

CNAC CANNON BALL

ASSOCIATION



YEAR OF OX EDITION
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REUNION 1996

The reunion in San Diego again brought together some of our members. The group was busy most of the time. On hand was a couple who came to their 1st or 2nd reunion. Steve Kusak came from Malorca. Many of the regulars who attend most of the reunions were there, as well as a few guest. San Diego with its museums and quaint districts added color to our get together.

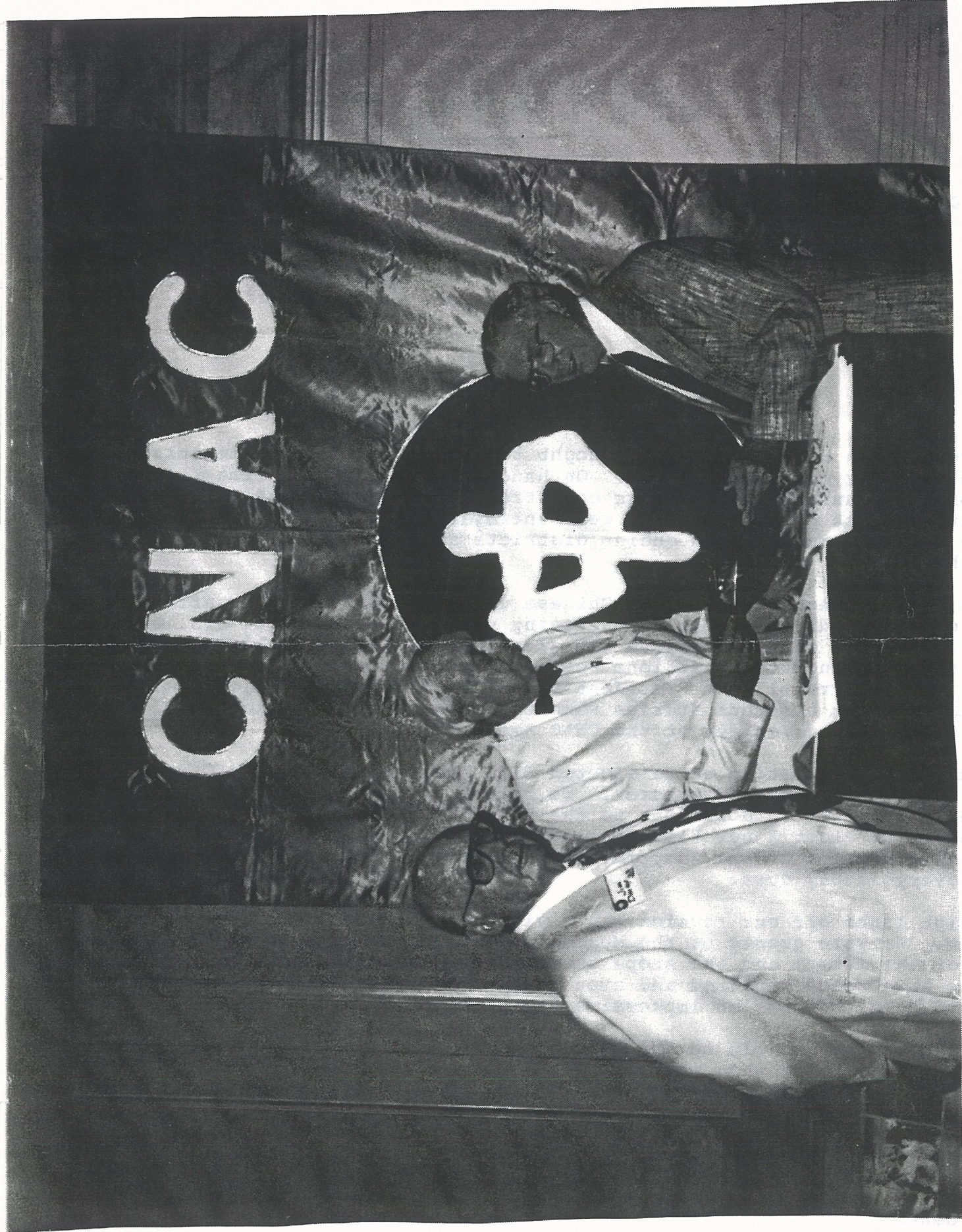
There were 2 banquets. One was Chinese which treated us to a variety of very delicious dishes. The last evening was a banquet at the U.S. Grant Hotel. At that dinner a plaque was given to Jim Dalby for his continued effort supporting the traditions and accomplishments of CNAC. As you know, he is currently the President of the San Diego Aero-Space Museum. At that meeting humorous stories were traded by several. Dick Rossi was recognized as the founder of the CNAC Association.

At our business meeting we re-elected Bill Maher President and Gerry Schrawder as Secretary Treasurer. We raised the dues to \$25.00 dollars a year and agreed to donations to the Aero Space Museum. It became necessary to elect 2 new Vice-Presidents. It was reaffirmed that all CNAC were members of the Association. In spite of this it was recommended that everyone pay dues.

The high light off our reunion was a visit to the San Diego Aero Space Museum. We were guests of the Museum and Jim Dalby gave us an escorted tour of the museum and the shops beneath the exhibit where many vintage planes were being repaired and even fabricated right down to the last nut and bolt. It was an impressive tour.

We dedicated an exhibit to the CNAC accomplishments. We are beginning to get recognition for what we did. The Museum is impressive to say the least and is the story of the Association from Langly, Wrights, The Red Baron right up to the present. The Museum is worth a special trip to San Diego just to see it. Its presentation is as impressive as the Smithsonian Aero Space Museum in Washington. It features aviation in a unique way. There are no space capsules or rockets but emphasizes aeronautical advances. Our Association is honored to have our Jim Dalby as President.

