: Martin K. A. Morgan, Research Historian

EDITORS NOTE: *If you are interested in participating in this Veterans History Project call or write before it's too late.*

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Dick Park – 16th ComCar Sq. attended an Order of Daedalians Convention in early June at the Mission Inn in Riverside, CA. He found there is a program at the Mission Inn for placing names of famous fliers on the "Fliers Wall" there. The Wall contains names of many famous fliers and early pioneers in aviation. And the Mission Inn itself is a Historic Landmark.

Dick visited with some members of the Fliers Wall Board that approve names to be placed on the Board about requirements for placements on the Wall. He suggested that fliers of the World War II CBI Theater be considered as a group. This suggestion was favorably received.

The HPA is now in contact with the Chairman of that Board and has made a formal request that the Fliers of the CBI Theater, World War II, be placed on the Wall as suggested by Mr. Park. We have been advised that our request will be considered at their next Board meeting.

If our request is approved we will be joining some really great aviation names.

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We have been advised that the Government of the Peoples Republic of China is now planning a major event in Beijing, China in August 2005 to celebrate the 60th year after the World War II victory in the war against Japan. The purpose of the event is to bring together as many veterans of the World War II fight against Japan as possible. The theme of the event will be Peace, Friendship and Tomorrow.

The Beijing Aviators Association (BAA) will be prominently involved in this project. There will be many events included in this reunion including a major efforts to obtain and preserve the history of this period, to remember the sacrifices of the Chinese people over their long wartime period, and to remember those from the many nations who died in this effort.

Further details on this event and invitations to attend will be forthcoming. Our members will be kept advised of developments as they occur.

Another event being planned by the Chinese government in recognition of the end of World War II is tentatively scheduled to be held in Philadelphia, PA from September 21 to October 1, 2005. It is entitled "Splendor of China" and will be held in the Pennsylvania Convention Center. It is intended to honor all veterans who served in the CBITO for their effort in assisting the successful defeat of the Japanese.

We will also report further details on this event as they become available.

Members in Action

One of our members has been so active recently that separate articles will be used to report on them all. The articles will cover his visit to the new War World II Memorial in Washington, DC, with pictures, his involvement in the completion of the recent cleaning and painting of our HPA Monument at the Air Force Museum at Wright-Patterson in Dayton, and his working to get the Hump Pilots Association listed on the Fliers Wall at the Mission Inn in Riverside, CA. Thanks **Past President Dick Park, 16th ComCar, 3rd Gp.,** for all your efforts.

The Chinese from the Peoples Republic have been active for some time now in attempting to provide a bridge for friendship with the U. S. through their contacts with CBI veterans of World War II. Their World War II exhibit which was set up in Washington, DC in October 2002 was a great example. This exhibit was later set up at the Air Force Museum in Dayton for a one year period ending in June of this year. As part of the closing ceremonies for this exhibit the Chinese, including representatives from the Yunnan Provincial Peoples' Government, donated a "Stone Roller" to the Museum. This was a Stone Roller that was used during World War II in the construction of the crushed rock runways we used in China during the war. The Museum was interested in having representatives from the various CBI Veterans groups present for these ceremonies. Our Association was well represented by **Lloyd Shelton**, 1st ATS, and **Wesley Hoffman**, ATC, both from Bowling Green, OH, **Kenneth Snowden**, ATC, Wayne, OH, **Wilfred Jones**, 9thComCar, 3rd Gp., Beavercreek, OH, **Earl Curlett**, 15th ComCar, 4th Gp., Xenia, OH, and **Robert Taylor**, 9th ComCar, 3rd Gp/330th TrpCar, 513th Gp., from Columbus, OH. We appreciate very much their willingness to participate in this event.

Robert E. Logan, ATC, of Smyrna, GA, keeps himself busy with a CAP squadron in the Atlanta area.. And in addition he is on the CAP Wing Staff at Dobbins AFB. On May 17th he provided a CBI program to his squadron based on some briefing material provided by the HPA office. Around 25 members, mixed between regular members and cadets, attended his presentation. A lively question and answer period followed. Bob said the presentation created a great deal of interest. Thanks Bob for spreading the word.

There has even been action from down under. Our Aussie member **Stuart "Chota" Arnold**, Aspley, Queensland, Australia, recently spoke to his Probus Club about his activities in the CBI and how he came to be there. He was very pleased with the response he got from those attending and has already received requests for presentations to other clubs. Chota was a pilot with the 52nd Sq., 21st Ferry Control, 229th Gp., RAAF. He says there were only 4 Australian pilots involved in the Hump operation and he is sad to report that he is the only surviving member.

One of our Past Presidents, **Ernie Chester**, ATC, was recently involved in a very unusual event. He was on the balcony at the closing of the Stock Market in New York on May 28th. He had been scheduled to ring the closing bell but at the last moment his was out ranked by an Army three star General. However, Ernie was on the front row during the closing and very noticeable wearing his Hump Pilot cap. It is with considerable regret that we note the loss of Ernie's wife Marion who died about a week before this event.

At the St. Louis Annual Board Meeting last year **William R."Bill" Kelso**, ATC, requested approval from the Board to develop a standardized HPA program that our members could use to present programs about the Hump operation at public events. This program, to be augmented by the presenters' personal experiences, would consist of a narrative and 35mm slides that our members could obtain from the office as needed. Bill has worked hard on this project for the past year and has recently provided a copy of the finished product to the HPA office for review. It looks great and should provide a great deal of assistance to members who might otherwise be reluctant to present such a program without some type of information or guidelines. Information on how to obtain this program for field use will be provided in the Fall/Winter 04 newsletter following our Denver Annual Board Meeting.

Members in Action (cont.)

We recently received a note from **Art Brown**, ATC, to advise us that for the past 20 years or more he has been spreading the word on our CBI activities among high school and middle school students who are interested in World War II. Art has had to slow down his activities lately due to his health but he is still a walking reminder of our CBI days. His grandson gave him a special cap for a 60th wedding anniversary gift that he wears regularly. On the front of the cap is "C-47 Sky Train Pilot, The Hump – WWII" and on the back is "China Burma India". This cap draws a lot of attention and many statements of appreciation for his service. Thank you Art for all you have been doing to help educate the students in your area about the Hump.

Our Chairman **Jack Goodrich, ATC/2nd ComCar**, and his **wife Lois**, had an occasion to visit the CBI exhibit at the Museum of Aviation in Warner-Robins, GA in April while traveling between Florida and Pennsylvania. Their primary interest was to check on the status of the HPA quilt that was donated to the Museum by the winner of the quilt at our 2000 Re-union. It was not yet on display but they do have plans to display it in a new WWII building now being built. They advised they received a very warm wel-come while visiting the Museum.

Wright-Patterson Monument Refurbished

Following is an E-mail from **Board Chairman Jack Goodrich**. About two years ago **Dick Park** toured the Museum at Wright-Patterson Air Force Base in Dayton, Ohio. He naturally singled out the CBI-HPA monument and was quite disappointed in its

condition. Twenty-two years of accumulated dirt along with chipped and weathered paint made it look a bit forlorn. After discussing the problem in our Board of Directors meeting, we commissioned Dodds Memorials, a company in Zenia, OH, to refurbish the monument. Now, as you can see in the pictures, it has been returned to its original state. Gail Beams, Operations Specialist for the Museum, inspected the cleansed and repainted monument with Larry Morrison of Dodds Memorials recently. Gail had not seen the monument when it was first erected and didn't know it could look so impressive "It sparkles in the sun, Gail remarked, and the snow capped mountains carved in the side can be seen from a distance". Both Gail and Larry expressed their admiration for a group that preserves its proud heritage

Our next step is to find an Institution that will take responsibility to restore it again in another twenty or more years.

NOTE: This project was completed in May in this year. Thanks Jack for handling this project and thanks to Dick for bring it to our attention.

Humor for Golfers

Golfer: "Think I'm going to drown myself in the lake."
Caddy: "Think you can keep your head down that long?"

Golfer: "Please stop checking your watch all the time. It's too much of a distraction."
Caddy: "It's not a watch... it's a compass."

WWII Memorial Visit

as reported by Richard E. "Dick" Park

I visited the memorial the day after the very impressive dedication ceremony and it certainly lives up to its advanced p.r. There have been many articles in the Washington Post as I'm sure there have been in your local papers. Just wanted to share some of what's being said and some pictures of the CBI marker at the memorial.

One Washington Post article stated the following: General William Slim, commander of the British 14th Army in Burma (note: the 4th Combat Cargo Group air supplied this army all the way to Rangoon), when addressing his troops said, "When you go home, don't worry about what to tell your loved ones and friends about service in Asia. No one will know where you were or where it is if you tell them. You are, and will remain, the forgotten army."

However, Senator Bob Dole promised that we would be honored on the National World War II Memorial, and he kept his word. We got top billing on the Pacific side of the memorial and we are listed first among the major areas. No longer are our efforts so forgotten.

Another Post article had several words for those

who think that the design of the memorial is too busy, too impersonal or too lacking in the essential story of that great global conflict. One person said, "As far as the critics go, they should just stay home." Much of the criticism of the memorial has been harsh, loud, and derisive for what they term a militaristic tone and empty grandeur and for not conveying to an uninformed visitor what the war was all about. But to the veterans and their families attending, those critics are missing the point. "The hell with them" said one vet. "It's not here for looks or design or remarks about appearance. It's for remembrance, to remember what everybody went through during that time."

We arrived at the memorial about 7 a.m. and the area was filled with WWII vets and their families.

They were early risers just like our guys at our reunions. It's nice to know that we finally have our own memorial and a glorious one at that.

