

**China National Aviation Corporation**

***First to fly the “Hump”!***

August 3, 2012

1 Via Santa Ramona

Rancho Mirage, CA 92270

The Honorable Gary Locke

**United States Embassy of Beijing, China**No. 55 An Jia Lou Lu 100600  
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Subject: Letter of Greeting to the China Civil Aviation Museum

Dear Ambassador Locke:

The well being of the human race depends on the relationship between the United States and China maturing in peace and mutual respect. It’s the most important relationship in the modern world, but our shared history hasn’t always been harmonious. It’s tumultuous and complicated, and we haven’t always understood each other very well.

Fortunately, we have an example of cooperation between the two nations worthy of celebration, even if our memory neglects it – the China National Aviation Corporation (CNAC), a civil airline partnership between the Chinese government and Pan American Airways that flew and fought for China in the 1930s and `40s. The many Chinese, Chinese-American, and Caucasian personnel who worked for the airline through those two tumultuous decades laid the groundwork for China’s modern aviation industry, nurtured the infancy of China’s domestic airlines, helped “Free China” survive and prevail against the Japanese onslaught during World War II, and greatly influenced American policy throughout the period. CNAC was, without doubt, the greatest Sino-American partnership of all time.

Today, the airline’s legacy is being recognized in China. On September 9, 2012, 17 members of the CNAC Association will travel from the United States to Beijing to celebrate the recent grand opening of the China Civil Aviation Museum. We have two very distinguished travelers going with us – veteran CNAC pilots Moon Fun Chin and Peter Goutiere, both in their late 90’s. (Moon Chin flew Jimmy Doolittle out of China after Doolittle’s renowned “Thirty Seconds Over Tokyo” raid.) Sons, daughters, nephews, and nieces of CNAC pilots and ground crew round out our delegation. In China, we will be co-hosting a ceremony celebrating the museum and the opening of an exhibit on “the Hump Airlift” – the WWII airlift from India into China over the Himalayas that was pioneered by CNAC and was considered the most dangerous and difficult flying of the war. (In August, 2010, CNAC’s accomplishments were honored with a permanent exhibition at the United States Air Force Museum in Dayton, Ohio.)

**The CNAC Association would appreciate a letter of greeting from you to help celebrate the opening of the China Civil Aviation Museum.** This museum is devoted solely to non-military aviation accomplishments in China. Attached is an invitation letter we received from Director Han ZengMin of the Museum, which is under administration of the Civil Aviation Administration of China, our FAA equivalent.

In 2010 we traveled to Yunnan Province to visit historical sites and a restored CNAC C-47 that crashed in the Himalayas. Congressman Rush Holt provided letters to the people of the Province of Yunnan and City of Kunming. These letters were very well received. Chinese citizens are very appreciative of the help they received from the United States during World War II.

Please feel free to browse our web site CNAC.org for a wealth of information about the airline. *China’s Wings* by Gregory Crouch, released this past March, chronicles the airline’s often epic adventures. An inscribed copy is included for your personal library.

I am proud to mention that my uncle, Emil Scott, flew for CNAC. He was killed on March 14, 1942, leaving Kunming, China at the controls of the airline’s last DC-2. I was born 8 months later. I’m also the web editor for CNAC.org.

Thank you for your consideration,

Tom O. Moore, Jr.

Vice President

China National Aviation Corporation Association

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