If our next "big" reunion is in San Francisco come one come all. Remember at our age we can not have too many more.



Jim Dalby - Reg Farrar - Bill Maher

ICE IN THE HOLDING PATTERN AT KUNMING
VALENTINE'S DAY, 1945

Gifford Bull, CNAC

Early in the morning I climbed into my C-47, CNAC Number 66, at Dinjan to fly with my Chinese crew across the Hump to Kunming, in China. Winter was the icing season on the Hump, and the overcast ceiling was low. I expected ice. I decided to climb up through the clouds and cruise on top in the sunshine. I broke out of the clouds on top at 17,000 feet, but the tops kept rising as I flew east. I climbed with them, to stay on top, and ended up at 21,000 feet. Not bad, for a loaded C-47. As I cruised along, the radio was full of complaints from other pilots about how much ice they were picking up down in the clouds. I felt smug.

When I got to Kunming, there were lots of other airplanes all wanting to get down through the clouds. In those days before radar, each airplane took a number of minutes to make the instrument approach, and Air Traffic Control had to keep other airplanes out of the airspace he was using until he came out the bottom of the clouds to land. Then they could start the next airplane down for its approach. With a lot of airplanes waiting, ATC would stack them up in a holding pattern on the radio beacon, each airplane 1000 feet higher than the one flying the same holding pattern below it. As the bottom airplane started its approach, ATC could move the next one down 1000 feet, then the one above it down to fill in that altitude, and so on all the way up to the top airplane. This took time, and with a lot of airplanes the stack would get quite high.

I reached Kunming still at 21,000 feet, on top. There were so many airplanes arriving at Kunming that the holding pattern at Kunming was already full of airplanes up to highest altitude usable by the airplanes of that day. ATC had to stash the latecomers in another holding pattern based on the radio beacon at Cheng Kung, about 15 miles south of Kunming. Its identifier was Dog Baker, and it was about halfway down the lake at Kunming. As a recent arrival, I was sent to the top of the stack at Cheng Kung. As time went on, the whole stack worked its way down, and I got down to 17,000 feet. At that altitude I was picking up ice at a fairly good clip. I could get rid of the ice on the leading edge of the wing by operating the inflatable boots intermittently, and I could handle the ice on the propellers with the prop deicers, which pumped alcohol out along the propeller

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blades. When the ice came off, the spinning prop would hurl some of it against the side of the fuselage and it made a startling bang. This was a very satisfying sound because it was strong evidence that the ice was coming off the props. There was a limited supply of alcohol and you had to use it at a judicious rate or you would use it all up while you still had ice to contend with. I could keep the carburetors from icing up by using carburetor heat. What really worried me was that after a while the rudder would stay where I put it instead of returning to neutral. I was afraid that the ice would continue to build on the rudder and that finally the rudder would go hard over. I wasn't sure I could overpower it and keep the airplane flying right. I complained that I was picking up a lot of ice and asked for a lower altitude.

Kunming was unimpressed. Everybody was having troubles.

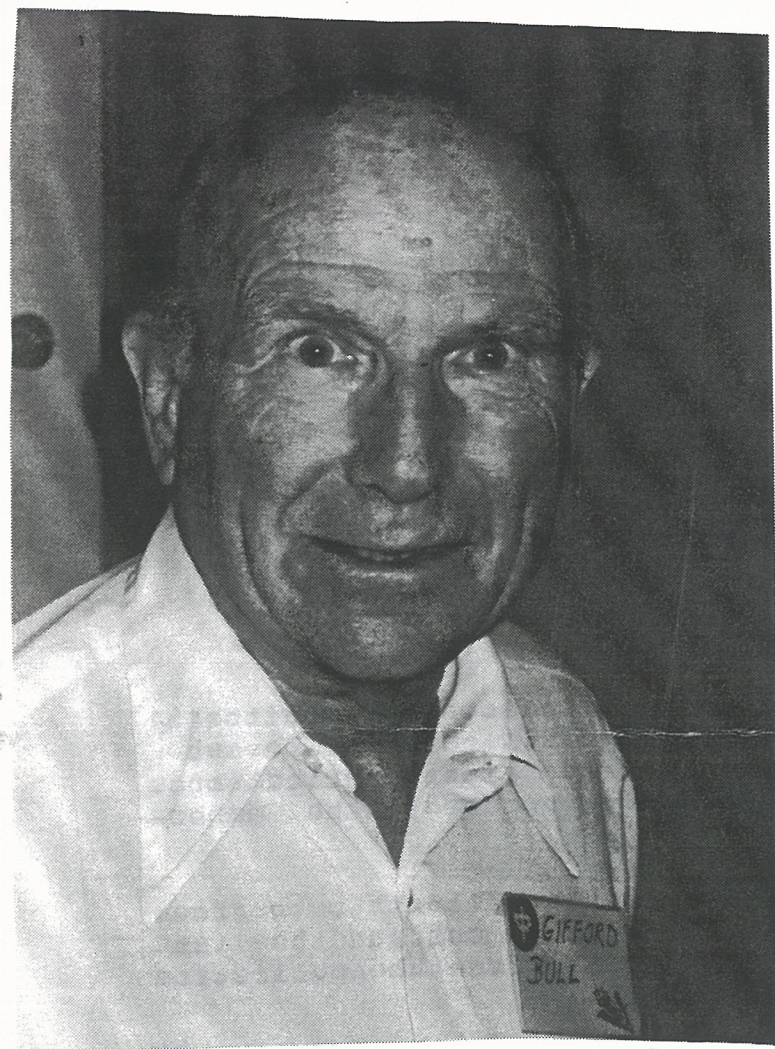
Eventually, the whole stack was moved as a block to Kunming with everyone holding his altitude. I thought, "Great! It won't be much longer now." Then two fighters arrived on top, short of fuel, and Kunming moved the whole stack back to Cheng Kung so they could get the fighters down. The fighters tucked in close to the wings of a C-46 and let the C-46 make the let down while they tagged along with him. When that crew completed their approach, the whole stack thought, "Fine. Now we'll get back to business". Then a third fighter appeared on top. He made his own let-down.

