

CNAC
ASSOCIATION



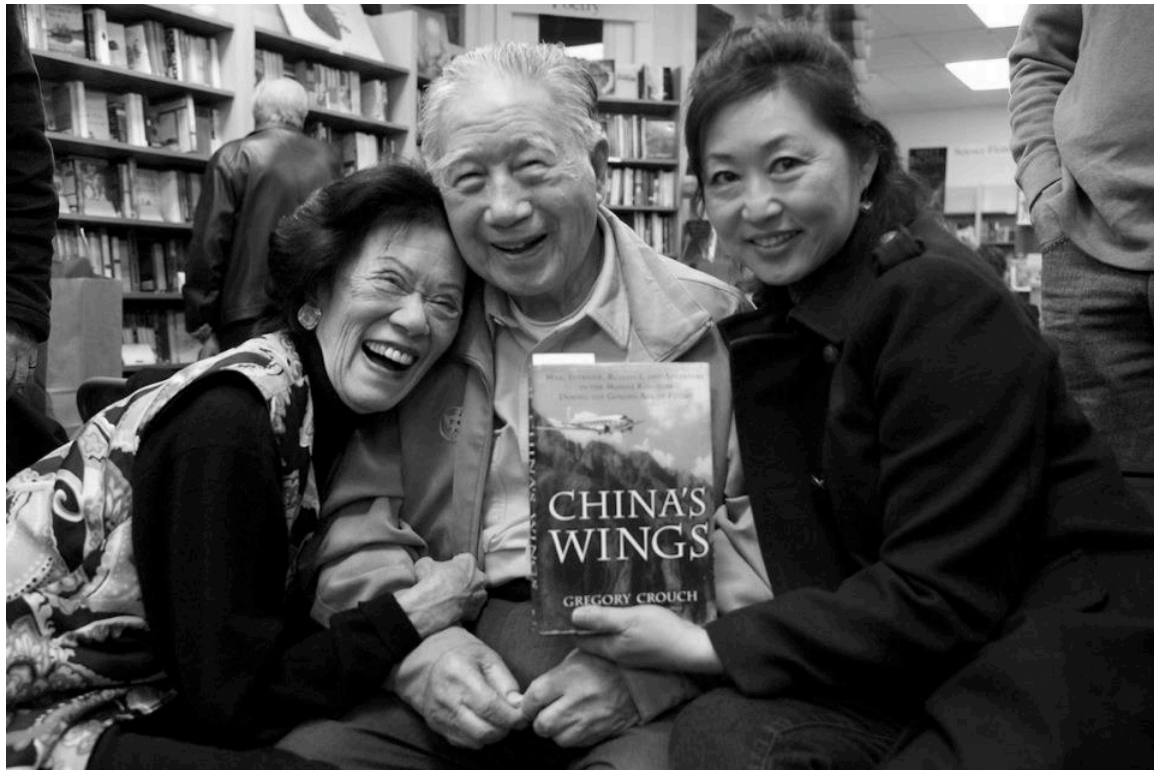
CANNON BALL

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CHINA'S WINGS--HOT OFF THE PRESS!



Renee Robertson, Moon Chin, and Lily Donn celebrating the recent publication of Greg Crouch's book *China's Wings* at Bookshop West Portal in San Francisco (photo by Paul Hara)

WINGS, WORDS and LOTS OF HARD WORK

As I waded through saved emails and wrestled with photos, font sizes, wording, and the various decisions required to get this issue of the Cannon Ball to the printer, I wondered, thinking of the amazing stories of accomplishment you'll read about this time---how do we do it? How did Greg Crouch take a complex story spanning years, continents, a cast of interesting characters and several nations and turn it into *China's Wings*, which is selling out at every book signing? How did Angie Chen do the research and make the connections which led to an invitation to the CNAC Association to participate in an exhibition opening in September at the Chinese Civil Aviation Museum in Beijing? How did Clayton Kuhles persevere against great odds in the rugged mountains of China to finally and undeniably locate the crash site of CNAC #60, nearly 70 years after the plane went down? I think the answer is, we do it one word, one clue, one treacherous downclimb, one day of research, writing, and meetings, one step at a time. My challenge is to do justice in these pages to all of these amazing stories. And with a published writer in the mix, no less, whose book is selling out at every book signing he attends!

I doubt that our first generation, both those hearty ones still among us and those in Hogy Taw, imagined the current evolutionary stage of the CNAC Association when they started getting together in the 1950's. I have always suspected they would tease us for having lost a lot of ground in the partying department (those reunions in the early years appear to have been seriously focused on lots of story telling, followed by golf, some cocktails, a great meal, dancing, more cocktails, you get the picture). The history lessons were more likely delivered over martinis, not power point presentations. I believe that they would be both astounded and proud that we have gotten into the business of collaborating with the Chinese on museum exhibitions and seminars, searching for downed planes and writing a bestselling book with the apt subtitle, "War, Intrigue, Romance and Adventure in the Middle Kingdom During the Golden Age of Flight". Talking about the upcoming CNAC Association trip to China, Angie Chen said, "I love the idea of this being an effort of *citizen diplomacy*, bringing two countries together person to person. It has nothing to do with politics. It is about history, justice, peace, humanity, and development. " Let's drink to that!