Here are some of the pictures that we took that morning of an old Hump pilot. I just wish that every one of our guys could have the opportunity to see how they are honored at the memorial. See you in Denver for the dedication of the C-46.

***Editors Note**: We have been notified by the WWII Memorial Dedication Committee that a tape of the entire dedication ceremony is available from: www.c-span.org for $29.95.*

***Additional Note:** On the Pacific side of the memorial are the words President Roosevelt used to announce the attack on Pearl Harbor: "Yesterday, December 7, 1941.. a date that will live in infamy.. The United States of America was suddenly and deliberately attacked. With confidence in our armed forces, with the unbounding determination of our people, we will gain the inevitable triumph." This completes the quote.*

Those of us who heard President Roosevelt speak to Congress on that date will remember that the phrase quoted above at the monument actually ended with the term, "so help us God."

***Pub:** was this change really necessary?*

War Stories

INFANTRY PATROL

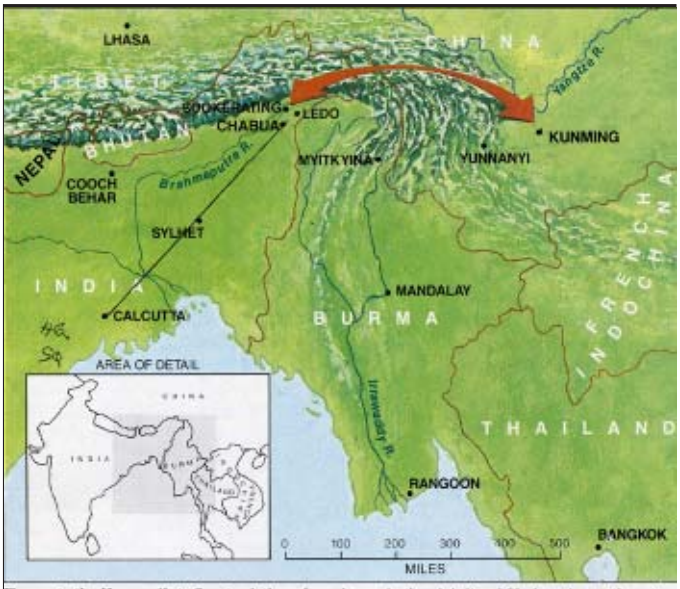
by Charles Konisberg

I flew the Hump out of Mohanbari, Oct 1943-Nov 1944. In March or April '44 I and my pilot friend Paul Henderson volunteered for Air Base Defense Training. We were sent to Dergaon, some distance southwest. Training was with pistols, rifles and machine guns. Two days before the end of the course, the base commander received the word Japanese advance patrols were spotted only 45 miles away. We were instantly on fully armed, full-time alert.

The next day the Japanese were reported to be within 15 miles. We slept fully armed. Paul and I were called out shortly after midnight to lead a patrol to scout for the Japanese. Some of the twelve detailed enlisted men were reluctant to believe this might become the real thing.

Off we went, sector map and flashlight in hand, by truck to a small village to the South to start the patrol of our assigned area. Truck and driver remained in the village. With two scouts forward we patrolled, in reasonable order, for several hours without any indication Japanese forces were in the area. A "heart-stopper" occurred when two shadows appeared in the lessening darkness. We flopped onto our bellies and leveled our weapons, ready to shoot when they hollered "Fish!" "Close enough," I said as we relaxed and stood. The password actually was "Pike." It was our two forward scouts. We returned to the village, the truck and Mohanbari that same day.

Shortly afterward we learned two Indian AA gunners had been slain and their uniforms removed by infiltrators. We were very fortunate to have not encountered them.



The route the Hump pilots flew took them from bases in the vicinity of Chabua, in northeast India, across the mountains of northern Burma to Kunming, in China.

Editor's Note: *Charles was 20 years old in 1944, and despite bouts of the rather common maladies, amoebic dysentery and malaria, Charles also flew 201 missions from Mohanbari. After the CBI stint Charles trained in the P-61 Black Widow night fighter and flew during the last few months of the war from LeShima (sp?) near Okinawa. Charles can be reached at: 907-346-1648.*

17th HUMP FLIGHT

by Richard C. Nethaway, Class 42-I

(Continued from the Spring Newsletter, p.15/16)

Editor's Note: *This story was to have been in two parts. This is the second part of what is now a three part series.*

Saturday, Nov. 27, 1943, Journal entry: It was great to get back yesterday and shower, brush my teeth again, first time in nine days. Checked in with Cap'n Ross, our CO. Last night Ronny, Spurlock, Bacot, Casey and I had a bull session until 2200. I still have a cold and my back hurts. Up 0800. Ate breakfast with Johnston. Hotard and I went to Ross' office. He filled out our promotion blanks. I filled out a report for record. Williams and I went to Group HQ for more dope on the promotions. Spent most of the afternoon in CO's office with him and Woody. They and Shreve may be going home soon and I might get a job in Operations.

Sunday, Nov 28: Went to Church then to Supply. Picked up another oxygen mask but supply was out of fur lined jackets. Listened to fuel conservation lecture, sun bathed, showered and slept some. Had punk dinner. Wrote three letters. Fellows in next room made lots of noise entertaining some nurses.

War Stories

Monday, Nov. 29: After a pancake breakfast I spent most of day with Captain Ross trying to complete the promotion forms. Sun bathed. After dinner listened to records with Bacot, Spurlock and Cristofero. Went to movie to see Joe E. Brown in Chatterbox. Need to get a new chute fitted so I can get back to flying.

Tuesday, Nov 30: Went to Ops to help make schedules. Got paid 583 rupees. Will send $300. home soon. Read Perry Mason. Woody and I may take two plane loads of personnel west from Calcutta tomorrow. Shreve and Capt. Ross sweating out going-home orders. Woody next month, I guess.

Wednesday, Dec 1, 1943: Flew 25 soldiers to Kaliakunda. Stalled my return to spend another night in Calcutta at Grand Hotel. Shot four landings with Ronny who I'm trying to check out as first pilot. Woody, Marshall, Ronny and I went to Firpo's to eat. Ronny got sick and left before eating. Woody and I went to see Gloria Warren in "Always In My Heart."

Thursday, Dec 2: We bought some chocolate candies and returned to Chabua.

Friday, Dec 3: *From this date to Dec 27 his entries are the same:* work in Operations, sun bathing, movies, bull sessions, scheduling flight-pay runs, and eating.

Tuesday, 28 December: Met Breitschoff to discuss Operations. At the pilot meeting tonight we had a pep talk on icing conditions.

Editor's Note: *For the next few days routines change little except Richard packs his own chute, checks out in a L-5 and visits with two pilots who have a German Mauser rifle and played a little with the leopard cubs.*

Sat., 1 Jan. '44: Lost 7 C-46s last night. Four in the valley and 3 over the Hump. Two were crashes, the rest were bailouts. Capt Perry with 26 passengers and crew in a C-87 crashed at Sookerating after two passes at 1:30 AM. Perry was severely burned. Sixteen others were killed. Only five of the survivors could sit up. Perry had a premonition he was going to die in a crash and written his girl friend to that effect.

To conclude as Part 3 of 3 in the Fall/Winter 2004 NL.

Editor's Note: *About Breitschoff mentioned in the above article. He was tall, slender, a Kelly Field Army Air Corps graduate Reserve Officer, recalled from United Air Lines for Hump duty. One of our flights in a C-47 was on a boring valley run out of Mohanbari. When we spotted a British Spitfire base he decided to land and chat with someone about Spitfires. We landed. No one anywhere around so at the end of our landing roll he taxied to a revetment. Visual inspection led to his climbing in which led to engine start. Very smooth in-line engine. He moved forward a few feet and attempted a right turn. He had not unlocked the tail wheel so it snapped. We both pushed the Spitfire back into the revetment.*

Breitschoff left a signed apology under the windshield wiper and we taxied our C-47 back up the runway and resumed our valley run. Never saw a soul on that British base. Two weeks later Breitschoff was reprimanded and an all-bases order succinctly stated British bases were off limits to us Yanks. Breitschoff has since passed on.

ADVENTURES OF HUDSON DOWNING

Hudson Urquart Downing has a bio in Vol. II, China Air-lift-The Hump. He also submits the following: Hudson was born 26 February 1923 in Smiths Station, Ohio. Hudson was drafted 30 December 1942 at age 18 into the Army Air Corps.

During Advanced pilot training he and five other volunteers received specialized training in jungle warfare tactics, intelligence gathering, Morse code and cargo loading. After 17 months of intensive training Hudson and his five companions enjoyed a leisurely flight in a C-54 via Portugal's Azores, Algeria and Cairo where they had a two week rest stop. Eventually they arrived in Karachi where Hudson stayed and the rest went to Calcutta. From Karachi Hudson went to Chabua by C-47 where he was stationed between April '43 and Nov '44.

His first Chabua briefing: "Your ETA in China is four hours from take-off if there are no problems. Flying above the real jungle you will encounter fog, torrential rain, sleet, snow, dark clouds and shifting wind currents." "The weather between here and Kunming, China, and through-out the Himalayas (The HUMP) is the worst flying weather in the world. Icing

War Stories (cont.)

can occur anywhere between 12,000 and twenty thousand feet." "Actually, bad weather exists in all of our territory located between Nepal on the west and the Yangtze River on the east." "Windstorms, over a hundred miles per hour, are common and can blow you off course. The C-47 Pratt-Whitney engines do not function well if you get too high. Updrafts and down-drafts are to be expected and they are dangerous. The only navigational help that we have is by radio direction-finding stations. Never-the-less, if good visibility permits, you can follow the Aluminum Highway through the more dangerous parts of your flight."