All this time everybody in the stack was flying the holding pattern at his assigned altitude, and picking up ice. The whole stack was then moved back to Kunming and ATC started peeling people off the bottom of it to make their approaches. One by one the airplanes were dropped down one notch, and I finally got to the bottom and made my approach. I was interested in what the ice on rudder would look like, but when I got low enough, all the ice melted off. This was OK with me, because landing with a clean airplane was much better than landing with a load of ice, which increased the stall speed and often made the stall much more violent.

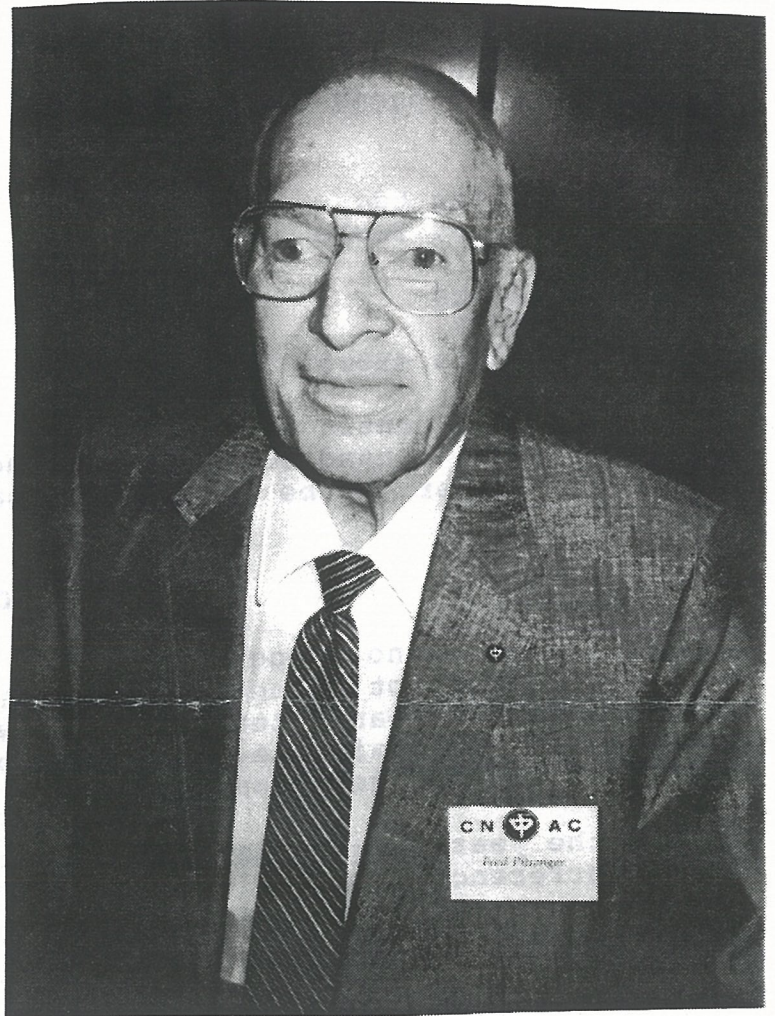
After I got on the ground I found out that people who had made their way across the Hump at lower altitudes had picked up ice along the way, but they had entered the stack at the lower altitude they had used enroute and had gotten down much quicker than I had. But I thought then, and still think, that it was a good choice to stay on top and avoid picking up ice over the high mountains, at the

price of picking it up in a terminal area where the hills were only 8000 and some feet high.

My logbook shows that I spent over 3 hours in that holding pattern.



Gifford Bull



Fred Pittenger

Address Corrections

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RETURNED: Mrs. Quentin Roosevelt
MOVED: Dorothea Dunsmore (to be announced)
MOVED: Bill Maher (to be announced - same phone number)

CNAC CANNONBALL

Our new letter is no longer subsidized by the Association. Its editorial and content will not change. The articles printed will as usual be submitted by members, and gleaned from news sources and sister publications. Announcements as available will still be included, updates in the membership lists and address changes.

Through the years I have enjoyed this effort and have felt it to be free from interference. Since I have been restricted as to cost and the list of member receiving it, I am doing this on my own to free the publication and maintain its focus.

This announcement will be the only indication of this slight change in sponsorship.

I mentioned the books in last edition. If you rush (they are going fast) you may still be able to get copies. If you buy from the authors, they will add a priceless autograph. All of these books belong in your library and that of each of your children.

Your name may not be in them (they left mine out too), but they tell of a time of which you were a part. Just think one of your great grandchildren can say "My great grandfather was one of them". That is not so unlikely as some of us already have great grandchildren.

Buy a copy for you local library. Think of what it would be like if you were the Author.

Incidentally, why don't you write?

BOOKS

We have 3 authors out there with their books. Eric Shilling sold all of his but is working on a new edition.

Men around the world dream of a life of adventure, of exotic locales and flying missions through war-torn skies, of beautiful women and hunting for big game.

Peter Goutiere has not only lived such a life, but lived to write about it.