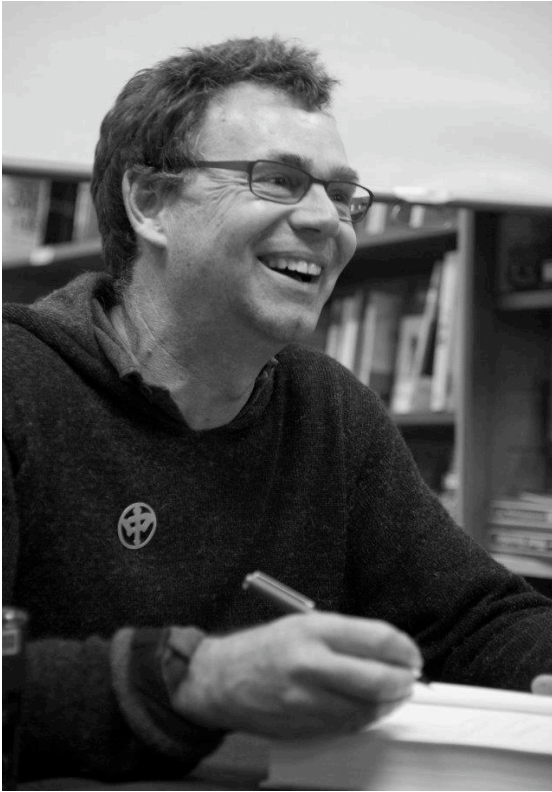
*Register now for the reunion, September 5-9, 2012 (program information, costs and registration form at the back of this issue). Your family wants to see you!

*If you are in the area or can get to Warwick, NY on April 29, a memorial service will be held for our dear friend Carey Bowles (more information on page 9).

*Terry Atkins of the Air Force Museum in Dayton, Ohio recently spoke with Peggy and mentioned that the CNAC exhibit is very popular. Many of us were there for the opening in August 2010. For anyone interested in flight, it's worth the trip. We were told to plan to spend 3 days there if you want to see it all.

AT LAST! THE BOOK IS OUT!

(photos courtesy of Paul Hara)



We couldn't help but share in Greg's excitement as his long awaited book began arriving in bookstores, in mailboxes and on electronic devices, and we finally have the delicious pleasure of knowing that the CNAC story is out in the world in a way that it never has been before. What's different about this CNAC-themed book? There is every reason to believe it will be more widely distributed and read than any previously published account. A Chinese edition is currently being translated by Angie Chen, to be reviewed by Ge Shua, who some of us met in China in 2010).

Greg has been making the rounds, doing book signings in San Francisco, Pasadena, Santa Barbara, and elsewhere and giving radio interviews. National Public Radio enlisted him as an expert on three other great aviation books

(you can listen to the story by going to the website, npr.org, and searching for *Pioneers of the Sky: 3 Books that take Flight.*).

His events have exceeded expectations at every stop—Chaucer's in Santa Barbara sold 100 copies of *China's Wings*, and West Portal Bookshop sold out. You can find him at Garagiste Healdsburg on April 13. Plans are in formation for events in Davis and Sacramento (California). Events like these, word of mouth, sending a copy to a good friend or family member for a special occasion—this is what is needed to help make Greg's book a success. Be sure to check his website, gregcrouch.com, for upcoming events and reviews. *China's Wings* had a great pre-publication review in The Wall Street Journal (in the much read Saturday edition). Do let Greg know if you have any suggestions for places he could do a reading or book signing. You can email him at gregorycrouch@sbcglobal.net



You don't have a copy yet? I won't tell. Try your local bookstore (if they don't have it, tell them why they should) or buy it online from Amazon.com or Barnes and Noble.

With permission from the author, a brief excerpt from China's Wings, p. 239:

Moon Chin had intended to sleep late that Monday morning. About a month before, he and his wife had moved into a new flat on the second floor of a three-story apartment on the uphill side of Prince Edward Road, about a mile from the airport. They'd almost finished furnishing the new place, and Moon had been up late on Sunday night, struggling to anchor a light fixture to the concrete ceiling. Awakened by the growl of multiple airplane engines, he sat up in bed and tried to make sense of the noise. He could see most of the Kai Tak hangar through the bedroom window. The tail of the DC-2 number 24, the Nanking, poked from behind an intervening building. Farther away, the rear half of the Pan Am Clipper protruded past the hangar, floating low. Gentle harbor swells rocked its outboard wingtip and most distant propeller in and out of Moon Chin's vision. He'd heard a Canadian infantry regiment was moving up to the Gin Drinker's Line built across the Kowloon Peninsula and thought the engines were British planes escorting them forward. A formation of pursuit planes dropped into the frame of his window, dipped to low altitude, and raced toward the Pan Am Clipper like dragonflies skimming the surface of a pond. The Clipper burst into flame an instant later. *My God, those planes are Japanese!* he realized.



Steve Michiels wrote Peggy—"What's an easy way to do a very small part to contribute towards keeping the CNAC story alive? How about purchasing and donating a copy of *China's Wings* now to a local library, or the high school library of a grandchild or child, or the library of a nearby college or high school? It's a small and inexpensive way to help preserve and extend the CNAC legacy, an opportunity to remember and to honor the original CNACers, and our family members." Great minds thinking alike, Peggy had purchased 12 books to donate to the Jackson, MI Library, the Jr. College library where her dad learned to fly, to a history writer in Jackson, Hillsdale College, County where their Irish ancestors settled, the Jackson Historical Society, The Jackson Conservation office, a small memorial to Jackson WWII pilots at the Jackson Airport, Wright Patterson Air Force Museum, and the local Jackson historical museum where she hopes to inspire a small display related to Jackson and WWII. As she says, "Right now they are focused on Civil War history and they are not receptive to making a display for to WWII for another 40 years. I'm hoping Greg's book helps me change that." (if you have other ideas along these lines, contact Eve or Peggy)

China's Wings and Craig and Harold Chinn

Posted on March 1, 2012 by Gregory Crouch



Here's Craig Chinn holding a portrait of his father, CNAC pilot Harold Chinn, and surrounded by the twelve copies of *China's Wings* he has bought as gifts for friends and family. Craig lives close by, and I drove to his house yesterday to sign and dedicate the books, four of which he's going to give away at a dinner party this Friday.