"To answer your question, Hudson, we've lost many planes on those mountain peaks and in those valleys. You pilots can just look down and follow crashed aircraft along the way and never get lost." "As you know, the Japanese and the Headhunters control the mountains, valleys and the jungles below. Above, the weather and the Japanese Zeros try to control the airspace in which we operate." "Our planes are not pressurized, are unarmed, and radar in this part of the world is unavailable. We try to stay a hundred miles away from the Japanese base at Myitykina, Burma, but sometimes the Zeros will come after us. At 20,000 feet they can stay in the area only seven minutes. In the event you are attacked you are to fly into the nearest cloud and circle around until he (the Jap) leaves."

"Of course we wear our oxygen masks at and above 12,000 feet. Since some peaks exceed 20,000 feet you must fly between the peaks. Strong winds may blow you off course into Nepal, China or Tibet. Mt. Everest is 29,108 feet" "You will haul gasoline, explosives, ammunition, engine parts, canned goods, bombs, jeeps and other war materiel. Today you are loaded with explosives." "On your return trip you will bring back some Chinese troops for training. When you return you may visit the Taj Mahal." "I see your flight jackets have the obligatory message in Chinese promising a reward for your safe return. The Japanese also have a reward for your capture."

Hudson Downing flew 15 missions over the HUMP and participated in other operations on the ground and in the air before he was wounded in action. According to his story "he met with headhunters and other indigenous jungle people who helped our airmen when they parachuted or survived crash landings in the jungle." Hudson says his main headhunter contact was "Chief Fozzle-Dozzle. Mickey Mouse watches and lipstick were always good bargaining chips or rewards.

Pilots were warned to stay away from Tibet. "If you survive a crash bands of robbers will chase you and we don't know what could happen to you." "One bad weather day Hudson's C-47 was blown off course and ran out of gas over Tibet. He made a good landing in a field and they quickly refueled from two barrels of gas from their cargo. He escaped with a quick take-off to avoid a fruitless confrontation with a bunch of natives on ponies rapidly approaching ahead of a dust cloud." "The take-off was directly toward and over the angry mob and they made their delivery to Kunming, again on almost empty gas tanks."

On a mission to rescue three American airmen, Hudson with a British officer, an American intelligence officer and a guide, all in Japanese uniforms, went 100 miles into Japanese territory in Burma. "The wrecked plane and three airmen were found in a rice paddy where Hudson had seen their crashed aircraft. The day before they started this rescue mission Hudson had seen the crashed plane and was able to help the guide during the search for them." "Two of the men were in good condition but the pilot lay on the ground with a broken neck. When they attempted to place him on an improvised bamboo stretcher the pilot died in Hudson's arms."

"Returning with the two survivors, the men would hide and try to sleep during the day and then travel at night. The trip took twelve days."

"On another mission, with bullets flying all around the rescue plane started down the runway. Hudson noticed a man hanging onto the door. Hudson locked his feet behind the bucket seats and pulled the man inside the plane... just as the plane became airborne. The man was one of Merrill's Marauders."

"On a rescue mission in the Battle of Myitkyina, Burma, Hudson suffered small arms wounds to his neck, shoulder and foot. Though badly shattered his foot was saved." "Hudson spent five months in Burma and India hospitals before returning to Stateside hospitals for possible foot or leg amputation. His weight plummeted to 87 pounds. His leg and foot

War Stories (cont.)

were saved and with new medicines and therapy he was able to return to active duty in time to be one of the first to fly into Japan at war's end.

CBI LIFE MEMBER KUDO

Six foot, two inch HPA Life member, Ruseckas, Joseph A., ATC pilot from Dergaon and Lal-hat flew the CBI Hump between February 1944 and October 1945. He is Past Commander and presently Adjutant of Basha 26, Worchester, MA. According to an article by Andi Esposito in the Business section of the Worchester (wooster) MA, Sunday Telegram, May 23, 2004 Joe played a role in Aviation History much greater than flying supplies over the Hump.

After high school graduation in 1936 Joe became a full time employee at the North Grafton airfield. Bartering work for instruction earned him a pilot license in 1938. After ferrying different makes aircraft from factories to air corps fields for the Ferry Division, Air Transport Command, US Army Air Corps, Joe, now qualified in both C-47 and C-46 was sent to India.

You wouldn't want to miss this airport!
Guess where! See below for answer.
Photo Courtesy of Roger Johnson

Joe remembers vividly the January night when 31 planes were lost to one of the worst storms over the Himalayas. The May Day emergencies required Joe to stay aloft in a holding pattern for nearly an hour before landing in Kunming.

After the war Joe became North Grafton Airport Manager and Chief Pilot. One of his students was David Clark whose company was transforming its two-way stretch cotton and elastic knitting technology from undergarments to outer garments that protected military pilots from blackouts.

One day Joe used the Clark Co. plane to pick up a couple of test pilots, Chuck Yeager and Bob Hoover, at Westover Field. Joe then joined Clark Company and became a pressure suit pattern maker. Joe, at 35,000 feet in a B-29 over Edwards AFB, CA, assisted test pilot Marion Carl (WWII Marine fighter ace) into the Clark Company's first full pressure suit then into the Skyrocket suspended below the bomb bay. Joe was principal designer of that suit and Marion Carl roared to 83,235 feet astride that rocket engine.

Rusecka's most challenging project was the design of a full pressure suit for the pilots of the single-seat Lockheed A-12 which followed the high altitude reconnaissance U-2 and altitude busting X-15 planes, and preceded the Air Force's SR-71 Blackbird. The design challenges included extremely high cockpit temperatures, survival upon ejection at supersonic speeds, landing in cold water and providing a range of motion in the suit, all within one year to the test flight.

Joe Ruseckas retired in 1986 and no longer flies but "in April, 2004, in recognition of his contributions to aviation and for significant advancements in research and development at David Clark, Mr. Ruseckas received the Massachusetts State Award for 2004 from the Aero Club of New England."

Editor's Note: *Hopefully Joe and wife Marcia will make this year's Denver reunion.*

HOW CELESTIAL NAVIGATION CHANGED HISTORY

by Andy Kelly

There were no scheduled trans-oceanic flights prior to WWII. Pan-American Airways, using amphibious aircraft, began flights between Washington, DC and Spain to adapt the marine sextant to aerial use. These flying boats had a large seating capacity but their fuel capacity limited routes.

(Answer: Wide Awake Airport, Ascension Island**)**

War Stories (cont.)

It was mandatory they fly as directly as possible between ports.

A chamber with some liquid and a small bubble added to the marine sextant made it usable in the air. A passenger, General Emmons on a flight to the island of Horta in the Azores, noted the accuracy in their arrival.

The world's first celestial navigation school was established at the University of Miami with both American and British service men. The first class, comprised of 200 cadets, about half military and the other half college graduates with no military training. Graduates were in high demand.

In 1944 Pan Am began the first overseas air line flying from Mitchell Field in New York to Europe via Newfoundland, Iceland into England and New York via the Azores into Casa- Blanca and later, Paris (when it was recaptured). We returned via Paris to Crest to the Azores, then to Newfoundland and back to Mitchell Field. Andy Kelly made that round trip over 70 times. Prior to that he ferried 14 different aircraft to Tunis, Italy, India, England, etc. Celestial navigation became so successful it outgrew itself.

Global satellites made celestial navigation obsolete. It went from guinea pig to pioneer to obsolescence in less than 30 years. Pan-Am created history as the first to fly celestially over the oceans, created the world's first overseas airline and was the inspiration for a whole new industry of commercial flying.

Kelly included celestial navigation in his HUMP flying from January to December, 1943. One experience Kelly regrets is the mid-'43 trip in a C-87 from Chabua to Kunming when he flew alongside the top of Mt. Likiang at 23,000 feet. The charts showed it at 17,000. The discrepancy was never forwarded to the other bases resulting in the loss of 31 transports on 2 August on that mountain. His regret was his failure to follow-up dissemination.

WOMEN AND WAR

by Andrew P. Kelly, Col. Rtd.

Much has been said and written about the roles of women in war. The wives of two world famous statesmen on opposite sides of the Globe during WWII were instrumental in the course and outcome of the war.

Mrs. Roosevelt quietly traveled around the Globe as a personal messenger for her husband to the various heads of government keeping him up to date with information on which he could rely. Her travels through troubled areas brought them to his attention.

Madame Chiang likewise represented the Generalissimo plus providing him with a major asset. Her brother worked in the White House. This was of great importance to her husband and even greater importance to General Claire Chennault, of "Flying Tiger" fame. Chennault had been engaged by Chiang Kai-shek in 1937 to head up his air force. Chennault had very definite and positive ideas about how China could play a much stronger role against Japan. He was able to present them to, and secure the support of, President Roosevelt to put those ideas into action via the cooperation of Madame Chiang's brother in the White House, despite strong opposition from General Stillwell.

Stillwell was head of ground troops in the CBI theatre and felt he was the best way to defeat Japan. General Stillwell and his boss, General Clayton Bissell, had a long standing feud with Chennault and did little to support him or his views. However, Madame Chiang, via her brother's contact with President Roosevelt gained a meeting at the White House for General Chennault to present his plans of how to more quickly thwart Japan's plan to take over China.

President Roosevelt gave Chennault permission to solicit the Army, Navy and Marine Corps. to secure 100 volunteer pilots to form the American Volunteer Group (AVG), 100 airplanes and 150 ground crews. The AVG sounded as though they were civilian volunteers while in fact they were all military on detached service. After the Pearl Harbor attack they reverted to their military rank and became known as the Flying Tigers.