Turner Publishing Company is proud to announce the publication of *HIMALAYAN ROGUE: A PILOT'S ODYSSEY*, the autobiography of Peter J. Goutiere. "So many of my friends, hearing the wild stories I would tell, encouraged me to write a book. They thought many of the experiences were most fascinating and worth writing about," Goutiere said. "After retiring from the FAA in 1990, it took me four years to come up with a manuscript."

China Pilot Flying for Chiang and Chennault

Felix Smith

It begins with my last CNAC flight into Chungking's San Hu Pa, backflashes to Pottschmidt and his work, and tells of a trip over the Hump with Potty.

It shows the unlikely birth of CAT--"The harebrained China scheme" that almost crashed before it began--and portrays CAT's work and the characters we encountered during the Cold War--the route that led America from World War II to Vietnam.

You can order the book, *Himalayan Rogue* directly from Pete or use the order blank.

Peter Goutiere
7403 Ramblewood Dr.
Port Ritchie, Florida 34668

\$29.95 plus \$5.00 shipping and handling

For signed copies of *China Pilot* order direct from:

Felix Smith
12600 West Prospect Drive
New Berlin, Wisconsin 53151

\$24.95 plus \$2.00 shipping and handling

Felix says it is number one on the best selling list in Hawaii.



De Salvatore



Pappy Quinn

2917 Sandy Lane,
Fox V W. Va.

Tx 76112-7243.

Sept. 21 '76.

Dear Dr. Farnen,

This is to let you know that
my husband, Frank Roth, died last
month, August 10th, of cancer.
He was the editor of the Trump Pilots
Association newsletter for almost 10 years.
He enjoyed reading "The Panama Ball"
very much and has part of the organization

with Carl Wilson,

Dick's Roth.

817-429-1843.

Roy wrote a book about his life including CNAC. It is as yet unpublished (we have great hopes). The manuscript not only tell his story, but places it in perspective. He describes the background so one gets a picture of what went on. The following consists of a few pages about the beginning of CNAC Hump, the Soong Sisters and TV, also the first flight. I think you will like it. If no publisher can be found I will print more from time to time.

Starting back in 1933, the Japanese had invaded Manchuria, and the world had done nothing about it. A bit later, the Japanese began assessing U.S. reactions to a possible series of actions. First they wondered what the United States would do if the Japanese *seized* property belonging to U.S. citizens. They seized some properties, the U.S. State Department told them they shouldn't have, and the Japanese sent a letter of apology. Then they wondered what the United States would do if the Japanese *attacked* U.S. property. So they attacked and seized the U.S. Embassy in Nanking. Again, the U.S. State Department told them they'd been bad boys, and again, the Japanese sent a letter of apology. Then they wondered what the United States would do if they *damaged* a U.S. warship, and a little later, they bombed the U.S.S. Panay in the waters of the Bund in Shanghai. Once again the Department of State said Japan had been bad and shouldn't bomb our warships. And once again, the Japanese sent a letter of apology and the whole incident was glossed over. The

Japanese then knew for sure they would have a free hand on any and all operations without retaliation from the U.S., save an outright act of war.

While we were all struggling through the Depression, while my mind was on golf, gold mines, insurance (and having fun), the Japanese had embarked on a Far East expansion plan--throughout the Orient, but especially in China--called the "second Sino-Japanese War." At the same time, an immensely influential Chinese family named Soong was involved in trying to gain American support for their Nationalist struggle (1) against Japan and (2) against Chinese communist domination. I should describe the Soongs* at least briefly. One of the girls, Soong Mei-Ling, is better known as Madame Chiang Kai-shek and she was instrumental in bringing Gen. Claire Chennault to China--in the formation of the "Flying Tigers" and, earlier Ç.N.A.C.

All the Soong children graduated from American universities. Soong Tzu-Wen (T.V. Soong) was educated at Harvard, and he occupied several official positions in the Kuomintang (nationalist) government. He was president of the Executive Yuan 1945 to 1947 and, after 1949, lived in the United States. Soong Ai-Ling and Soong Ch'ing-Ling

* Probably the best book about the girls is The Soong Sisters by Emily Hahn. Published originally in 1941, it was reprinted in 1970.

both graduated from Wesleyan (Macon, Georgia). Soong Ch'ing-Ling married Sun Yat-Sen in 1914 and, after his death in 1925 (but before the nationalist government expelled their communist members), she became active in the Kuomintang affairs. She was a state councilor in 1939 in the nationalist government. When war broke out again between the communists and nationalists, however, she went back to the communists. She received the Stalin Peace Prize in 1951.

Soong Mei-Ling (Madame Chiang) is the one most closely involved with C.N.A.C. She was graduated from Wellesley (Massachusetts) and married Chiang in 1927. During 1936-38, she was secretary general of the Chinese Aeronautical Affairs Commission, and by 1945 she had become a member of the central executive committee in the Nationalist Kuomintang.

In the latter part of December, 1941, I knew nothing about the Soong family and nothing about aviation history. Some of it hadn't even happened. But in less than two years, I would be flying the Hump for CNAC, General Claire Chennault would have led China's Flying Tigers in forays against the Japanese, and I would have met one of the most distinguished members of the Soong family, Soong Tzu-Wen (Mr. T.V. Soong).

After the Pearl Harbor disaster, it became apparent to U.S. planners that Chiang Kai-shek's government was

close to completely isolated. Japanese troops occupied most of China and were driving north through Burma. Forcing Chiang back to Chungking in the west, the Japanese obviously could bypass him, and it was even possible they could strike across India to meet the Germans at Karachi. Sea lanes were closed and the Burma Road alone could not supply Chiang's armies.