I spent several happy and fascinating hours interviewing Harold Chinn before he passed away. Even though Harold was having a hard time managing the present during those interviews, he had clear memories of his CNAC adventures and gave me a vivid recollection of what happened in the hallway of the Chuen Yien Bank Building during the air raid on Chun

gking on the night of May 25, 1939, when a Japanese bomb-shard sliced into Joe Shen's back (pp. 203 of *China's Wings*). Another bit of shrapel hit Harold in the ankle, but the wound was minor, and in the context of that night he described it as, "Minor. Nothing. Hardly worth mentioning," and went right back to talking about what he, Joy Thom, and several others were doing to help Joe Shen, whose wound was grave.

There weren't many pilots who stuck with CNAC through the company's entire war (1937-1945), and of those few that did, many of the Caucasian pilots moved into positions that were mostly management. Not so Harold Chinn. Like Moon Chin, he was in the cockpit the entire time.



(this is a posting from Greg Crouch's website, gregcrouch.com, where you'll find lots of archived information about CNAC and China's Wings, as well as current information about interviews and book signings you might want to attend)

2012 CNAC China Trip
September 9 – 22, 2012

We have begun planning for another trip to China! This letter made it official:

Dear President Peggy Maher,

Thank you for your hearty congratulations on behalf of the CNAC Association for China Civil Aviation Museum's Grand Opening, and thank you very much for CNAC Association's donation and great support to CCAM. We are very delighted that your association, led by Captain Moon Chin, will visit CCAM in mid September of 2012, when we will hold a donation ceremony for CNAC Association to CCAM and a seminar on CNAC history co-hosted by CCAM and CNAC Association. Right now CCAM is actively preparing for its permanent exhibition, including CNAC's history in which the Hump Airlift will be highlighted. I look forward to CNAC Association's further support of CCAM in the future.

We wish the CNAC Association all the best. Let's commemorate our friendship and plan our future together!

Air Traffic Management Bureau, Civil Aviation Administration of China

Last fall, CNAC Association member Angie Chen began meeting with staff of the new China Civil Aviation Museum, assuring that the history of CNAC will be fairly, completely and accurately represented. It's a wonderful partnership.

The following people are currently planning to take this special journey:

Moon Chin, Jan Lie, Craig Chinn, Carol Chinn, Tom Moore, Eve Coulson, Nelson Obus, Jeffrey Slade, Carol Slade, Amanda Adison (nee Slade), William Zheng, Nancy Allison Wright, Elisabeth Allison Zuchetto, Valerie Kendrick, Key Donn, Lily Donn, Stephen Loane, Bart Crotty, Peter Goutiere, Miles Soboleski. Joining us in China: Angie Chen, Xiaotong Liu, Erik Mars and his wife.

if you are interested in participating, please contact Carol Chinn:
cchinn2520@gmail.com mobile phone 510 381 5236

Here is a preview of our travel itinerary prepared by the travel agent. THIS IS A TENTATIVE SCHEDULE ONLY--a work in progress.

* Dates for visit to China Civil Aviation Museum and sightseeing tours in Beijing, Chengdu and Shanghai are not finalized and will be adjusted according to museum invitation date in Beijing and schedule planned by Liu Xiao Tong in Chengdu.

Day 1 Sep 09

Depart San Francisco via Air China to Beijing.

Day 2 Sep 10 Arrive Beijing (D)

Arrive Beijing and transfer to hotel. Dinner at a local restaurant.

Day 3 Sep 11 Beijing (B)

Visit CCAM and symposium. Dinner hosted by CNAC for CCAM guests.

Day 4 Sep 12 Beijing (B/L/D)

Today tour Tiananmen Square, The Forbidden City and the Summer Palace.

Day 5 Sep 13 Beijing (B/L/D) Full day tour of Olympic Venues (Watercube and Bird's Nest)--photo taking on the outside only. Visit Great Wall and Ming Tombs.

Day 6 Sep 14 Beijing (B/L)

Morning tour Temple of Heaven. Afternoon shopping or relaxing on your own.

Day 7 Sep 15 Beijing - Chengdu (B/L) Fly to Chengdu. On arrival have lunch and transfer to the hotel. Evening is at leisure.

Day 8 Sep 16 Chengdu (B) Visit Xinjin airport (Hsinching Airfield). Additional sights planned by Liu Xiao Tong.

Day 9 Sep 17 Chengdu (B/L/SD) Full day tour to Dujiangyan irrigation project and Jinli Old Town. Dinner at special Sichuan Restaurant.

Day 10 Sep 18 Chengdu (B/L) Tour the Giant Panda Research Center in the morning. Afternoon at leisure for shopping or relax in the hotel.

Day 11 Sep 19 Chengdu - Shanghai (B/L/D)

Fly to Shanghai. On arrival, transfer to hotel and tour Xintiandi Plaza area.

Day 12 Sep 20 Shanghai (B/L) Full day tour Shanghai "Bund", Nanjing Road, Jade Buddha Temple, Yu Garden and the Old Shanghai Bazaar.

Day 13 Sep 21 Shanghai (B/L/D) Morning tour the Pudong Oriental TV Tower and the financial district. Visit The Rosamonde China Aviation Lounge at the Peninsula Hotel (tentative). Remainder of afternoon at leisure. Farewell dinner.