The AVG, or Flying Tigers, were very successful in the destruction of the Japanese Air Force in Western China and forced them to withdraw to the Russian border. Japan had to concentrate in other areas, spread their troops more widely, beginning their downfall and an earlier end to the war.

War Stories (cont.)

Few remember Madame Chiang was the one most instrumental in getting that support for Chennault. Peter Chuh, a nephew of General Chiang Kai-shek, had been a classmate of mine in one of the early Celestial Navigation classes. While I was stationed in Chabua, India in 1943 this association gained me an introduction to his aunt and uncle, Madame Chiang and General Chiang Kai-shek. Madame lived to the ripe age of 106.

Little publicized Madame Chiang was a strong force behind the U.S.A. role in the CBI Theatre. Eleanor Roosevelt toured all of the various theatres aboard our various transports with no special provisions made for her comfort aboard them.

From the May 2004 Burma Star Newsletter:

Welcome New Members:

Kensley R. Thompson 22 Second Ave.
Denville, NJ 07834
Ph. (973) 982-7292.

Ken was assigned to 9th ComCar Sqdrn, 3rd Combat Grp, 10th AF, Myitkyina, 19 March 1945. Ken flew 24 Combat missions, 113 Operational missions and 110 missions over the Hump in C-47s and C-46s from Myitkyina and Shanghai, before returning to the US 22 Dec 45.

F/O Thompson is not a member of the CBIHPA.

Thomas J. Pritchard 53 Oak Lane
Clarence, NY, 14031
Ph. (716) 759-0761

4th Army Airway Communication Sqdrn, 125th AACS, 128 AACS, entered active duty 10 Aug 42. He trained in code radio operations and control tower operations. Tom arrived by ship, USS Hermitage, in Karachi in July '43. Assignments took him to Chabua, Ledo, Shingbwiyang and with elements of the British 14th Army to various places in Burma to set up Air Force communications and radio towers. Tom was discharged as Tech Sgt on 6 Nov 45.

Tom Pritchard, age 83,

is not a member of the CBIHPA.

Fall/Winter CBIHPA Newsletter inputs are due in Headquarters no later than 14 October 2004.

Keep the Stories coming in.
We have four more Newsletters to produce.

Planned Air Force Memorial

Our Summer 2003 issue of the newsletter carried an article on the planned Air Force Memorial. This project is moving on. A Site Dedication/Ground Breaking Ceremony is scheduled to take place in Washington, DC, on September 15, 2004. The Memorial will be located at a promontory point of land known as the Naval Annex. The site overlooks the Pentagon from the southwest. It is just off Interstate 395. This is a highly visible site.

Donations are still being accepted for its completion. A minimum $25 donation will afford you or someone you may wish to honor or memorialize status as an Air Force Memorial Charter Sponsor.

This Memorial is being built by the Air Force Memorial Foundation, authorized by Congress. The Foundation has been granted status as a 501 (C) (3) tax exempt organization. Donations are tax exempt, as provided by law.

Donations may be sent to the Foundation at: 1501 Lee Highway, Arlington, VA 22209-1109. For further information go to: www.AirForceMemorial.org.

The Foundation may also be reached at telephone 703-247-5808 or by E-mail at:
afmf@airforcememorial.org

Book Reports

MILK RUN

by Robert J. Gress

This 28 page soft cover pamphlet, is a Radio Operator's recollections of a HUMP trip beginning with rousting out of the sack to make the trip.

It is written as if it is a transcribed tape which brings back memories of the crew banter on similar trips.

Book Reports (cont.)

The book was published in 1958 but has not been "pushed." Bob has since died but the book is available from his widow Mary Gress, (Mrs. Robert Gress.) See Books For Sale.

LOST IN TIBET

by Richard Starks and Miriam Murcutt

The Himalayan mountain range begins as lowland hills in Burma and grows in height as it extends northward. Japanese activity in Burma in 1943 was forcing the air supply line from India into China to also move northward.

In November, 1943, crews were making 24 hour around-the-clock deliveries to China from India. By edict there was no adverse weather over the HUMP.

One November night in 1943, a five man C-87 crew from Jorhat, India, prepared to make a routine flight home from Kunming after their delivery had been off-loaded.

LOST IN TIBET by Starks and Murcutt chronicles this flight from take-off into an unusually severe storm, bail-out after running out of gas and subsequent trials and tribulations as "guests" of the Tibetans.

Written as a member of the crew it is easy reading. The authors retraced much of the walk-out trails, suffered the same physical hardships of traversing barren 18,000 feet valley floor elevations, crossing passes exceeding 19,000 feet and experienced the same very primitive living conditions as the crew did in verifying this part of the airmen's account.

Tremendous research was also required of many sources to provide the reader previously unpublicized political intrigue between Tibet, Nationalist China, Britain (India) and the United States.

This is not a collection of forty year old memories but a thoroughly researched, verified and documented true story. History which holds the reader's interest and is difficult to set aside.

I highly recommend this fascinating, well written and superbly documented 6"x9" 200+ page hard cover book with pictures and maps.

Peyton R. Walmsley,
Editor, CBIHPA Newsletter

Books For Sale

Through Hells Gate ($18.95*)
My Tiger's Got An Itch ($22.95*)
Never A Ho Hum Day ($22.95*)
by John "Jack" G. Martin

Available from daughter Terry Klaiber
22937 Long Branch Rd.
Rush, KY 41168
*Includes shipping & handling

Milk Run ($6.00)
by Robert J. Gress

Available from Mrs. Robert Gress
9380 Boulder River Way
Elk Grove, CA 95624
mcgress@ix.netcom.com

Lost In Tibet
by Richard Starks and Miriam Murcutt

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

Curtiss C-46 Commando in Action
by Terry Love

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
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Burma Report

As previously reported **Mr. Clayton Kuhles**, of Prescott, AZ, has developed a rather expensive interest in going to Burma and northeast India in search of aircraft lost in the Hump operation of World War II. He went, at his own expense, in 2003 and 2004, to search the far reaches of the India/Burma border for potential accident sites that he has been able to obtain. In 2003, in searches that went above the 14,000MSL level, he was able to locate 3 accident sites.

One of these sites turned out to be that of a C-87. There were human remains at this site. He attempted to bring some of these remains back to the States for identification but they were taken from him by Burmese Military Intelligence while going through customs at Putao (near Ft. Hertz). However, he was assured that the remains would be sent to the U.S. through appropriate channels.

Good news. The Burmese (Myanmar) word was good. The remains were forwarded as promised. Clayton inspected the remains while visiting the Joint POW/MIA Accounting Command (JPAC) office at Hickam Field, Hawaii, in June of this year. He found them all accounted for.

The Myanmar officials deserve our sincere appreciation for their good will and cooperation in getting the remains from the C-87 back to the U. S. where they can be identified and families notified if possible. We are very disappointed that there was not more recognition accorded to the Myanmar government at the time these remains were returned to us as promised. I feel that all members of the Hump Pilots Association want Burmese officials there to know how much we appreciate their willingness to help in the search for our missing comrades who still remain on the Hump even at this late date. So let us say to them – thank you very much for understanding our need to recover as many of our missing as possible, as soon as possible, and for any further support you can give us in this effort.

More good news. Knowing how limited JPAC is in their ability to search for MIA in Burma, the primary purpose of Clayton's visit the trip to JPAC in June was to meet with officials there to pursue an effort, with HPA support, to become a hired civilian contractor for them to search for MIA aircraft in the northern Burma/India area. The meeting went very well and they requested that he submit a proposal to them to see if anything can be worked out. One problem here is that this would be a departure from standard practice in searching for MIAs. However, this status would certainly ensure serious searches in Burma while not otherwise interfering with their world-wide search for MIA from other wars. We recommend their adoption of this practice very strongly.

Regardless of the outcome of his proposal to JPAC Clayton is already planning to return to his searches this fall in northwest Burma and northeast India. He has received reliable information on the possible location of six additional accident sites, and with good reason to believe the sites have never been documented.

Clayton is not without strong support for his efforts beyond the HPA. The Myanmar Ambassador to the U. S., the honorable Linn Myaing, has expressed enthusiasm and support for his recovery efforts and has stated he will so express this support to U. S. officials. He also has the support of the U. S. Ambassador to Myanmar and the U. S. Air Attaché in Rangoon. So it can be seen that his efforts have very high level support. This is a great expression of confidence for what he is doing. We wish him the very best in his searches this fall.

A Unique Look Back at The Wars End

Editor's Note: *During the St. Louis Reunion last year an envelope was dropped off at the Registration Desk by a Mr. Sack Smith of St. Louis, MO. It contained the following letter was written by one of the aircraft's crew members, last name believed to be Bowles, likely the Flight Engineer on the General's aircraft. The General referred to in the letter was General Joseph W. Stilwell, Commander of the 10th U. S. Army in Okinawa when the war ended. The General Merrill referred to was Major General Frank D. Merrill, of Merrill's Marauders in Burma, Deputy Commander of the 10th U. S. Army under Stilwell. The S/Sgt. Leo Smith in the letter, now deceased, was the father of Mr. Sack Smith. The letter was written on a manual typewriter over a period of several days. It was apparently completed on September 3, 1945. This letter has been rewritten for the NL but the presentation is much as it was in the original letter. There was no heading on it. It is published with Mr. Smith's approval. It is rather long but we believe you will enjoy it. It is a piece of GI history. We appreciate Mr. Smith's willingness to share it with us.*

September 3, 1945
Okinawa Shima, Japan

Following is to make up for days I missed writing. You can see why. In the first place, no place to mail letters. The reason you haven't been receiving mail and the reason that you also haven't received any was because all airplanes, boats etc. were standing by to carry troops to Japan for the occasion and to the Official Surrender. I received one letter from you August 22nd, and was surprised to find out that you weren't receiving any mail. I want to make this letter interesting if possible, therefore I have to think as I write, but there is a guy visiting us asking questions etc, and is very aggravating therefore if I get nervous I will finish this tomorrow. And I am getting nervous by the minute. There is no need to look for me to walk in on you soon because I will probably be here quite awhile. I also am sorry. I did not see Tommy. I went to the movies tonight and saw "The Big Sleep", Lawrence Becall and Humphrey Bogart. It was very good picture. The guy is still here I guess I am jittery from exhaustion. Well, getting down to the letter I will start with August 30th.