Thus, on November 22, 1941, CNAC (China National Aviation Corporation) made its first flight from Burma to India. On board were: W.L. Bond and Arthur N. Young plus British and Chinese dignitaries. Captains Chuck Sharp and Syd de Kantzow were co-captains. They landed in India at the Baliyan Tea Plantation Airfield in the Assam Valley, and on Sunday, November 23, 1941, they departed for the initial flight over the Himalayas from India to China. This was the start of the route that later became known as the "Hump."

They crossed into Burma on a heading of 70° and flew to Ft. Hertz, the northernmost outpost of the British in Burma, thence over both forks of the Irrawaddy River, over the Salween and Mekong Rivers, landing on a sod strip 8,500' high on the westerly side of Mt. Likiang, a 19,400' mountain. Here they were supposed to pick up a Dr. Rock, medical missionary to that remote part of the world, but Dr. Rock never appeared. From Likiang, they flew a southeasterly course and landed at Kunming, China, just before

dark. They had flown a route never before seen by foreigners-- or by anybody else, for that matter. (For a description of CNAC's preparation for the aerial survey and later evacuation of Hong Kong, see Appendix A.)

Shortly afterward, CNAC initiated regular flights from the Balijan Field to Kunming. CNAC was owned jointly at that time by the Chinese Government (55%) and Pan American World Airways (45%), and Pan Am had a "top-chop" public relations person in Washington, a Mrs. Archibald. Mrs. Archibald was able to deliver notations to President Roosevelt's desk each morning after CNAC started making "HUMP" flights--letting FDR know the ever-increasing number of flights CNAC had made the previous day.

Sometime earlier, General Henry "Hap" Arnold, Chief of the U.S. Army Corps, ordered a survey for an air supply route to China; the British had recommended an Assam Valley-to-China route, and General Arnold appointed General Bissell to make the study. Bissell reported that an Assam Valley-to-China route was neither safe nor feasible.

(He was correct in one respect: it was not safe. The last time I was in A.T.C. Operations Center at Chabau, a map on the wall held more than 2,800 pins. Each pin represented a downed plane. .)

The General suggested that a 4,000-mile leapfrog operation might be possible--from New Delhi, paralleling the southern slopes of the Himalayas to China--but the logistics of this plan would be incredibly expensive with minimum payloads, and China probably would have been forced out of the war before operations could begin.

When General Arnold met with President Roosevelt and gave him General Bissell's report, F. D. R. asked General Arnold how was it that CNAC could fly the Assam Valley-to-China route and the Army Air Corps could not? As of that moment, the Army Air Corps was virtually embarrassed into a commitment to fly the "HUMP".

When the Japanese cut the Burma Road, HUMP flights became the only lifeline into China.

THIRTY-FOUR DAYS WITH CNAC
Bill Gilger

I returned to Kunming on September 23, 1944 from an ill-starred tour into Kwantung Province. Z Force was my unit and we were seconded to Chinese forces in groups of three or four to gather information and help train Chinese troops.

Having stopped atabrine, I entered the Kunming Hospital with malaria on October 7th and was released back to my unit on October 15th. Reporting in I saw a notice on the bulletin board advertising for volunteers to kick rice. At nineteen years of age this sounded like just the thing to do.

Thirteen GIs and one small Lieutenant (name of Nida) sent along to keep us out of trouble arrive at Hostel #5 (Kunming airport) on October 23, 1944. There we found CNAC C-47s as a surprise since we had assumed we would be in AAF planes. We didn't wait long, my initiation to kicking rice came on October 24th in Plane 66 piloted by Ray Hilgert.

The routine was with the pilot, myself and two Chinese kickers. We would leave Kunming early make the drop and go on up to Dinjan and have lunch while cargo was loaded aboard for the return trip. The Chinese kickers were rounded up and sent back together and the pilot and I would wait for a plane - not usually the same one and return was not always with the same pilot. Going back to Kunming (usually arriving after dark) it would be just the pilot and myself. In the 22 drops I made this routine never deviated.

The rice cargo to be dropped was made up of two thirty-pound jute bags inside a larger bag making the unit 60#. We loaded 60 bags each trip totalling 3600#. An aside - seemed to be a thing with most pilots (maybe all, can't recall really) that during their rather casual walk-around prior to take-off they would stop at the tail wheel and water it down. I did the same when appropriate and it seemed to work for me.

On arrival over the drop area the pilot would make one pass at the target and signal me to toss one bag out in an orientation exercise. Then as he took the plane around, the Chinese men and myself would stack approximately 12 bags in the doorway. They were stacked with the bottom two bags laid atharwtship side by side across the doorway and right on the sill. The balance of the bags were then kriss-crossed to establish a stable pile. One of the Chinese would lie with his back against the bulkhead opposite the door and his feet against the pile. The other Chinese would stand forward of the door grasping the rear forward ear of the forward bag.

I would stand aft of the door grasping the rear after ear of the after bag. It was always a race to get the bags in place before the plane's circuit was completed.

On the second approach to the target the pilot would signal drop and we would push and boost the pile out. Then I would hang out the door to (try to) count the target hits. We then did the same thing for four more circuits. That meant six passes at the target and we could go on to lunch.

We did not use safety lines as did the AAF crews - may have had them I don't recall. Also the parachutes were tossed in back of the cockpit - never saw anyone put one on. Only almost lost it once. Think it was a drop at Ft. Hertz - a mountain drop anyway where the pilot had to pull up abruptly turning to the left (unfortunately) as he went up. On the second pass, as I leaned out to check the drop, he went up and left, my body stayed down as I lost grip on the handhold. One Chinese grabbed my foot and the one in the doorway with me grabbed my belt - I was out almost to the waist. I forgot the target count.