Day 14 Sep 22 Shanghai - San Francisco (B)

Transfer to Pudong airport for flight to Beijing for flight home to San Francisco.

Total cost including airfare will be approx. \$2,900.00 per person (double occupancy). Single supplement: \$950.00 per person.

Trip cost includes:

- * International and China domestic air
- * All hotel accommodations, daily American breakfast and hotel taxes.
- * All sightseeing venue entrance fees with air-conditioned coach during sightseeing and transfer
- * Meals as listed in itinerary (B-breakfast, L-lunch and D-dinner)

Trip cost does not include China visa fee, trip insurance, or personal expenses

DONALD BUSSART, Continued

by Felix Smith

Don's exploits in aviation are well known, but his knack for lightening the weight of serious subjects can be included. It seemed to be an automatic response. Flying a deHavilland DH98 in the 1949 Cleveland Air Race, his twin-engine "mosquito" fighter / bomber couldn't keep up with the strictly fighters A/C. So with his buddies, including me, watching from the grand stand, he failed to place. However, he limped across the finish line, apparently with a failed engine -- the one toward the grandstand. The dead, feathered prop, clearly visible to the crowd caused a commotion, which almost stole the show. Afterwards, with Don, in his flight suit, grinned when I accused him of shutting down a good engine to give the crowd a thrill. He just grinned. Dead engine or not, it was typical Bussart.

A more talented incident of Don erasing the dark side occurred during WWII, in Dinjan, the India terminus of the Himalayan Hump.

A captain entered our dining hall, about the only place of refuge in the Assam Valley heat. Air conditioning was yet to be common. The weary captain, in from a round trip through thunderstorms asked for ice cream. The kitchen staff had always saved a batch for the captain (does anyone remember his name?). When told, "No more ice Cream, Sahib -- Bas Hogi -- all gone," the sweaty, tired captain shouted, "You always save some for me, you know that." Don Bussart, just finishing his dinner,



disappeared into the kitchen and returned with a chocolate sundae. While he ate the goodie, smacking his lips and exclaiming, "MMMM, this is good," the irate captain stormed into the kitchen shouting, "You liars said no more ice cream."

Trembling, the cook said, "No Sahib, no more." The captain shouted, "Look at Captain Bussart, he's eating a whole bowl-full." Before the victim tore the kitchen apart Bussart, with his wide grin -- the victim nor anyone else could ever get mad at the guy- confessed. He was savoring mashed potatoes and chocolate sauce.

(More of Felix Smith's great story telling can be found in his book *China Pilot: Flying for Chiang and Chennault*, which is available on Amazon.com)

MEMORIAL SERVICE FOR CAREY BOWLES

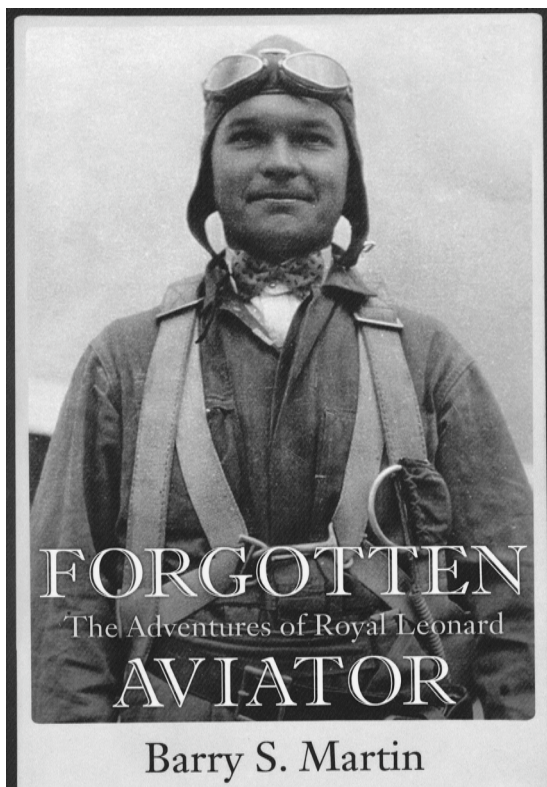
From Cindy Bowles, Carey Bowles' daughter:

We are having a memorial gathering for Carey on April 29, 2012, at Warwick Airport (Hangar 9) Warwick NY. I have chosen 12 noon as the estimated arrival time, hoping this would give people time to fly in if they chose to.

I am collecting some slides from Carey's China days and will tell a story (from notes he wrote) about an adventure coming in to land at Chungking Airport. I have also asked a pilot from the EAA to speak about his days in aeronautical engineering school and the Long EZ for me. We would welcome anyone who can make it up to the airport and would be delighted if they had a story to tell. We would certainly be able to read out any thoughts or memories people would like to contribute. (Questions? Contact Cindy by email at bolznz@yahoo.co.nz)

FORGOTTEN AVIATOR

We enjoyed Barry Martin's company at the reunion last fall, and shared his excitement over the July 2011 publication of his book, *Forgotten Aviator: The Adventures of Royal Leonard*. Another great story from the CNAC family!



Royal Leonard (1905-1962) flew in and out of aviation history—just on the edge of fame. His exploits mirror important developments in the Golden Age of American Aviation (1925-1941) and the Sino-Japanese War (1937-1945).

"If Royal' story were told in a novel," says long-time China pilot and author Felix Smith, "nobody would believe it all could have happened to one man."

Forgotten Aviator is available at Barnes and Noble, on amazon.com, and Apple's iBookstore.