I have already written on that date, but it all goes into this trip. So in the morning we got news that we were going to Tokyo. MacArthur was here on Okinawa, he is a short man not much larger than General Stilwell. In his pictures he appears to be a six-footer. Well on this date, we got cots, coffee, fruit juices, "E" rations, bedding etc. for the crew (4). Carried about 20 gallons of water because we did not know what we were running into and have found out through experience that being prepared saves a lot of stomachs and headaches, we loaded all of this on the plane. I ran engines up and checked instruments and engines and airplanes general it was perfect. So we came back to our tent, piddled around with incidentals, cleaned up, picket out clothes we would carry and wear. Do not remember what we did on this night, but next morning August 31.

We got up early, ate, washing, gathered up what we were taking with us and went out to the field. Thiesen and Hunt and Smitty went to briefing with the plans for the trip. I went to the ship and gave it a final check, loaded it and Thiesen and Hunt and Smitty showed up after briefing. Loaded the one machine gun, and 3 rifles plus pistols and waited around for the General. At 10:30 he and Major General Merrill (you remember him, he is the one you met at Washington National Airport) showed up. The crew and passenger list consisted of General Stilwell, Major General Merrill, Major Arnold, Major Thiesen, Captain Higgins who is Aide to General Merrill, Lt. Hunt, S/Sgt. Leo Smith and myself. We were loaded and took to the air at 10:45. The trip was over water most of the time, and we above the clouds at 9,000 feet. Enroute we ate one meal that Major Arnold brought along consisting of Roast Beef, ham, cheese, olives, pickles, potatoe salad, bread, coffee, pears etc. We neared Japan proper, the visibility was about 5 miles with low hanging clouds. We could see the base of mountains, but not the tops due to clouds. We came up Tokyo Bay, saw destroyers in bay with noses pointed to

sea. I do not know why but believe there is a reason). We could not see Tokyo due to rain. We called landing field, but air traffic was too thick to land so had to circle around for awhile. There were plenty of planes in the air, and on the ground. Had to keep careful watch so we would not ram any ships and visa versa.

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Finally we were given permission to land. So circled the field in a pattern. Could see hundreds of wrecked Jap Ships on the ground and a few of ours. It was raining and the landing was the most perfect Thiesen ever made and also the most perfect I have ever seen. We didn't even realize we were on the ground. We rode all the way to the end of the runway and stopped. Two C-54s came in on our tail. As I said it was raining so didn't know where to taxi the plane because one B-29 was bogged in mud. Finally I got out and jumped on the back of a jeep, motioned Thiesen to follow and went across the grass to the hangers. Parked the plane and rest of crew and passengers gone out. There wore quite a few, 100 or more planes there, but not too many soldiers. We all stood around the plane, and no jeeps were in sight and waited for transportation for the General, and it finally showed up. A Captain, 1st Lt and Jap civilian driving the car which was running on one cylinder, I believe. A GI standing near the tail of the plane said "Hell" I have a good car, want a ride so asked Major Arnold and he said yes. The fellow got his confiscated car, a 12 cylinder Cadalac 1934 model. The Jap in the other car couldn't get his going so the General went to Yokohoma in the Cadalac. The GI was in his glory. He was quite a character, with work clothes on, a big wod of tobacco in his mouth and semi-bald. The General got quite a kick out of watching him ride along leaning against the car window and spit tobacco juice. Major Arnold told me later the fellow couldn't driver worth a Da_, ran into two telephone poles off side of road etc.- Well getting back to us. Thiesen pulled a dirty trick, telling us the enlisted men had to stay with the ship according to field regulations which wasn't true, but you will see we farred better. Thiesen**,** Arnold, Higgins and Hunt went into town with the Jap Driver, Lt. and Captain. Smitty and I stayed with the ship. Pretty soon the crew of a B-24, (General Richard's ship who is Commander of Pacific Ocean Area**)** came over to look at our plane. I invited them in. We swapped tales. Then went over under wing of their plane and sat on cots. (Forgot to mention, we landed at 15:40 at Atsugi Airfield, a very nice field with asphalt runways) At the B-24**,** the crew had some Jap rifles and told us where they got them. We decided to do same, but had to eat first, this we did, we drink and ate what was left of the lunches, then went down to the end of the field in the rain and got our feet wet and they stayed wet for 3 days and nights**.** We passed hundreds of wrecked Japanese planes of all types. We only got to the end of the field and a guard made us go back because it was getting late**,** this we did. On our way back we rummage through the wrecked Jap planes. Millions of souvenir**,** but none interested me except a shiny battery box and woven web belt. So that is all I got the first night. (It was 1200 midnight, but I am afraid if I stop writing I will forget and I have already forgotten quite a lot.) We came back to our plane and shot the bull until 19:15 (7:l5 PM) Then decided to go to bed. (Still raining so we slept on the ship. Smitty on the floor and I on bed. Next morning got up at 7:00 (Sept.1, 1945) ate K Ration of chopped eggs and hard-tack, heated left over coffee and preceeded to hunt for souveniers. On the way past B-24, they were pushing a l938 Dodge 4 door sedan. (Japanese) They said the 11th Airborne Infantr**y** who had confiscated it said if they could make it run they could have it, we didn't stop, but went past to end of field, found a shack full of Jap rifles and bayonets. I got two of each and so did Smitty. We started back to our plane. Stopped by wrecked Jap planes. Still found nothing interesting so went back to the chariot. The fellows could not get the 1938 Dodge to run. So over we went, looked at distributor and it was getting plenty of fire. So pushed it about 10 feet and was holding onto spark plug, received no shock so looked in distributor again.

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We wrecked the car and found out the trouble (Points not opening) So I adjusted them or, Smitty did, pushed the car about 3 feet and she starting running on 3 cylinders. We cleaned the spark plugs and got it to run like a watch. The car was the B-24s crew because they found it and were given permission to use it as I said by the 11th Airborne Inf. We decided to go to Yokohoma, which was "Off Limits" to us, but being young and foolish

we started out. We took the wrong road, running into about 30,000 Jap marines. They saluted, we turned around and went the other way. All of us (9 in the car) loaded with guns, knives, etc., finally we found the road to Yokohoma and took off. Saw lots of Japs. Wondered what they thought. Ran across a GI every once in awhile confiscating trucks from the Japs. Japan is a very fertile country. Crops growing right up to the roads and railroad tracks.
The roads were very slippery (Mud) but we made Yokohoma OK. Was a nice modern city, but believe me it was missing city, very very few buildings left. Most of people living in tin shelters or boxes**.** An MP stopped us and wanted to see our trip ticket which is a ticket giving you permission to be wherever you are. This we didn't have**,** but gave him a story after he accusing us of pleasure riding. He finally let us know, rode all around. Nothing interesting as I said all buildings except few were just holes in the ground. We started back but before we got out of Yokohoma we ran out of oil. Saw a fire station which was one of the few buildings, so Smitty went over to ask for oil**.** -The Japs thought he was going to take the fire engine so they started to push it out for him to take. Finally made them understand that we ran out of oil and they gave us a 5 gallon can of it**.** The people in town were not bad looking. Lots better than Chinese, but it is true that the majority of them wear thick horned rim glasses, and didn't see many females. Street cars were running, but quite a few (missing) of some on side tracks burnt to a crisp. I had on a pair of pants, undershirt and rain-coat plus shoes that is all. The other guys had overalls etc. On the way back the ones that were lucky enough to have cameras took pictures. The children, some laughing, some making faces, seemed helaty enough. Quite a few Japs would see us and salute or bow. One fellow in on oxcart coming down the road was scared to death. You see, they were taught that we were monsters and cruel. We stopped to take his picture. Pointed the camera at him, he turned and got off car and got behind ox. We took his picture, smiled (Found out we weren't going to hurt him**)** We rode on back to Atsugi Airfield. We were one of the first batch in town and really were not supposed to be there. On our way back on field saw some of our planes that Japs had painted with green paint and rising sun, guess they had captured them some place, and were using them. Now to see the town and wrecked planes, you could really see why they surrendered. After we got back we went over way and found caves or under-ground rooms etc. There we explored with flashlights and rifles. The first one was a school, lots of books etc. Second one had ropes, bushes, buckets mops etc. Third had ammunition. We heard there was an underground airplane factory so looked for it. Came across a cave with medical supplies, another with bottles of beer (didn't know what it was) Another had blankets and canned fruit. We picked up souveniers as we went along. Never found the airplane factory on that day but found a machine shop. (Still raining) We got back to our plane about 5:00 PM and decided we needed a hot meal so Smitty swiped "C" Rations, Beans and Spagetti, we opened out coffee can and had a good meal. While we were cooking it Thiesen**,** Hunt, Arnold and Higgins showed up, were hungry and had had nothing to eat except fish since they left. We all ate. (The old cold "K" rations and coffee) We told them of our car and exploits of day. They were envious, said they were worried about us etc. They had another car, a Ford with flat tires.