The 22 drops were:

10/24/44	Plane 66	Kunming/drop/Dinjan	Hilgert
		77 Dinjan/Kunming	Hilgert
10/25/44		70 Kunming/drop/Dinjan	Blackmore
		77 Dinjan/kunming	Blackmore
10/27/44		89 Kunming/drop/Dinjan	Prescott
		95 Dinjan/Kunming	Prescott
11/1/44		94 Kunming/drop/Dinjan	Wiss
		88 Dinjan/Kunming	Wiss
11/3/44		62 Kunming/drop/Dinjan	Wilson
		62 Dinjan/Kunming	J.E.M.
11/4/44		89 Kunming/drop/Dinjan	Codrea
		89 Dinjan/Kunming	Codrea
11/6/44		62 Kunming/drop/Dinjan	Kenehan
		92 Dinjan/Kunming	Codrea
11/7/44		96 Kunming/drop/Dinjan	Snyder
		68 Dinjan/Kunming	L.C.
11/10/44		87 Kunming/drop/Dinjan	Goutiere
		88 Dinjan/Kunming	Goutiere
11/11/44		88 Kunming/drop/Dinjan	(can't read initials)
		04 Dinjan/Kunming	Allen
11/12/44		88 Kunming/drop/Dinjan	Pollock
		96 Dinjan/Kunming	Fong
11/13/44		05 Kunming/drop/Dinjan	(can't read name)
		76 Dinjan/Kunming	Dalby
11/14/44		88 Kunming/drop/Dinjan	Gilliland
		06 Dinjan/Kunming	Crapuchettes

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11/15/44	96 Kunming/drop/Dinjan	McCraken
	02 Dinjan/Kunming	Kenehan
11/16/44	77 Kunming/drop/Dinjan	Codrea
	04 Dinjan/Kunming	Crapuchettes
11/17/44	03 Kunming/drop/Dinjan	Stuelke
	55 Dinjan/Kunming	Pollock
11/19/44	64 Kunming/drop/Dinjan	Monahan
	92 Dinjan/Kunming	Fong
11/21/44	77 Kunming/drop/Dinjan	Codrea
	03 Dinjan/Kunming	Bussart
11/22/44	03 Kunming/drop/Dinjan	Browne
	96 Dinjan/Kunming	Huang
11/23/44	87 Kunming/drop/Dinjan	Nasholds
	06 Dinjan/Kunming	Kurzman
11/25/44	99 Kunming/drop/Dinjan	Nasholds
	66 Dinjan/Kunming	Raines
11/26/44	95 Kunming/drop/Dinjan	Hemminger
	89 Dinjan/Kunming	Holmes

On November 27th I was called back to Z Force, leaving with some reluctance. Our group had a jeep assigned to us and permanent passes. Even the officer/enlisted night alternates didn't stop the guys who could fit into the Lieutenant's uniform. Even though we flew most days, there were more days in town than we would have had with our unit. The food was good at Hostel 5 and we had a really good time of it.

That was my 34 days with CNAC. As minuscule as this period may seem, I sometimes think kicking some 40 tons of rice to the men in Burma may have been more of a contribution than all my other service. Of all the men listed above I have met only five in the past 52 years. I had lunch with Bob Prescott in the 70's and recently spent a couple of days in San Diego with Peter Goutiere, Jim Dalby, Ray Gilliland and Dick Stuelke. Of course met others others including Fletcher Hanks. Most pleasant and look forward to more such gatherings.

Christie Hanks

In the last issue there was notice of a project he is working on, ie. Fox's Plane. It still rests on that mountain top. There have been 1 or 2 unsuccessful attempts to reach it. To keep financing this, Christie has as you remember some T-shirts that you can purchase. They are decorated front and back. They are novel in an era when T-shirts are in vogue. If you get one you will be the only one on your block to sport one but you will be helping one of our members fulfill a dream trip.

Everyone should have one.

CRASHED IN 1943 — WILL IT FLY IN 1996?

17

During most of WW II, the only contact China had with its allies was by airplanes over the Himalaya Mountains to India. All material to keep China fighting the Japanese were flown in. It was the world's first airlift — everything went by air.

March 11, 1943 Jim Fox flew a C-47 (early freight version of the famous DC-3) from Kunming, China west across the south end of the Himalayas in the direction of northeast, India. There was a solid overcast at 10,500 feet when he reached the Hump. The turbulence was severe and it was snowing. As he went through the lowest pass he was hit by a down-draft. He immediately went into maximum power and maximum climb. It was too late. #53 settled to the ground with an air speed of probably 80 mph. It was a relatively soft landing because he had a 60 mph head wind. From that time on it was known as Fox's Pass because Fox and his two Chinese crew members were never heard from.

It is believed that no one has ever been to the plane as the natives at the nearest village had not visited it by the spring of 1992.

It is my plan to reach it on foot to learn what happened to the crew and determine if it can be repaired so it could be flown off the mountain.

Since WW II, a road has been extending from the Paoshan-Yunnanyi Road to Liuku. By truck, from Kunming, it would take approximately 11 hours. Liuku is on the Salween River and is 18 miles from Hpimaw Pass, just 4 miles north of the crash site of #53.

It is anticipated the round trip from Kunming to the crash site would take 2 or 3 weeks. Once the plane wreck is found careful inspection would be made by an airplane mechanic to determine if the plane could be made airworthy. We would take cameramen to record the expedition and details of the airplane for evaluation by Douglas Aircraft engineers to determine the damage. They built the plane and have detailed plans of it.