To order an autographed copy, send a check or money order to:

Barry S. Martin, Author
P.O. Box 601082
Sacramento, CA 95864

California residents add sales tax \$1.25

Paperback \$15.95+postage \$2.40

bmartin.author@gmail.com

www.bmartinauthor.com

Missing CNAC C-47 Located

The search for China National Aviation Corporation C-47 No. 60 began on November 18, 1942, the day after the transport was reported missing while flying from Kunming, China, over "the Hump" to India. Its crew included pilot John J. Dean, a former Flying Tiger; my cousin, copilot James S. Browne, a transfer from the RAF's Air Transport Auxiliary; and Chinese radioman K. I. Yang, who radioed a message saying all was well as they approached the mountains. But No. 60 never arrived at its home base in Dinjan, India. Searches went on for weeks, to no avail. The crew was eventually declared dead on June 17, 1943.

Fast-forward 61 years, to a 2004 CNAC Association reunion in San Francisco, where I met Clayton Kuhles of MIA Recoveries. Kuhles, who had previously discovered 19 aircraft lost in the China-Burma-India Theater during WWII, was intrigued by the story of my cousin's missing C-47. He studied official reports of the incident, and consulted villagers in the crash area with the help of an American mountaineer in China. Based on his research, Kuhles decided to mount an expedition to Yunnan Province to pinpoint the wreckage.

On September 14, 2011, Kuhles arrived at the base of a mountain near Dali. Local guides initially agreed to make the climb to the wreckage site, but Kuhles said that "after days of intense trekking and numerous very hazardous river crossings," the guides gave up. A few days later the team tried again, accompanied by locals who had previously visited the site. The weather deteriorated, and when they encountered a rocky drainage course, the new guides also quit. "The steep, rocky drainage was now a flowing waterfall," reported Kuhles, "making for probably the most dangerous downclimb in my entire mountaineering career."



The weather eventually cleared, and the team discovered an easier route. When team members finally reached the crash site, they found bits of metal spread over a large area. Although a rockslide had covered much of the wreckage, pieces were still visible. One piece bore the stamped numbers "4681," conclusive evidence that the was indeed CNAC No. 60.

Thanks to the team's dogged perseverance and the generosity of the CNAC Association and its members, C-47 No. 60's disappearance is no longer a mystery.

The above article, written by Bob Willett appears in the May 2012 issue of Aviation History. The following link will bring you to an article and 2 minute video interview of Bob that appeared on the Orlando FL NBC affiliate television station: <http://www.wesh.com/news/30126157/detail.html>

Robert L. Willett

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Merritt Island, FL. 32953-8513
USA

Home Phone 321 454 3016
Email willettr@att.net

January 5, 2012

Dear Board Members:

A thank you note is hardly adequate to express my appreciation for the part CNAC Association played in finding #60. I joined the Association back in 2004, knowing very little about CNAC and its history. I was hoping to find information about Jim, and possibly someone who had known him. His tenure was very short with the airline and no one had crossed his path. I did find Gen Genovese in the directory and had several conversations with him. He knew Jim in England and was with Jim as he left on his last flight. Also, I never would have met Clayton if I had not joined you all.

The generous donations you made both as individuals and as an Association certainly allowed the search to take place. Without your financial support there would have been no success story. I never realized when I joined, searching only for information, that my joining would lead to a book, a trip to china and eventually to the discovery of Jim's final resting place. All because of you. So if there ever was a doubt as to the continuance of the organization, the search proves its worth a hundredfold.

I have been in touch with the few relatives still around and one, Helen Cole of Grayslake, Illinois, expresses how she views the discovery of the plane:

"...a combination of exhilaration and profound thankfulness, that in some mysterious way, Jim has been drawn back into the family circle again, after being lost for so long."

On her behalf and mine, we thank you,

Bob

MIA Recoveries, Inc.
P.O. Box 12871
Prescott, AZ 86304-2871
www.MIArecoveries.org

Crashed Aircraft Site Report

Investigator: Clayton Kuhles

Telephone / E-Mail: 928-899-1614 claytonkuhles@cableone.net

Wreckage: Yes

Model & Serial: C-46A #41-24708

Date Visited: 01 Nov 2011

GPS Coordinates: N 28-11-53.4 E 096-51-32.6

Datum: WGS 84

Country: India

Province / State: Arunachal Pradesh

Nearest Town / Village: Goliang

Distance / Directions: 6-day trek NE of Goliang.

Map: Google Earth or other satellite imagery.

Elevation: 12,000 ft.

Aspect: S

Topography: Mountains. See photos.

Terrain Notes: Open, moderate slope. See photos.

Vegetation: Grass. See photos.

Aircraft 10 Method: Engine serial number 42-54730 found at site. See photos.

Engines / Propellers: 2 engines and 2 propellers found at site. See photos.

Wreckage / Artifacts 110 Tags: Wreckage extending approx. 400 yds down slope from estimated point of impact. Some wreckage in small stream at base of slope. Wreckage in stream extending .25 mi from base of slope. See photos.

Human Remains: None seen by investigator.

Removed: I removed a small piece of metallic wreckage to send to family of crew member. Not known if others removed anything from site. See photos.

Water: Nearest water was small stream at site. See photos.

Site Disturbance: Some disturbance caused by hydraulic erosion. See photos.

Photos: See website for photos. Additional photos on CD and video on DVD available upon request.

Misc. Notes: Drove NE from Hayuliang to Goliang. Trekked NE from Goliang to Mishmi village of Braigong. Braigong is approx. 12 mi NE of Hayuliang. Hired local hunter, Malingsa Towsit, in Braigong village. Crashsite is on ancestral hunting grounds of Towsit family. Malingsa's father, Rumlamso Towsit, found crashsite in 1962 while hunting on W flank of Walong Mtn. Crashsite is 5-day trek NE of Braigong, at very end of deadend valley on W flank of Walong Mtn and at headwaters of Halai River.

