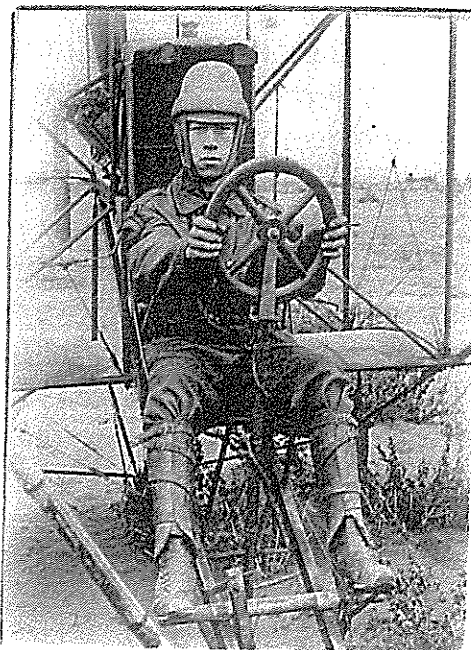




July 2008

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Arthur Lym, Renee Robertson's father (1914)
(see story on page 28)

LOST AND FOUND

We have lost three members of the CNAC family in the last several months—Fletcher Hanks, Dick Rossi, and Charles Rountree. We know they have gone to Hogy Taw and are probably having a great time together, but we will miss them, and we remember and honor each of them in this issue. On the other hand, we have learned that three daughters of John De Tarr Hicks have been brought together after nearly 50 years of searching as a result of a clue provided by the CNAC website. Amazing, and wonderful!

A story reprinted from Angkasa Magazine sheds light on what happened to several CNAC pilots after 1945, and another gives us a glimpse into the life of Renee Robertson's father (pictured above) who was probably the first Chinese in the United States to become a "scientific birdman".

Much is happening in China—President Bill Maher says that there has been a complete change in attitude among the Chinese regarding their interest in CNAC and its important contributions to the country. Two museums, one in Kunming and one in Shangri La are now eager to gather and display CNAC memorabilia, documents and artifacts. Anyone who might want to contribute to one of the museums should contact Valerie Parish Kendrick at (707) 459-5165 or Peggy Maher at (830) 896-5030. We look forward to learning more about this at the reunion!

You sent so many stories and so much new information—I am sure I have left something out! All the more reason to visit the website (www.cnac.org) from time to time and to make plans to come to this year's reunion which is less than two months away. We hope to see everyone in San Francisco this year—Bill is planning to go ALL OUT for this one (although doesn't he always?). Let Bill, Valerie or me know if you have any questions or need any additional information. Please note that the gathering at Moon Chin's house is an afternoon event this year, starting at 2 PM Friday.

Looking forward to seeing you at the Embassy Suites, Burlingame, September 3rd-7th, 2008!

Eve Coulson

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CHINA NATIONAL AVIATION CORPORATION ASSOCIATION

P.O. Box 984
Jackson, MI 49204

W.J. MAHER
President

Dear CNACers,

It's time to make your reservations for the 2008 CNAC reunion. It will be held on Sept 3rd, 4th, 5th and 6th, at the Embassy Suites, Burlingame. Unbelievably, we still have the \$109.00 rate. Your reservation will include a free breakfast and Cocktail hour. Those of you who have attended in the past know what a deal this is.

Our 2007 Reunion was a tremendous success. Our numbers are holding up well as we had eighty people attend. There were so many things going on that hardly anyone made it into town. Of course, Moon Chin's dinner at his home was the highlight of the reunion.

Each year more and more of our second generation (co-pilots) are supporting the perpetuation of CNAC association, and they continue to bring in memorabilia and stories of their parents that we've never heard before.

This year Barry Martin will be presenting a 72-minute DVD made from Royal Leonard's original pre-war, war and post-war footage in China. He tells me it is of very good quality. This film alone is worth the trip. Barry is committed to a trip to the East Coast and will only be able to present his film on Wed, Sept 3rd, at 1:30.

So be sure and make your reservations well ahead of schedule as we ran out of our special rate rooms last year. Looking forward to seeing you.

