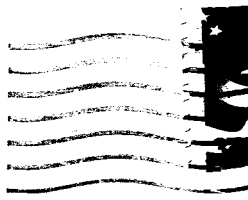
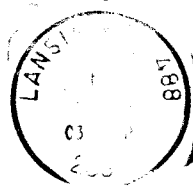


**CHINA NATIONAL AVIATION CORPORATION
ASSOCIATION**

BOX 984, JACKSON, MI 49204



TOM O MOORE JR
11200 SUNRISE RIDGE CIR
AUBURN, CA 95603



95603+6003



CHINA NATIONAL AVIATION CORPORATION

ASSOCIATION

P.O. BOX 984
JACKSON, MI 49204



W.J. MAHER
President

Reunion 2004
San Francisco
Oct 7th, 8, & 9th

It's later than you think.

It has been 50 years since our first reunion, come and celebrate this occasion with your buddies. The Hump Pilots Association has decided next year will be there last. Hopefully we won't find ourselves in this situation.

We have lost a lot of names on our mailing list because people failed to send us a change of address. If you know someone who has moved please let us know.

We selected the Embassy Suite at Burlingame because of its proximity to many of our Chinese members who only attend when we are in the San Francisco area. Also the facility along with the breakfast and cocktails is very reasonable and in a very pleasant setting.

Bantam Books has commissioned Gregory Crouch, whom you met at the last reunion, to write the CNAC story. He will need your story and any others you may have for his research.

Please make your reservations now!!!!

CNAC

Embassy Suites
(650) 342 4600

See you in San Francisco

W.J. Maher

Bill
August 12, 2004

CNAC Rate \$99.00
Incl Breakfast, Cocktails,
And Airport Van

Museum Update

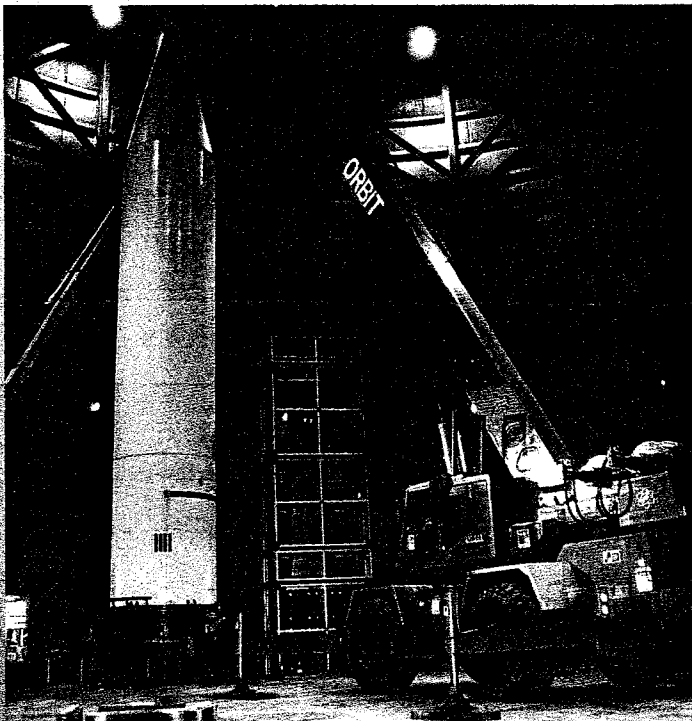
by

Charles D. Metcalf, Maj Gen, USAF (Ret)
Director, United States Air Force Museum

Last December, we closed the year long celebration of the 100th Anniversary of Powered Flight. The entire nation coalesced about this celebration and now we are celebrating the 50th Anniversary of the United States Air Force's involvement with space and missiles that began with the establishment of the Western Development Division in July 1954. This organization's commander was Brigadier General Bernard Schriever. His name will be forever linked to the leadership that the United States and the United States Air Force established and have maintained in the fields of space and missiles. When we think about space and missile operations today, most of think about the traditional role of ballistic missiles, space shuttles and detection satellites. America's leap into space 50 years ago certainly placed those wheels into motion, and they still exist today, but today our enhanced role in space gives us the great edge. We call it information warfare and it has become much of the basis for our successes in Afghanistan and Iraq. General Schriever set this all in motion in 1954.

We are busy raising missiles in the Missile and Space Gallery. Our Jupiter is now standing in the

Jupiter missile being placed in the Missile and Space Gallery (AFM Photo)



gallery and the mounting base for the Titan II has just been completed. By the time you read this, the Titan will be on display. Soon to follow will be the Peacekeeper, Thor, Thor Agena and Redstone missiles. It will take a little longer for the Titan I and our Minutemen missiles as they need some preparation for display.

At the end of June, we will be closing the Peoples Republic of China exhibit honoring our nation's support of China during World War II. It is a wonderful exhibit focusing upon the American Volunteer Group (AVG), the Doolittle Raiders, and the "Hump" pilots.

Quite frankly, I was surprised at how warm the Chinese feel about that period in our two nations' past. At the opening of the exhibit, it was obvious to all that they viewed this exhibit as very important to renewed relations between the two countries. That has been borne out in the partnership over the exhibit materials that they chose. They have been delighted at the reception given the exhibit and to show their gratitude will present to the Museum a stoneroller used to create the airfields in China. If there is an enduring picture of Chinese dedication, it is the picture of over 100 Chinese pulling these rollers to create airfields to support P-40, B-24 and B-29 operations where there had been nothing before. Our exhibit staff is now puzzling over how to display a 10,000 pound stoneroller. This is an item you must see. The roller being presented comes to us from the site of the airfield at Kunming.