Editor's note: this is an excerpted version of Clayton Kuhles' report following the successful 3rd effort this fall to find the missing CNAC #60. Please forgive me for not including the entire report; actually, I'm hoping you will be tempted to go to Clayton's website and read the complete details of this and other expeditions.

<http://www.miarecoveries.org/reports.html>

C-47DL #41-18556 a.k.a. CNAC #60 Expedition Notes

China National Airlines Corporation (CNAC) #60 was en route from Kunming, China to Dinjan, India on 17 Nov 1942, when it mysteriously disappeared somewhere on the Hump. Piloted by John J. Dean, CNAC #60 was reportedly loaded with tin ingots / billets, and was flying the northern-most (Able) air route to Dinjan. CNAC #60 was only the second known aircraft loss on the Hump and was the first CNAC loss on the Hump. It was also one of the very few CNAC aircraft losses that had never been found. My quest to find this aircraft started with Robert L. Willett of Merritt Island, FL telling me this aircraft was co-piloted by his cousin and childhood playmate, James S. Browne. Bob's story was so compelling, and his desire to achieve some closure was so evident, that I decided to take on the search for this long missing aircraft.

Bob supplied me with what few details were known about the last flight of #60. It seems that #60 was only about 1 hr. out from Kunming and still slightly SE of Lijiang (formerly Likiang), China, when it was already accumulating a dangerous amount of ice. In a radio conversation with eastbound CNAC pilot Robbie Robertson, #60 pilot John Dean said his plane was icing badly, and asked Robertson how it was down south. Kunming-bound Robertson had just crossed the Hump on the more southerly Charlie course. Robertson responded to Dean that it was not bad and he saw no Japs. According to Bob, this was the last known radio transmission received from #60. CNAC #60 was never seen nor heard from again.

At the geographic location where I calculated #60 was when Dean reported bad icing to Robertson, #60 had not yet crossed over any mountains higher than 12,200 ft. Dean surely had to know that with his heavy payload of tin and the icing already on his plane, he would never make it over the much higher Hengduan Shan on Able course beginning just west of Lijiang. I was not aware of any radio transmissions from #60 or sightings from other pilots to confirm any route change Dean may have made, but my instinct told me #60 made an abrupt turn to the SW shortly after talking with Robertson. In my view, that would have been his natural reaction in a desperate attempt to reach Charlie course just S of Dali (formerly Tali), and hopefully the more mild weather that Robertson had just encountered on his crossing of the Hump. I plotted the Able and Charlie courses on my map and also plotted the route correction that I believed #60 had taken to join Charlie course. My calculations showed #60 passing almost directly over the highest summit of Cang Shan (formerly Tali Mtn) at almost 13,700 ft. I knew that if #60 was already in serious trouble after crossing over mountains no higher than 12,200 ft. (and possibly no higher than 11,000 ft, depending on exactly where he turned SW), then it was very probable that Cang Shan had brought him down. I decided that Cang Shan or somewhere just W of Cang Shan was the most logical place to start my search for #60.

(The two initial attempts to locate the site were described in detail at this point in the full report, and were reported on in the December 2011 Cannon Ball. What follows is the account of the final and successful climb to the site)

I decided to try to climb to the crashsite one last time later in the season, ideally finding a weather window after the rains ended and before the winter snows started. I knew from experience that weather windows at high-altitude can be very brief and unpredictable, and even nonexistent during some years. I eventually located a younger hunter from yet another tiny village who agreed to guide me to the crashsite. He claimed to have been at the crashsite 3 times during the last 10 years while on hunting trips high on the mountain. He helped me recruit 6 young men from his village who would work as my porters and also assist with excavating the site. Carrying a professional-grade metal detector and hand digging tools purchased in Kunming, we headed up Cang Shan, making it my third climb of the mountain in less than 90 days. This latest mountain guide used an entirely different approach route to the summit ridge, requiring an additional day of trekking in each direction, but avoiding many of the hazardous river crossings which I encountered on my 2 previous climbs of the mountain. His approach route brought us out safely onto the summit ridge, and we actually had to slightly downclimb to reach the crashsite area. Highcamp was established about 100 yds distant from the excavation site. Although the aircraft wing and other large pieces of metal wreckage were no longer seen on the steep slope, we easily found many smaller pieces of wreckage lodged amongst the rocks on the slope just beneath the high cliff and continuing far down the rocky drainage. My metal detector indicated many large pieces of wreckage buried under the boulders and rocky debris of the drainage channel, and wreckage was either found or electronically indicated as far as a .5 mile below the estimated point of impact at the base of the high cliff on the summit ridge.

The crashsite was shown by my GPS receiver to be almost literally at the very highest point on Cang Shan, and directly on the penciled line I had drawn on my map almost 6 years earlier after talking with Bob Willett about the disappearance of #60. Cang Shan is approx. 40 miles long, extending from NNW to SSE, and curving slightly to the SW at the southern end of the mountain. The crashsite was found on the SE aspect of the southern end of the mountain where the spine of the mountain curves to the SW, and at a latitude just slightly S of old town Dali. This is the exact location described to me by Arthur Clark as being where he spotted C-47 wreckage from the air in the mid-1940's. The aircraft was positively identified as being CNAC #60 by the discovery of its construction number stamped into a piece of aluminum wreckage. Aircraft ID was further corroborated by the large amount of strong circumstantial evidence gathered in the 7 independent interviews I conducted with villagers in the area:

1. All 7 interviewees said the airplane crashed in 1942, and all described the same crashsite location as where WW II pilot Arthur Clark told me he spotted what appeared to be a C-47 wreckage in the mid-1940's.
2. A thorough review of archival records found no reported US airplane crashes in that area.
3. The only person known to have actually witnessed the airplane crashing into the mountain told his son the airplane appeared to be either breaking-up or dropping its cargo as it plunged downwards. This hunter most likely saw the tin billets dropping from the plane. This would also explain the tin billet found downstream from the crashsite in

1977 by this man's son.