If there was a possibility that #53 could be repaired for flight, then a rough airstrip would have to be planned while on the initial trip. I recall that there was approximately 750 feet of rather level terrain sloping from the crash site northeast. That is ample distance to launch an empty C-47 at that altitude, especially since it is downhill.

Upon returning to the United States, the feasibility of making #53 airworthy would be determined by Douglas Aircraft engineers and the repair contractors. If it was decided that it could be made airworthy, the expense would be estimated. If funds are made available, then the project would go forward. The airstrip would be ordered to be built. All the parts necessary for repairs would be arranged to be flown to Kunming, where they could be transported to #53 as needed by the mechanics. The necessary mechanics would be hired by the contractor who would direct the repairs.

As soon as money is available for the first expedition, it will go at the first window of good weather: October or May.

The profit from the sale of T-shirts will be used to finance the preliminary trip, estimated cost \$25,000. Other contributions of money and supplies will be sought.

Any profits left over from the initial expedition will be applied to the second trip. The fund-raising will be on-going as money will be needed to preserve #53 as a memorial where it is or if it can be flown to Kunming where it would become a permanent memorial to those 2,500 Americans who lost their lives flying the Hump during WW II.

I have been told by those who are familiar with repairing C-47s, that they can make it airworthy where it is at 10,400 feet providing we can supply the money and deliver the parts needed to the crash site during above freezing weather.

If you purchase a T-shirt for \$19.95 to help the cause, it will be appreciated, but

don't expect a refund if we find #53 has been disassembled by the natives and it can only be made a memorial where it is.

I consider it a great opportunity for those who were in the CBI during WW II to leave a lasting memorial either on the Hump or in Kunming. It is probably the only C-47, that actually flew the Hump, that has a possibility of landing again at Kunming. It will be important to those who flew the Hump and it will have meaning for those who fought on the ground because all received aid from a C-47.

Making #53 a memorial will help to renew our bonds with the Chinese people. We fought WW II together and we all had wonderful friends who died in that conflict. We want to make certain there is never a conflict between our allies of WW II. We must continue to build respect for each other.

If #53 stays where it is at 10,400 feet, it will become accessible for organized tours with a beautiful three-day walk to the site, gaining 7,500 feet in altitude. If the plane is maintained in one piece, those on the tour could sleep in the plane while on the ridge. It will be a piece of Americana in a very remote part of China; the plane built in California and the pilot raised in Texas.

The flight of CNAC #53 was a joint effort — Jim Fox, the American captain; L. Thom, the Chinese co-pilot and K. Wong, the Chinese radio operator. It will require a joint effort to establish it as a memorial.

The C-47 was the instrument that kept China in the war fighting one million Japanese who planned on defeating China quickly so the troops and equipment could be sent to the Pacific Islands to fight the Americans. It didn't happen that way. We kept China in the war.

ORDER FORM

I wish to order _____ T-shirt(s) depicting the saga of C-47 #53. The shirt is all cotton with a 5-color picture on the front depicting the crash and on the back depicting the flight off the mountain after repairs.

I want size(s) S _____, M _____, L _____, XL _____.

Name: _____

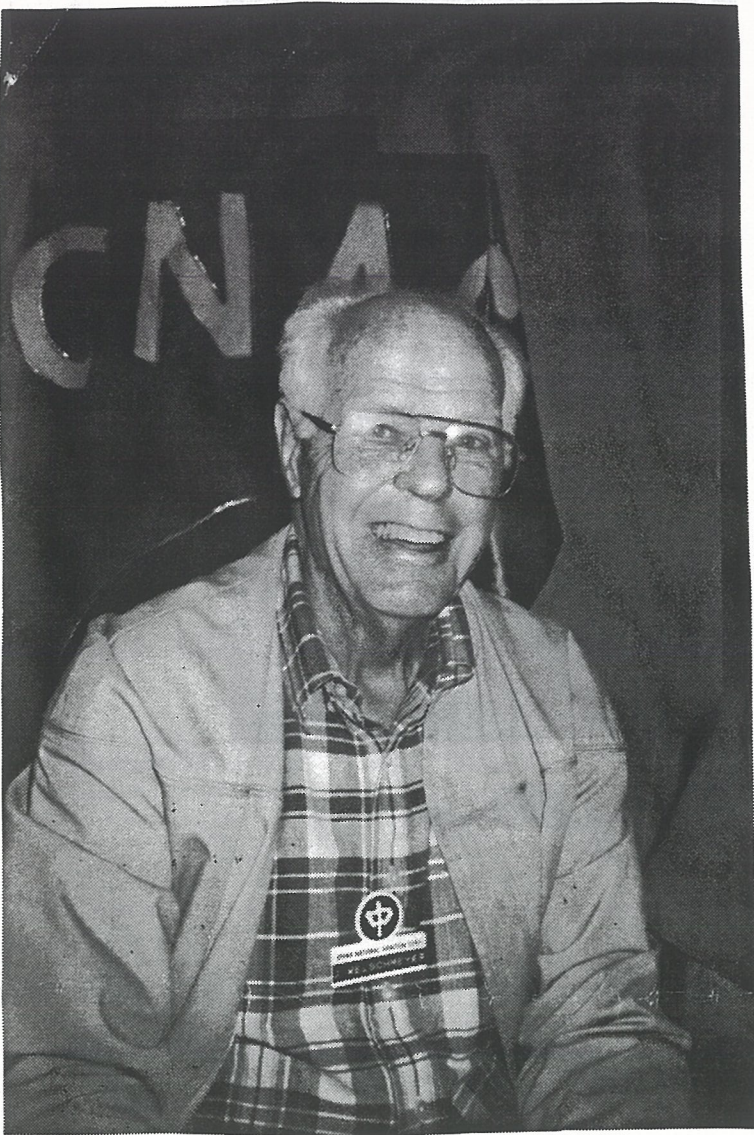
UPS Address: _____ State: _____ Zip Code: _____

Price per shirt delivered: \$19.95. Make check or money order payable to the "C-47 #53 Fund". Those who purchase shirts will receive free periodic progress reports on this endeavor.