Sincerely yours,

W. J. Maher

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CNAC Web Site www.cnac.org

My uncle, Emil Scott, was killed flying CNAC's last DC-2 on a flight out of Kunming, March 14, 1942. Growing up, all I knew was that Uncle Emil was killed in a plane crash on March 14, 1942 in China and that he knew Claire Chennault and had something to do with the Flying Tigers. About 1985 I reconnected with Emil's widow, Georgi Scott. For the next few years we wrote to each other and occasionally talked on the phone. She was living in San Francisco at the time, but moved to Seattle, eventually moving back to San Francisco in 1986. Over the next 20 years we became very close and during that time she gave me the one surviving photo album from China, 1939-1941, which I will always treasure. She died in 2005 and was buried with her "Scotty" at the National Cemetery of the Pacific know also as "Punchbowl".

My first contact with a Flying Tiger was with Dick Rossi in 1992 when McClellan AFB hosted a luncheon for some of the Flying Tigers; Dick Rossi, Tex Hill and his beautiful wife, Duke Hedman and Ed Rector. Dick got me off on the right foot for researching my uncle, as he knew about the plane crash that killed him and that he worked for CNAC. Although my uncle was never a Flying Tiger, he knew many of the Flying Tigers.



My general interest in computers and the advent of the Internet made it a natural for me to build a web site in honor of my uncle. In October of 1999 I built the first un-official CNAC Internet Web Site. After talking with Jim Dalby and Jim talking with Bill Maher, the Official CNAC Web Site opened for business November 6, 1999. Thanks to the efforts of John Kenehan and his son John, we established our own domain name of cnac.org -- Thanks also go to Peggy Maher, daughter of Bill Maher, for underwriting the hosting of the site. We went live with our own domain name on April 2000.

The site has continued to grow with the help of former CNAC employees and their families. I now hear from spouses, friends, siblings, nieces, nephews, children, grandchildren and even some great-grandchildren of former CNAC employees. So, if you have anything you'd like to add to this site no matter how big or small, please let me know.

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This is the history of what happen to several of CNAC pilots after 1945. I am sure our people will be interested. This article clears up a lot of questions I've had for years concerning the whereabouts of a number of the guys who stayed after I left. I am sure many of the other members will be interested.

AURI Foreign Pilots and Instructors
Marc Koelich

Article published in Angkasa magazine in three parts: October 2006, November 2006 and January 2007.

Bill

Forgotten Heroes?

The purpose of this article is to bring to the reader's attention the participation of foreign airmen, many of them being American citizens, during the first years of AURI's history. As the reader will see, many of them had an interesting background before joining the Indonesian cause.

Indonesian Airways, the Burma Operation

In October 1948, a few months after President Sukarno had toured Sumatra with Bob Freeberg in RI-002 and collected money to purchase an aircraft, a Dakota suitable for purchase was found. Originally, the Indonesian authorities thought about purchasing a Lockheed Hudson registered VH-ASV. It was a former RAAF naval patrol aircraft that had been modified to a transport plane with a capacity for ten passengers after the end of the war. VH-ASV had done several flights between Europe and Australia during 1947 and 1948, bringing immigrants to Australia. By mid-1948, it was reported in Burma with a damaged tail wheel and was reported as being for sale. Some reports mention that the Burmese Air Force actually wanted to purchase this Hudson. At the beginning of August 1948, Hudson VH-ASV reportedly came to Bukittinggi and Pekanbaru, and OU III Wiweko Soepono left for Rangoon via Kutaraja (Aceh) on 03 August 1948, with mission to evaluate the aircraft before it was purchased. However Wiweko's assessment was that a larger aircraft with a longer range was needed because of the Dutch blockade, so that the purchase of the Lockheed Hudson was cancelled. Meanwhile, Maryunani, the Indonesian representative in Burma, introduced two foreign pilots to Wiweko: Captain James Tate and Captain James Maupin. Both gentlemen were former captain-pilots of the China National Aviation Corporation (CNAC).