4. The first person known to have reached the crashsite (probably in Spring 1943) told his sons that he saw the remains of 2 or 3 people at the site, and that the bones (or most of the bones) were noticeably larger than those of Chinese people. This would indicate Caucasians.

5. The crashsite location is directly on the flight path, which I calculated #60 took in an attempt to reach Charlie course shortly after talking with Robbie Robertson.

6. Due to the remoteness of the crashsite and the difficulty and serious hazards involved in reaching it, it's highly unlikely the wreckage was salvaged for metal by local villagers over the past decades. While there is evidence of fire and some limited melting of the aluminum wreckage, the majority of the wreckage is probably still there, but buried under many tons of boulders and rocky debris in the drainage channel directly below the steep slope and estimated location of impact. It's known that a major earthquake occurred in this area in 1950, and that would probably explain the boulders and rocky debris now clogging the drainage channel. The steepness of the terrain and the water runoff in the channel surely caused much of the wreckage to migrate significantly downhill prior to the earthquake in 1950, thus explaining the electronic detection of wreckage buried under the rocks up to a .5 mile below the crashsite. The roundness of the rocks found in the drainage channel attest to the high-volume and frequency of those water flows, and thus their ability to transport aircraft wreckage and human remains downhill away from the location of impact. The net effect of the 1950 earthquake was probably to cover much of the wreckage and possibly the human remains under a thick layer of rocks, essentially entombing it there.

It must be noted that none of the hunters whom I interviewed nor any of the men who accompanied me on my 3 separate climbs of Cang Shan recalled personally seeing any human remains during their previous visits to the crashsite, nor did I find any human remains during my visit to the site.

Clayton Kuhles



A photo of the piece of wreckage, approximately 6" x 8", bearing the aircraft construction number assigned by the manufacturer, which crosses with the serial number of CNAC #60.

FROM THE MEMORY BANK OF FELIX SMITH...

Some CNAC vet, please tell us the names of the two enthusiastic visitors to post-WWII China who must have felt they had jumped through Alice in Wonderland's looking glass - the same as we when we first joined CNAC. One, the Parker 51 Fountain Pen king of that era; the other, a professional pilot who had distinguished himself with some recent aviation exploit or other and believed that flying for CNAC could be another adventure.

It was the era of the Parker 51, a stylish no-leak fountain pen, which fetched \$100 USD on Shanghai's black market. The super marketeer (hoping to spark interest in a country with millions of potential customers) arrived with bundles of them to distribute free to the local folks. He began on the Bund, close to what is now the Peace Hotel, and was mobbed. He had never seen so many people gather in so short a time. In fear of death by trampling, he climbed one of the trees that lined the Bund. He sat in the tree, like Tarzan, a long time before the Shanghai police could get close enough to rescue him.

The other newcomer showed up for his schedule out of Calcutta around midnight. During the customary captain's walk-around he believed the fabric on his C-47's elevator was brittle. He poked a thumb through the fabric, thus confirming his judgment that he had been assigned an A/C unfit to fly. Planes he had flown as a daring record-breaking pilot had always been in good condition. Enraged, he gave the rudder a couple of left hooks with his fists, and the fabric failed. He returned to the CNAC hostel. The crew scheduler got the picture and assigned me to the flight. When I got there about 2:00 A.M., I performed my walk-around and discovered ugly but adequate patches on the tail section. Brittle fabric was the only kind I had ever seen on a wartime, Hump-crossing C-47. Prior to CNAC I had flown open-cockpit single-engine training planes. Line Chief Art Pendergast, a superb mechanic, announced his opinion. He didn't have to, I guessed. Still angry, Art said, "I felt like killing the S.O.B."

During WWII, soon after I arrived in China, I was copilot to one of CNAC's respected old-timers on a trip close to Fort Hertz with a U.S. Army cavalry officer to pick up horses capable of carrying supplies through mountain terrain. The stop-over was an alternate grass strip somewhere in those mountains. We waited for the fog to lift. A Belgian monk bummed a ride for whatever time we could depart. The short flight we anticipated would save the missionary several day's walk up and down hills in the jungle. After waiting for two or three hours the fog had not cleared. The monk buzzed off, saying he'd sooner walk. He said there were leopards in the mountains (pronounced lee -0 -pards.)

Then the old-time captain and Army officer spoke of a great Chinese restaurant at our destination. Sweet and sour pork, they said, was excellent. I thought, what have I gotten myself into? I never liked pork, and now they're gonna sweeten it? And I recalled, when I first got to Calcutta, another newcomer and I peeked through the window of the Chinese mechanics dining room, saw the many dishes of food cut into bite-size. It looked like dog food to us, cut-up that way. I exclaimed with disbelief, "And look, they're all eating out of the same dish."

A helpful Chinese employee took a couple of us new-timers to a restaurant. This dish tasted good. Our new friend said, "You love the meat of the dog?" I thought, J. Christ, we've been eating dog meat. But I discovered it was a delicious kind of Chinese sausage. Our friendly interpreter had meant American hot dogs.

CNAC Association
Arts and Culture Department

(A brand new department, although it may never happen again!!)