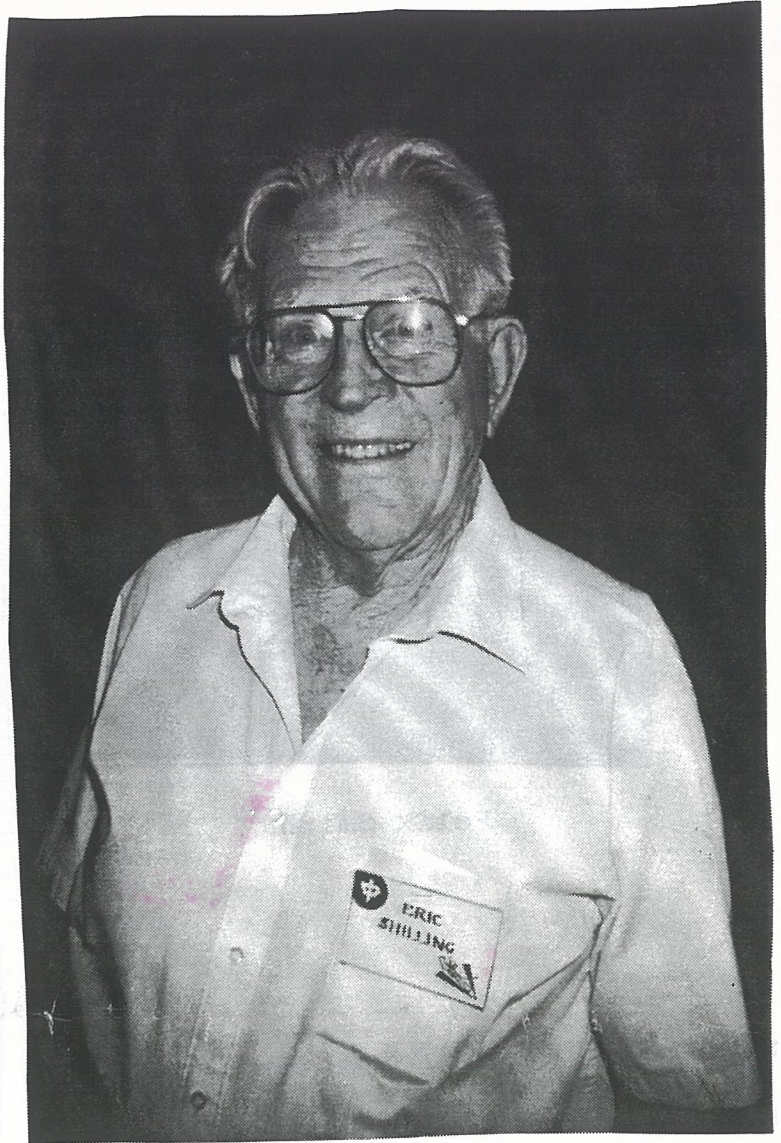
Mail to: Fletcher Hanks, P.O. Box 560, Oxford, MD 21654. (CNAC pilot during WW II)



Christy Hanks



I. Welschmeyer



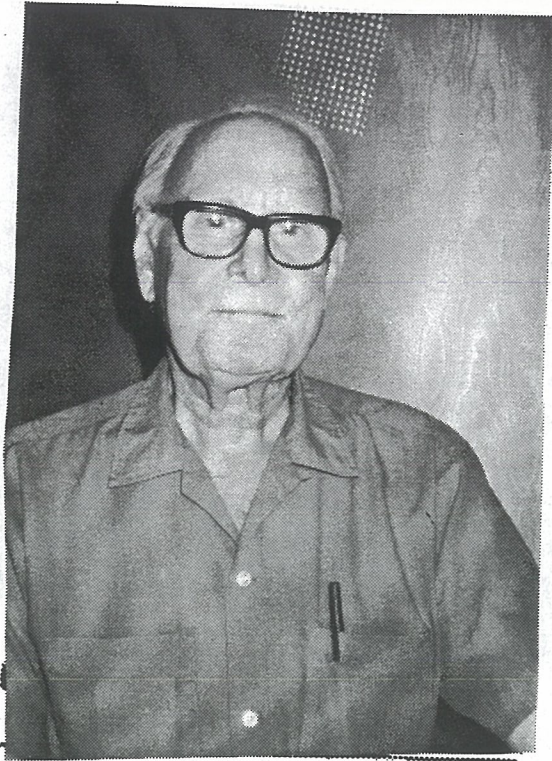
Eric Shilling

REUNIONS

Three years ago the Association began a program of "big" reunions every 2 years and "mini" reunions in the off years. The first mini reunion was to Nanking. This was followed last fall by a "big" reunion in San Diego where we dedicated the CNAC Exhibit at the Aerospace Museum (hosted by Jim Dalby). Next fall (exact date to be announced) there will be a "mini" reunion in Palm Springs area hosted by Jerry & Angela Schrawder. We have never been there and it should be great. Hopefully it will equal that in San Diego.

The next "big" reunion is proposed to be in Las Vegas or San Francisco in 1998 (probably San Francisco).

I have been told that other related Associations are following our example. We all see the future in the same way.



Felix Smith



Roy Darrell

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Address Correction Requested