Before we go any further, a brief history of CNAC is required. China National Aviation Corporation was founded in 1929 as a joint venture between the American aircraft manufacturer Curtiss-Wright Corporation and the Chinese government. The idea was to start a network of air routes between the main cities of this huge country that was still in its reunification process. At the beginning, the relations between the two partners were often difficult, and Pan American Airways took over the airline from Curtiss-Wright in 1933. From its original base of operations Shanghai, CNAC acted as a commercial aviation pioneer for China, always opening new lines. When the Japanese attacked Shanghai in 1937, CNAC lost much of its equipment and moved its main base to Hong Kong. Later, just after the attack on Pearl Harbor, the airline had to move its headquarters to Calcutta after Hong Kong became a target for the Japanese. The airline's DC-3s had evacuated around 400 passengers from the besieged Hong Kong city. During that time, CNAC already started flying support missions in China for the American Volunteer Group, a unit better known as the Flying Tigers. The airline also started pioneer flights over the Himalayan mountain range, which the pilots called the "Hump". Hump flights would become the main occupation of CNAC during the war, especially after the Burma Road was lost by the Allies, and several aircrews were lost during the more than 35.000 trips flown by the airline over the Himalayas. CNAC also made many flights in support of Allied troops operating in Burma, and who were often far way from the main supply routes. Starting in 1942, CNAC started to paint roundels on its aircraft to make identification easier. The roundel consisted of a dark blue disk with a white Chinese character "Chung" in the middle. "Chung means the

"middle" or "center", and China is also known as the "Kingdom of the Middle". This "Chung" symbol later remained on the airline logo until the demise of the company. After World War II ended, CNAC returned to Hong Kong and Shanghai, but China was now a battleground between Chang Kai Chek Nationalist forces and Mao Ze Dong Communist partisans. While the Nationalist troops retreated, so did CNAC, losing many of its destinations to the advancing Communist Popular Army. However, CNAC tried at the time to expand its routes to other Asian countries, for example CNAC C-46s and C-47s could be seen in Burma after the war. The airline also started flights to the Continental USA (San Francisco) with stop-over at Honolulu, Hawaii, using their new DC-4s. Other international destinations included Calcutta via Hong Kong and Kunming, and Manila via Hong Kong. Interestingly, CNAC also carried out a single survey flight from Shanghai to Indonesia between 21 and 28 August 1947. The survey aircraft was a C-54 and stopped over at Hong Kong, Saigon, Bangkok, and Singapore before landing at Batavia. However this survey flight was not followed by the establishment of a regular route. With China's large cities falling into communist hands one after the other, it became obvious that the near was near for CNAC. The airline actually took part in the emergency evacuation by air of several cities that were about to fall to the communists, lost a DC-3 to anti-aircraft fire in October 1947, and CNAC management was trying desperately to prevent the aircraft from falling into the hands of the Red Chinese. However, in November 1949, while the airline was operating from Hong Kong, Chinese crew left, bringing with them ten Dakotas. The end of CNAC came on 31 December 1949, when the China National Aviation Corporation officially ceased to exist, with most of its fleet being grounded at Hong Kong Kai Tak Airport.

What was left of the CNAC was a rather large number of pilots and technical staff, highly experienced, used to work under the worst conditions, used to take risks, and for many of them willing to stay in Asia. Many of these pilots and airline staff were convinced that there were great opportunities of development for air transport in Asia, and they started to work for all the small airlines that flourished in Asia after the Second World War, airlines whose fleet mainly consisted of war surplus Dakotas.

James Maupin and James Tate were two of these pilots. During our research, we were not able to find out much about the career of these two pilots before they joined CNAC, except that Captain Maupin had a mailing address in Ohio during the war, while Captain Tate's given address was in Pomona, California. Captain Soedaryono remembers that Captain Tate was always wearing a uniform with a pilot's cap while other were often dressed more casually. Both CNAC veterans were in touch with another former CNAC pilot named Ladnor Maurice Moore, or more simply Lad Moore. Born in Texas in 1914, Lad Moore learned to fly airplanes in the mid-1930's, and became a flight instructor for the USAAF at Jones Field, Bonham, Texas until 1943 or early 1944. He then moved to Asia and joined CNAC in February 1944. CNAC records show that Lad Moore, now a Captain, made 252 "Hump" flights in C-47 Dakota over the Himalaya during the last two years of the war. After the end of the war, Captain Moore stayed with CNAC and flew mainly in China, both in C-47 and in Curtiss C-46 Commando aircraft. In the middle of 1947, Lad Moore left CNAC and we were not able to find more details about his life until he got involved with the Indonesian independence struggle in 1948 or 1949.