Editors note: I'm fortunate to have a gang of friends as dear to me as the CNAC group has been to each other all these years. But rather than flying the Hump with them in the 1940's, I found them in St. Louis, at Webster University, where I went to college in the early 1970's. We have reunions too—and about 10 years ago, shortly after I had found the CNAC Association website, I attended my first CNAC reunion. I went to St. Louis for my college reunion a few weeks later, and had an opportunity to read one of my father's essays to my gang (I snuck it into a poetry reading). I was astounded by how interested everyone was in a WWII account, even if it was my father (I was in college during the end of the war in Viet Nam, Kent State happened spring of my freshman year). About a year ago, my friend and talented musician Bo Veaner wrote these lyrics, borrowing heavily from my father's words about flying the Hump. He has been introducing it with some words about the men of CNAC every time he sings it in public, and he says the response is emotional and sometimes teary. He promises he and his son will record it and post it to Youtube soon. I'm hoping he'll be tempted to fly out to San Francisco and perform for our next reunion! He titled it Eve's Dad, but it could be about any of our pilots...

Eve's Dad

I don't know how. I don't know why.

These creatures made of aluminum and steel...Jump off the ground and fly.

Women talk of rivets and seams. Once every young man's dream,

I'll tell you all it's the long way home.

Engines, they roar! Pilots, they sing.

Playing hide and seek in the clouds and rocks, while ice is on the wing.

Lighter than air? Landing on a wing and a prayer.

I tell you boys its tough to be alone.

It's a long roll of the dice between the heat of the jungle and a mountain of ice.

Millions of raindrops on millions of leaves I swear my crew was

Calling me "Over here captain, over here."

I'll tell you all it the long way home.

It's a long hard haul from the Ganges to the Yangtze

And ice will hit the fan.

It's a far, far cry to the streets of my hometown

It'll separate the boy...from the man.

I'll tell you all.

—Lyrics by Bo Veaner in collaboration with Bert Coulson

CNAC Association Reunion 2012

Start at 1:30 Wed. Sept 5, 6,7, 8, Goodbyes Sunday Morning Sept. 9th

Dear friends:

It is time to make your reservations for the 2012 CNAC reunion to be held at Embassy Suites San Francisco Airport - Waterfront, Burlingame, CA. We have a great rate of \$119.00, which includes a cooked breakfast and a free cocktail hour. These are exciting times for CNAC! We have so much going on here in the States and in China.

This year we will be honored with Capt. Ken Healy, (CNAC Pilot, & World Airways Chief Pilot V/P) who will be recounting his story of the last plane out of DaNang, Vietnam \ Operation Baby Life, in March of 1975, with film of the epic flight. It has been described as a flight from hell. Bring your copy of the long awaited book *China's Wings* to have Greg Crouch sign, go to gregcrouch.com for more information. Clayton Kuhles will be here, having returned from his successful trip this past year finding CNAC plane #60. As always, Moon has invited us to his house for Friday Dinner.

CNAC is going to have a permanent exhibition in the new Beijing China Civil Aviation Museum. This would never have happened if there were not a CNAC Association. Angie Chen was the force behind the effort with the help and input from many members. A trip is planned to go to Beijing following the close of the reunion. There will be a ceremony honoring the veterans & personnel of CNAC and a seminar on CNAC's history. If you are interested in going on the trip, contact Carol Chinn 510 381-5236 cchinn2520@gmail.com

Please call today to make your hotel reservations for the CNAC Reunion and send in your registration form. If you have never come before, make this the year that you do.

You will not feel like a stranger and you will not meet strangers. It will feel more like a coming home. I'm hoping to see lots of new faces and lots of long time reunion goers. Everybody has something to contribute to CNAC Association. We learn from each other. We need you to come to the reunion in order to help keep the good work that is being done continuing now and into the future. Each one of us has small pieces of the puzzle and that is how we are able to make things come together and make connections we never thought possible. You have something to contribute and you can only learn what that is by coming to the reunions.

Sincerely,

Peggy Maher, President

CNAC ASSOCIATION
Reunion 2012
Burlingame, CA
September 5 – September 9, 2012

Come Join Us As We Share Old Memories and Make New Ones!

Embassy Suites-San Francisco Airport -Waterfront
150 Anza Boulevard, Burlingame, CA

Ask for by Group Name CNAC Association Reunion 2012

Room Rate \$119.00 (double) per night plus tax

THE GROUP CODE IS CNV

1-800-362-2779

To be sure to receive the \$119 rate it is best to book your rooms by August 15, 2012. Right now is even better. They only block so many rooms for us at this rate. Book early you can always cancel. Send this form to:

**Valerie Kendrick
252 S. Main St.
Willits, CA 95490**

Name: _____ Name Preferred on Badge: _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Name of Guests: _____ Name Preferred on Badge _____

Name of Guests: _____ Name Preferred on Badge _____

Registration Fees

Required Registration Fee for # of Person Attending

Everyone must register _____ X \$40.00 = _____

Banquet Meal Saturday Evening _____ X \$55.00 = _____

*CNAC Dues _____ X \$40.00 = _____

Moon's House Number of guest Friday _____

Total Enclosed _____ Plan to pay on Arrival _____

* Disregard CNAC Yearly Dues if already paid

* A \$20.00 cancelation fee will apply to all cancellations received after Sept. 7

* You may send Registration form now and pay on arrival. The form helps us with planning, and is greatly appreciated by us. Making your hotel reservation early helps the hotel do a better job for us

CNAC CANNONBALL
Eve Coulson, Editor
291 Russell Road
Princeton, NJ 08540