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The driver was repairing it and we were still eating when a Lt. from the 11th Airborne came up and asked if I had any blankets, (I said we had none to spare.) He said he had some souveniers to trade for some. I told him, I didn't want souveniers, but I would take him to a cave with blankets in it. He gave me a nice compass for the deal. I got a jeep, rifle, and light and went to the cave, got some blankets and came back sat around and shot the bull with them and ended up by all of the crew having a compass. Finally the tire was fixed and everybody but Hunt, Smitty and I took off for Headquarters again. This night Smitty slept on the bed with Hunt and I slept on the floor. We slept until 8 o'clock next morning.

September 2, 1945 — (signing of Formal Peace Surrender) Tokyo Bay.

Smitty found another car – a Nissan. The 11th Airborne said if we could get it to run we could have it. It had no rotor in the distributor, so I made one, and got it running. Thiesen and the rest except for General

showed up. The Generals were at formal Peace Surrender. Thiesen and the rest wanted some guns, so we tool the Nissan and went to get them. (Still raining)
We got plenty and came back to the ship and checked the weather. A typhoon was near our destination, so we couldn't leave. General Stilwell showed up. I got sucked in to prepare their meal, but I fixed only the two generals and mine, the rest shifted for themselves on cold "K" rations. We had spagetti, lima beans kenned (tangerens) that the driver gave me. Smitty stole the beans and spagetti.

Well I am sorry I have to quit, but my back aches and I have missed a lot of sleep so will sign off for the night,

Well, Well, Good Morning! It is September 4th. Had a swell breakfast of pancakes and eggs. We are real popular because we have plenty of souveniers to give away. Well for the time being have to sign off again to head for airfield and put the "Chariot" in shape in case we have to go out soon.

Ho Hum! Back again, couldn't get any transportation to field so decided to wait until noon. Now getting back to the letter. After the General ate, they wait off in a jeep so we got the dodge (the B-24) crew left for Iwo Jima. In the meantime I had a motorcycle which I also got to running. I gave it to the Commanding Officer of the 11th Airborne for his personal use. Well anyway, as I wrote you after the Genera took off for parts unknown, we -- Thiesen, Arnold, Hunt, Smitty and myse1f began to explore. First we got a batch of rifles and bayonets. Then headed for the underground airplane factory. We found it about a mile from the field. They had a grass runway there and a complete assembly line. Planes still on line from just empty hull right up to complete planes. There planes are very similar to our P-47 type persuit. In this place we gathered many tools, electric drills, etc . Spent quite some time here. Then we went into more passage ways and found under ground instrument, propeller, engine and etc., shops. Mos of equipment was corroded from dampness. I was getting pretty tired. These caves were just plain holes in the ground. No wooden sides or any supports to hold them up. In some there were tracks from sma1l railed carts. After we left the factory we went into buildings, found more tools etc.

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Also ran across Japs who bowed, saluted and seemed just the opposite of a "Super Race". It was quite a contract to see Smitty's 6' and 2" tower above them. In some of the caves were beds and messing facilities, to show that they live under ground. Dampness and. all, and on one side of the cave would be a corner with two triple deck bunks, 5' 6" long about 2 feet wide — like sleeping on diving board. On opposite side of cave were more alcaves, about 7' wide, 6' long, 5 decks high with a table and bench. This is where they ate. After we prowled around some more we headed for the plane because it was locked and we were expecting the General back. After we got to the plane, they all wanted to explore somemore, but I was tired so I stayed at the plane and they took off again. I made some coffee and set out food for the -General so I could get it quick when he showed up. Arnold and Thiesen plus crew showed up first with more junk and two cases of canned tangerenes. Very delicious and I am sending a can to you to try. Finally the General showed up. I started dinner. General Merrill who can speak and read Japanese was interested in our cave exploits so he took off with the crew to see if he could find some canned crab meat, leaving the General and myself at the plane. I asked if he wanted to eat. He said he would wait for the rest to return. Finally they did (no crab meat) but cases of salmon and peaches. We ate supper. The crew had "K" rations again. After supper we sat around and shot the bull and decided how and there to sleep. It was dark and had the little engine in ship running to furnish lights inside for the Generals. We had the gasoline lamp outside. Washed dishes (I did) Thiesen dried them then with pair of underwear. (no rags available) We had a quart of State-side whiskey so all took a snort and went to bed. Arnold under wing on cot, Hunt, Thiesen, Higgins on cots under bombay doors, the General on plane's bunk, General Merrill on a comforter and blankets that I fixed up in ship. I also slept in ship. Smitty slept in nose. At 3:45 am we got up. It was cold at nights with only two blankets to keep warm. I had to get up dur-ing the night and wash off tail wheel (So we say) Didn't sleep well and ached all over. After I got up I folded my blankets, drained water out of gas tanks. Smitty got up and we turned propellers around (Necessary) General Merrill came down out of

nose door. He is getting very fat. I got Arnold and the rest up, the General was still in bed tho. We got cots folded end eveything stored away. Thiesen got back from operations. (He had the Dodge) We were clear to good weather fair. We were in the air at 5:45 am. I fed the General coffee, Grapefruit Juice, peaches, two, slices of nut cake that was left over from lunches. This looked good to them. I fed Thiesen and Hunt "K" rations. Arnold and Higgins ate two cans of fruit and coffee. Smitty ate nothing. I filled up on odds and ends. About 9:00 I made some hot chocolate out of "K" rations, chocolate bar and can of milk — was pretty good. Every one had a cup full. The visibility was poor so nothing much to see. We let down near Okinawa (saw Fugiami mountain (Spelling wrong) in Japan. It was pretty rough air over Okinawa. There are quite a few air strips here. We land at Kadena and some times Yontan, both being reasonably near Tenth Army Headquarters. We buzzed Headquarters to let then know we were back and to send transportation to the field. We landed about 11:20. Sure was windy. Nearly blow us off runway. Burnt brakes holding ship on runway and taxi strip. We parked and transportation came. The Generals took off in a jeep**.** We loaded our loot in a 3/4 ton truck and a jeep (quite full) and came back to area. Quite a crowd around looking over loot. We took what was ours and put the rest in Arnold's tent. I have two Jap rifles, 5 bayonets, three $50.00 magnetic compasses, two slide rules, tools, helmet, etc. I will send as much as possible as soon as possible to you, for yourself, Norman, John Skippy and Bud.

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After we ate lunch we were pretty tired so straightened up the tent a trifle and hit the sack. We couldn't sleep so we took a shower and fooled around until supper, after that you know the rest. This enclosed paper will show you that we were among the first to be in Japan and before the troops went into Yokoma, etc. officially. The Peace Conference was held on the U.S.S. Missouri, this you know. If you cut out an article about it, put it with this letter as it will save on the trouble of writing same.

On our way back we asked General Merrill what the Jap writing on different things were. He told us that they bad no scientific words. One box he said read - "Tool kit for flying machine". Tells another "Ship go up or down" in our language this means a "Rate of climb indicator". Where I mention 11th Airborne Infantry, this was the advanced echelon sent to prepare for the rest to come.

Americans, including myself are very curious and destructive; for example, there were two brand new Jap Airplanes near the field, so some GI came along and zip cut out rising sun from wing and fuselage, leaving planes with two and three foot diameter holes in it. The rifle shed was quite a mess the second day. Rifles all over the floor. When I just went thru it was all orderly, with rifles nicely stacked, etc. The instrument panel on airplanes were stripped. Everything that looked like a souvenier was taken. Even tho it left the principle object from which it was taken unuseable,

General Merrill has lived in Japan. He almost drove the driver crazy by reading Jap signs and sign posts. The two Generals were puzzling him even more by saying "Well the last time I was here there was a building here and a temple there, etc. General Stilwell was never there, but was feeling his "Oats". He has gotten 10 years younger since he left the states for active duty again. General Stilwell is known as a Soldier's Soldier. He doesn't want anything better than what his men have. For example, there is a car here for him, but he wont use it. Just uses a jeep, top down, windshield down. MacArthur is a publicity hound, big cars etc. Carries newsmen with him and requests his picture made every time he does anything. Called General Stilwell out of his tent (General Stilwell's tent) so a picture could be taken of the two shaking hands, A nice house was built here for General Stilwell, but he wouldn't accept it, he lives here in a tent. He would prefer to eat "K" rations etc. as we do and shift for himself, but we wont let him, not that we have the power, but he knows we enjoy and feel better when we have our way. He always talks with enlisted men as though they were Generals, and thanks them for all he gets. He makes a special effort to shake the hands and thanks his jeep drivers and mess personnel. General Merrill is the same way. I have never known a General, including General Stilwell who is more

considerate of the enlisted men. He wants you to be as comfortable as he is. If you have worked hard, he will give you his own bed to sleep on. When we carried him to USA in l944, he gave us S20.00 we did not want it, but he insisted so we stacked the plane with the best grub we could find.

This letter all adds up too. We never stood short in Japan. Had swell car, ate plenty, stole plenty, explored plenty, and had a very enjoyable trip although it was short.