Chinese airfield construction workers are seen pulling a stone roller at a Kunming airfield in 1944. (US Embassy, Beijing, China.)



The United States Air Force Museum will be changing its name to the National Museum of the United States Air Force. The museum's new name will underscore its status as the official keeper of the entire and evolving Air Force story, confirms its reputation as a national treasure and world-class institution, and signals its growing identity as a venue of choice for events of national and global significance. The museum's new name will parallel those of its peers, such as the National Museum of Naval Aviation, the planned National Museum of the US Army and the Smithsonian National Air and Space Museum.

We have placed our newly acquired Kellett autogiro on display in the Early Years Gallery. (See photos on the preceding page and on the back cover of this magazine.) While our autogiro is not the model that the Army Air Corps purchased, it is in fact the one that was tested initially here at Wright Field in 1931. This aircraft really starts the story of vertical flight.

Next issue, I'll tell you about where are strategic plans will be taking us.

Come visit! 

What's New From the Curator

by
Terry Aitken, Senior Curator

First of all, I would like to thank all of those members who have generously supported the museum over the past months with many great donations. We are especially grateful for those who have responded to our "want list" and have provided items relating to the Annual Bomb Competitions from the Strategic Air Command. Included were some very nice items associated with B-36s from competitions in the 1950s. These donations represent a very good start for our exhibit but, as the want list indicates, more would be very desirable.

Our special and very successful exhibit from the People's Republic of China will soon be ending. The exhibit has evoked many other initiatives and opportunities for us to expand our displays for the China-Burma-India Theatre. One very successful offshoot of the exhibit is that it created an opportunity for us to meet World War Two veterans of the China National Aviation Company (CNAC).

The Chinese government and Pan American Airways jointly owned CNAC. While its roots are in the 1920s, it was during the darkest days of World War Two that the members of the airline made dramatic contributions to the war effort. It was CNAC and their lead pilots who pioneered the flight routes both over, and through, the Hump. Until the end of the war, CNAC aircraft and crews were merged into the overall airlift plan. The CNAC support and contributions to the Army Air Forces is a story that should be re-membered.


I recently flew through Frankfurt International Airport on a personal vacation. While landing and

taxiing I had a clear view across the runways to the Rhein-Main Air Base. I noticed among the Air Force C-17s, C-141s, and C-130s the random commercial airliners in their bright civilian liveries. The pioneering efforts of CNAC are still very much with us today with civil air fleets and crews supporting Air Force missions. This support has been very much with us ever since World War Two.

We recently had a follow up meeting with four CNAC veterans to explore exhibit opportunities. It turned into a most fascinating and delightful day of hearing great stories from aviation pioneers. They brought, however, far more than stories. To help us start a meaningful exhibit they have provided us with CNAC uniforms, hats, flight coveralls, wings, flight charts, and other items too numerous to mention. All of this, and a firm promise of even more items and photographs to come.

The most pleasant surprise from our CNAC friends was the donation of an original painting by Roy Grinnell entitled "Flying Over the Top of the World."

The painting is a dramatic presentation of a CNAC C-47 over the Himalaya Mountains. We have been long admirers of Roy Grinnell's work and this painting is certainly no exception. We could not be more proud to have this artwork and the CNAC story as part of the museum's collection.

As always, if you have any questions about donating items to the U.S. Air Force Museum, please feel free to contact me at terri.aitkenwpath.afmil. We will be happy to visit with you. 

"Flying Over the Top of the World" by Roy Grinnell



The United States Air Force Museum is open seven days a week from 9am to 5pm EST. The Museum is closed only three days per year: New Year's Day, Thanksgiving Day, and Christmas Day.

THE HUMP AND CHINA NATIONAL AVIATION CORPORATION

In 1940, during the Second World War, Japan's Imperial Army held China's seaports and eastern plains in a death grip. A lifeline from Allied supply bases in India, across the forbidding Himalayan mountain range in western China, was crucial.

After Japan cut the Burma Road, CNAC pioneered an air route over the Himalayans and became the sole supplier to China's combat forces along with Clair Chennault's American Volunteer Group—The Flying Tigers.

After Pearl Harbor, President Roosevelt realized that the pathway to China must be kept open and supplied CNAC with planes commandeered from U.S. domestic airlines.

On the fifth of May, 1942, Japan's elite Red Dragon Armored Division approached the last barrier to China's back door—the mile deep Salween River gorge. If the Japanese crossed the river, China would be out of the war.

Flying Tiger P-40s and the Chinese ground forces destroyed the bridge. The Japanese hauled pontoons to the river's edge while trucks and tanks snaked for miles along the Salween's bank. Chennault's Tigers fought them off. The remnants of Japan's elite army turned back. Never before had an invading army been defeated solely by air power. It was a defining moment for the Flying Tigers, CNAC and for aviation history.

The treacherous Himalayas took their toll. At war's end CNAC had lost 38 planes and 88 airmen along with over 600 ATC planes and their crews, flying the world's most unforgiving terrain.

Historian William Leary In his book, *THE DRAGON'S WINGS* wrote, "CNAC became the yardstick of efficiency for the massive undertaking by the Air Transport Command."

Albert Wedemeyer, Commanding General, American Forces in China, said "Flying the Hump was the foremost and by far the most dangerous, difficult and historic achievement of the entire war."