END OF LETTER

Denver Reunion Pre-registrations

Allen, Charles & Margaret
11th ComCar Sq., 3rd Gp. - Dinjan, Aymar
Arthur A.
9th ComCar Sq., 3rd Gp. -Warazup, Myitkyina, Shanghai
Baer, Merle
1st Air Transport Sq.-Kalaikunda
Baggett, Merle
ATC - Agra, New Delhi
Bales, Clifford S. & Joan
ATC - 3rd ATS, 20th BC, Misamari, Kaliakunda
Barmon, John F. & Frances
ATC - Chabua
Basarab, John, Jr. & Christine
12th ComCar Sq., 3rd Gp. - Tulihal, Ledo, Myitkyina, Shanghai
Bayne, Harry C. Lou Ann
ATC - Tezgaon, Misamari, Shamshgrnagar
Booher, Jack M.
13th ComCar Sq., 4th Grp, Sylhet, Argatala, Chittagong, Myitkyina
Bray, Les & Marie
16th ComCar Sq., 4th Gp - Sylhet, Chittagong, Myitkyina, Ledo
Buchanan, Jesse C. & Marian
4th ComCar
Bumpas, Brian & Patricia
4th ComCar Sq., - Sylhet, Myitkyina, Kunming
Burton, Sam P.
ATC - Agra, Bangalore-Chungking
Carlson, Donald & Jeanne
HQ 10th Weather Sq. - Barrackpore, Kunming, Shanghai
Clifton, Dorothy
Seat with ComCar or TrpCar
Collins, Paul
4th ComCar Sq., 1st Gp, Sylhet, Chittagong, Kunming
Combs, Frayne L., Jr. & Janet
4th ComCar Sq., 3rd Gp, Dinjan, Myizkyina, Shanghai
Comontofski, Eugene J.
2nd TrpCar Sq. - Dinjan
Constein, Carl F.
ATC -Chabua
Crawford, Russsell F.
11th ComCar, 3rd Gp - Dinjan
Cumfer, Donald Wincy
1st ATS, 20th BC - Khragapur, Kaliakunda
De Natale, Paul A. & Lavina
10th ComCar, Sq., 3rd Gp. - Dinjan, Myitkyina, Shanghai
DeChicchis, Joseph Lois
14th ComCar Sq., 4th Gp. - Chittagong, Myitkyina
Devaux, Douglas & Charlotte
ATC - Jorhat
Donaldson, Mignon F.
Seat with 16th ComCar Sq.
Downs, Richard Betty
9th ComCar, 330th TrpCar - Warazup, Myitkyina, Shanghai
Fischer, Ned E. & Dorothy
130th AACS Sq, 14th AF - Kunming
Fowler, Gordon S. & Sharon
ATC - Mohanbari
Friday, Paul (son)
Son of CBIer Capt. Joe Friday
Vivian Song - daughter-in-law Joe Friday
Hap Hazes - son-in-law, Joe Friday
Fruth, Donald & Pat
4th ComCar Sq., Sylhet, Imphal, Chengkun, Dohazarei, Hathazari
Gallup, Alfred F. & Winnie
16th ComCar Sq - Chittagong, Myitkying
Gardner, Alfred & Florence
12th ComCar Sq.- Moran, Tlulihal, Ledo, N. Myitkyina
Georgeff, Chris Dooly
9th ComCar Sq. -Myitkyina, Warzup
Glover, Walter & Lois
4th ComCar Sq, 1st Gp. Sylhet, Imp Hal, Chengkunh
Goodrich, Jack D. & Lois
ATC - Myitkyina
Gregory, E. Gregory & Nina
11th ComCar Sq., 3rd Gp. - Syhlet, Dinjan
Gruesner, Mandel & Chuckie
16th ComCar, 4th Gp., Chittagong, Ledo,Myitkyina
Harris, Virgil
7th Bomb Grp. -Tezgoan, Panda Veswar
Hayball, Robert
4th ComCar Sq., 347th Airborne, Luichow, Hankow

Haynes, Hoyt & Dorothy
315th TrpCar., 443rd Gp. - Ledo, Dinjan, Chihkiang, Hankow
Heckinger, Ruth (guest)
142nd General Hospital, Calcutta
Henn, Druce P.
315th TrpCar & 1st ComCar - Kunming, Ledo
Hodell, Mel
ATC - Mohanbari
Horvath, George C. & Wanda
15th ComCar Sq., 4th Gp., - Sylhet, Agratala, Chittigong, Myitkyina
Irwin, Jack & Betty
ATC - Lal Hat, Kunming, Yunnanyi, Chanyi
Jackson, William & Ellie
1st TrpCar - Sookerating to Shanghi
Johnson, Donnell & Betty
4th ComCar Sq, 1st Gp - Chittagong, Hankow, Chengkung
Jordan, L. Alex, Jr. & Pat
Imphal, Kyitkyina, Kunming
Kamula, Walter & Son & Natalie
4th ComCar Sq., 1st Gp. Dohazari to Shanghai
Kelso, William & Joan
ATC -Kaliakunda, Misamari, Karachi
King, Otto W.
ATC -Jorhat
Kolb, James & June
10th ComCar Sq., 3rd Gp - Dinjan, Myitkyina
Kote, Peter R. & Anita
4th ComCar Sq., 1st Gp, Sylhet, Luichow, Chittagong
Ladd, Roy & Pat
ATC - Tezpur
Lasky, Robert J. & Mary
1st TrpCar, 443rd Gp. -Sookerating, Dinjan, Agra
Lindsay, Grant
ATC - Luliang, China
Magill, Andrew F. & Edee
14th ComCar Sq., 4th Gp, Sylhet, Agartala, Myitkyina
Martin, William R. & Barbara
ATC - Chabau, Mohanbari
Masterson, Dallas H. & Violet
ATC - Chabau
Matthews, Roy & Doris
14th ComCar Sq., 4th Gp., Sylhet, Agartala, Myitkyina
McFarland, Wilkie
ATC - Sookerating, Kharachi
Michaels, Doris
16th ComCar Sq., l4th Gp. - Chittagong, Myitkyina
Millan, Mary Jane
Reuinion PX
Miller, Stanley W. & Lea
ATC, Mohanbari
Minton, Joseph P. & Nancy
15th ComCar Sq., 4th Gp. - Myitkyina, Syhlet, Agartala, Chittagong
Moore, Jr., William F.
Rachel 10th ComCar, 3rd Gp
Moore, Robert L. & Marion
ATC -Mohanbari
Morgan, Frank W.
4th ComCar Sq - Sylhet, Imphal, Kunming, Shanghai, Chittagong, Chungking
Mullaney, Rosemary F.
4th ComCar
Mullen, Jack & Edna
4th ComCar, 15 Sq., Syhlet, Chittagon, Myitkyina, Calcutta
Nash, Donald
347th Airdrome Sq., 4th Comcar Sq. - Tulihal to Hankow
Nelson, Stanley & Margaret
332nd TrpCar Sq., 513th Gp., Myitkyina, Kiangwan, Shanghai
Newell, Billy 4th ComCar Sq. -Sylhet, agartala, Chittagong, Myitkyina
Osterman, George J.
ATC - Jorhat
Owens, John J.
4th ComCar Sq., 1st Gp. - Dohazare, Hathazari, Luichow, Hankow
Park, Richard E. & Virginia & daughter
Chittagong, Myitkyina
Patterson, Robert M. & Norma
14th ComCar Sq., 4th Gp, Sylhet, Agaratala, Myitkyina
Perez, Louis E. & Margie
ATC, Jorhat
Peronto, Lloyd L. & Joan
11th ComCar Sq. - Luliang, Shanghai, Peking
Pieper, Wilfred R. & Lois
16th ComCar Sq. - Sylhet, Chittagong, Agartala, Myitkyina
Porter, Lloyd & Mary Lou
Guests of Dallas Masterson #91
Prescher, Kenneth A.
ATC - Chabua
Propp, Elmer & Hazel
332nd TrpCar, -Kunming, Shanghai, Pepking
Ramsey, William H.
1st TrpCar Sq., 443rd Gp, Sookerating, Warazup, Dinjan
Randell, Edward W. & Marjorie
ATC - Jorhat, Kurmitola, Barrackpore
Rodely, George
ATC - Lal Hat, Dergaon
Rommel, Paul
ATC, Misamari
Rooman, Robert
11th ComCar Sq., 3rd Gp, Dinjan, Yumnayi, Luilang
Rooney, Laurence J. & Grace
4th ComCar -Sylhet,Agartola, Chittagong,Myitkyina
Rusmisel, David & Dorothy
16th Sq, ComCar - Myitkyina, Chittagong, Sylhet
Schaefer, Paul C. & Leah
ATC -Kurmitola, Tezgaon
Shane, Mary Jo
9th ComCar, 3rd Gp. -Myitkyina, Shanghai, Warazup
Shay, Donald G.
ATC - Misamari

Shelton, Lloyd L. & Dottie
1st ATS Mobile - 20th AF, Kallikunda
Sheridan, Thomas F. & Mary Lou
315th TrpCar Sq, 443rd Gp
Simmons, Charles E. & Billie
16th ComCar - Sylhet, Chittagong, Myitkyina, Ledo
Simmons, Tom G. & Marilyn
9th ComCar Sq., 3rd Gp., Warazup, Myitkyina
Simpson, Warren & Trudy
14th ComCar Sq., 4th Gp., Sylhet, Agaratala, Myitkyina
Sitzes, Oscar.J. & Catherine
13th ComCar Sq., 4th Gp. - Sylhet, Agartala, Chittagon Myitkyina
Snell, Elwood & Beverly
1st Trp Car - Chabua, Sookerating, New Delhi
Solberg, Donald A. & Majorie
4th ComCar Sq - 1st GP - Sylhet, Imphal, Chungking, Hathazari, Dohazari
Speidel, Harry W. & Edwina
1st TrpCar Sq., 443rd Gp., Sookerating
Sporn, Leon & Charlotte
4th ComCar Sq -Sylhet, Chittagong, Kunming, Chentu
Stallings, John A.
16th ComCar Sq., 4th Gp., Sylhet, Myitkyina, Ledo
Story, Earl A. & Nola
ATC - Mohanbari
Strahler, Georgette
9th ComCar Sq., 3rd Gp., Sylhet, Warazup, Moran
Summy, Raymond G. & Roberta
4th ComCar Sq. - Sylhet, Imphal, Chengkung, Dohazar
Swinson, Harold & Margaret
Sykes, Billy C. & Mary
16th ComCar, 4th Gp. - Syhlet, Agartala, Chittagong, Myitkyina
Symons, Patrick J & Joan
12th ComCar Sq., 3rd Gp., 33rd TrpCar, 513th Gp., Myitkyina
Tana, Louis W. & Joan
13th ComCar Sq., 4th Gp., 328th AD Sq., Sylhet to Shanghai
Thomas, James & Jane
315 ComCar, 443rd Gp - Ledo Chittagong, Dinjan, Hankow
Thompson, Edwin
2nd TrpCar Sq., 443 Gp - Dinjan, Hankow.
Thompson, Halbert & Betty
1st ComCar - Sylhet, Imphal, Luchow,Tyitkyina, Kunming Hankow
Thompson, Jack W. & Betty
315 TrpCar Sq, Dinjan, Ledo, Chickyan
Triplett, Clyde
12th ComCar Sq.- Myitkyina, Shanghai
Valentour, Louis
Sylhet, Chittagong,Myitkyina
Van Vleet, Henry
ATC, Tezgaon, Kurmitola
Vinyard, Jay & Sally
ATC - Sookerating
Walmsley, Peyton R.
ATC - 6th Ferry Sq., 1st Air Transport Grp.
Walter, Richard & Joan
1st TrpCar Sq., 443rd Gp. - Sookerating to Hankow
Walters, Roy W., Jr. & Mary
16th ComCar
Watkins, Richard E. & Pat
ATC, Mohanbari
Watson, Harold & Marjorie
16th ComCar Sq., Shylet, Argatala, Chitagong, Myitkyina
Watson, Henry J. & Joan
9th ComCar, Warazup, Myitkyina, Shanghai
Weisgerber, Warren L. & Angeline
4th ComCar Sq., 1st Gp. - Sylhet, Dohazare, Hathazari, Chengkung
Welker, Leonard & Bernice
10th ComCar, Sq., 3rd Gp. - Dinjan, Myitkyina, Shanghai
Westfall, William & Madeleine
ATC - Mohanbari, Tezpur
Whitmore, Charles & Bette
16th ComCar Sq., 4th Gp. - Sylhet, Chittagong, Myitkyina
Wigley, Harold & Kaye
11th ComCar Sq., 3 Gp - 10th AF, Dinjan
Williams, Eugene W.
1st TrpCar, 443rd Gp. - Dinjan, Chihkiang, Hankow
Williamson, Jr., George L. & Ginny
4th ComCar, 14 Sq.,
Sylet,Agartala,Chittagong,Myitkyina
Wingert, James L. & Barbara
16th ComCar - Myitkyina
Wright, Raymond L.
1st TrpCar Sq. - Sookerating, Warzup, Dinjan

Cloudfall

Have often wondered if anyone else ever saw the cloud phenomenon we were privileged to behold one morning eastbound out of Sookerating. Did not record the date, that I can find, but feel sure it was near the end or after the 1943 monsoon season. It was before the 24 hour operations as we had made a crack-of-dawn take-off. We had been through some clouds but were in the open I believe over the Salween or Mekong valley. We were about three - five miles away and to the right of an overflowing basin of clouds pouring out of a low place in the southwest corner in a cloudfall down about 500 feet and pooling in a lower basin. The pool had spread about 4-5 diameters of the vertical portion of the cloudfall when we first saw it. Really was a beautiful and spectacular phenomenon to behold. Could easily see the flow lines out of the upper basin. The cloud was white and fluffy, not at all like a fog, with ripples along the edges of the falling portion just like a waterfall. The pooling the lower basin was growing rapidly and flat on the top. A serene scene so much so that it invaded the cockpit almost to overwhelming. I was suddenly aware of a calmness, never experienced before, and feeling that all was well and everything was going to be alright. There was not a camera on board so we did not get a photo. Would like to have had one but do have it indelible in my mind. There were other airplanes in the area but have never talked to any one who had witnessed that cloudfall. If anyone did I would like to talk to them about it and maybe get a copy of any surviving picture. I know there is a lot of controversy about 'signs' but it was a sign to me.

Publisher's Note: *Wilkie was a pilot with ATC - Sookerating, Karachi, 4/43 – 9/44*

A Little Final Humor

Four brothers left home for college, and they became successful doctors and lawyers and prospered. Some years later, they chatted after having dinner together. They discussed the gifts they were able to give their
elderly mother who lived far away in another city.

The first said "I had a big house built for Mama."

The second said "I had a hundred thousand dollar theater built in the house ."

The third said "I had my Mercedes dealer deliver an SL600 to her."

The fourth said, "You know how Mama loved reading the Bible and you know she can't read anymore because she can't see very well. I met this preacher who told me about a parrot that can recite the entire Bible. It took twenty preachers 12 years to teach him. I had to pledge to contribute $100,000 a year for twenty years to the church, but it was worth it. Mama just has to name the chapter and verse and the parrot will recite it."

The other brothers were impressed.

After the holidays Mom sent out her Thank You notes. She wrote:

"Milton, the house you built is so huge. I live in only one room, but I have to clean the whole house. Thanks anyway.

"Marvin, I am too old to travel. I stay home, I have my groceries delivered, so I never use the Mercedes. The thought was good.Thanks.

"Michael, you gave me an expensive theater with Dolby sound, it could hold 50 people, but all my friends are dead, I've lost my hearing and I'm nearly blind. I'll never use it. Thank you for the gesture just the same.

"Dearest Melvin, you were the only son to have the good sense to give a little thought to your gift. The chicken was delicious. Thank you."

Aviation Truisms

What's the difference between God and fighter pilots?
God doesn't think he's a fighter pilot.

The only thing worse than a captain who never flew as a copilot is a copilot who was once a captain.

ADDENDUM #18 - PAGE 1
ADDENDUM (#18) TO ROSTER PRINTED MARCH 1999
CBI HUMP PILOTS ASSOCIATION - AUGUST 2004

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ADDENDUM #18 - PAGE 2
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THIS WILL BE THE ONLY DUES NOTICE YOU WILL RECIEVE
(*It will greatly facilitate our work if you return this entire sheet. Thank you!*)

IMPORTANT NOTICE: 2005 DUES ARE DUE FOR NON-LIFE MEMBERS!

Name:_____

Address:_____

City:_____ State:_____ Zip Code:_____

Phone:_____ Email:_____

_____ $25 Annual Dues

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Only LifeMembers and annual dues paying members who are current for 2004/ 05 will recieve the newsletter. **

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720 S. Tyler Suite B132
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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 prompty.

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

_____ address _____telephone #
_____ e-mail address

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E-MAIL ADDRESS _____

Revised 03/2004

SUMMER 2004

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

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

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

1946 - 2004

Officers and Board Members of the Association:

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
Charles R. Bonar – Board
Eugene Commontofski - Board
Alfred J. Gardner – Parliamentarian/Board
George H. Saylor – HPA Representative to the Museum of Aviation Foundation/Board
Warren L. Simpson – Board / Interim Chaplin
Earl A. Story – Board
Peyton Walmsley – Newsletter Editor/Public Relations/Board
Jack L. Distler – Chaplain Emeritus/Registered Agent for the Corporation

IMPORTANT NOTICE!!!

The HPA Website is now online.

Go to www.cbihpa.org

The page as it now stands is only for openers. We plan to make future changes to better tell our story and to provide more information to our members.

We will also be adding more lings to the site to connect to other organizations that were active in the CBI during WWII.

Thoughts and suggestions about our website are welcome and should be provided to the HPA office in Amarillo, TX.

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CBI Oriented Web Sites

www.cbihpa.org (CBI Hump Pilots Association Website)
www.aacsalumni.com (Army Airways Communication Service)
www.comcar.org (Combat Cargo Information Site)
www.humpilots.com (CNAC Information Site)
www.sinoam.com (The Sino American Aviation Heritage Foundation)
www.b24memorial.org (B-24 Memorial Information Site)
www.changlang.nic.in (Information on Ledo Road)
www.warbirdcentral.com (Contains information on plane sculptures.)
www.museumofaviation.org (This is Museum of Aviation Robins AFB, Ga.)
www.fedforms.gov (One-Stop shopping for government forms.)
www.atimes.com (Asia Times Newspaper Site)
www.military.com (Current Information on United States Armed Forces)
www.uss-seaweed.com (Ships CBIers traveled to & from CBI.)
www.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 Newletter is planned for publication in December of 2004. That letter will be mailed our only to Life members and those annual dues paying members who have paid their 32004 dues.

• Members are requested to keep the office currently advised of all changes in Mailing Addresses, Telephone Numbers, and E-Mail Addresses. It is important that we keep our membership information current.

• Please review the current addendum #18 for membership changes made to date. If you find a change you provided is note listed, please resubmit the information and it will be printed in the next newsletter scheduled for December of 2004.

• Our corrections addendums are now up to #18, making it very difficult to find member changes. Ifg you have difficulty finding a member, feel free to call the office, or use E-mail, to obtain up-to-date information directly from our current computer database.

CHINA - BURMA - INDIA
HUMP PILOTS ASSOCIATION

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