After the purchase of Hudson VH-ASV had been cancelled by AURI on the advice of OU III Wiweko Soepono, the Indonesian started looking for a larger aircraft, if possible a C-47 Dakota. James Maupin and James Tate agreed to help find this Dakota, and start a partnership with AURI. There is conflicting data regarding the origin of the Dakota they found, and that was to become RI-001, and it is not clear if it was first purchased from war surplus in the Philippines, or if it was already in Hong Kong at the time. Moreover, the owner of the Dakota before its transfer to the Indonesians was possibly Lad Moore or James Maupin. A Dutch book mentions that Dakota VR-HEC was purchased by Captain Lad Moore, and that administrative problems followed because Lad Moore was an American citizen, but only English citizens were allowed to have airplanes registered in Hong Kong, still a British colony at the time. The problem was eventually solved, possibly by using a British middleman or company or maybe Cathay Pacific to register the Dakota, and VR-HEC left Hong Kong in September 1948 for Rangoon flown by Captain Maupin or Capt Moore, or possibly both. On inspection upon arrival, OU III Wiweko found the general condition of the airplane and engines satisfactory, except for the fact that the additional long-range fuel tanks the Indonesians had requested were not installed. The purchase was concluded by middle of October, even though Indonesia could not pay directly the full amount. At the end of October 1948, with OU III Wiweko Soepono acting as navigator for the Indonesian part of the trip, VR-HEC left Rangoon for Maguwo. The pilot was Captain Maupin, and the co-pilot was either Lad Moore or James Tate. There was also an American flight engineer, who was possibly Wallace Casselberry. To avoid being intercepted by Dutch fighters, VR-HEC took the longer route via Pekanbaru and Jambi, where the aircraft refueled, and then on to the southern coast of Java, so it would not fly over the areas controlled by the Dutch. Moreover, the part of the flight over the Indonesian archipelago was done at low altitude. On arrival at Maguwo, the aircraft's registration was modified to RI-001 by the Direktorat Penerbangan Sipil AURI.

RI-001 was immediately put into service and reportedly made a return flight Maguwo-Rangoon, after which the Dakota brought Vice-President Mohammad Hatta on a tour of Sumatra during November 1948. The stop-overs were Jambi and Payakumbuh, where the Vice-President stayed. RI-001 continued to Kutardja (Aceh), so that the people of Aceh could see the airplane that had been purchased with their donations. Another more unusual mission was flown on 29 November 1948 in order to take aerial photos of Gunung Merapi at the request of the Mining and Geological Service (Jawatan Pertambangan dan Geologi).

The original plan by AURI to install long-range tanks on RI-001 had not been abandoned, and, because the Dakota also needed an overhaul, it was decided to fly the aircraft to India and have both operations performed over there. At the beginning of December 1948, RI-001 left for Payakumbuh with the usual crew, together with a group of ALRI cadets. At Payakumbuh, OU III Soetardjo Sigit joined the crew. The flight continued on 04 December for Kutardja, where the cadets disembarked. Two days later, RI-001 took off for Calcutta. It should be remembered that at this point RI-001 had not yet been fully paid by the

Indonesian Republic, and OU III Wiweko Soepono was in India since the middle of November struggling to recover the money that had been prepared for the purchase of RI-001. Also present in India at the time was OU III Soedaryono, who had been placed in charge of the 20 Indonesian cadets undergoing training in two Indian flying schools. On arrival at Calcutta, Sutardjo Sigit contacted Wiweko Soepono at Delhi. Both met and Wiweko asked Soedaryono to join them at Calcutta.

Meanwhile, in Indonesia, it was becoming clear that the Dutch forces were getting prepared for a major offensive and plans were made to evacuate the Republican key personalities from Yogyakarta. Unfortunately, by mid-December, RI-001 was not ready yet to fly back to Indonesia. The overhaul was going on, the installation of the additional fuel tanks was not done yet and the aircraft was still receiving a camouflage paint scheme. As a replacement, a four-engine De Havilland DH-86 was leased by the government and arrived at Maguwo, but it was too late. The Dutch airborne assault on Maguwo on 19 December 1948 allowed them to capture first the DH 86 on the ground, and later RI-006.

The AURI officers present in India now faced several problems, they had to pay for the overhaul and modifications, and, while they could not return with the aircraft to Indonesia, they had to pay for the airfield and hangaring costs in India, plus the living costs of the crew. Thus the idea was born to create a charter airline. However, despite the efforts of the Indonesian Representative in India, Dr. Soedarsono, the Indian authorities did not grant permission for RI-001 to operate in India. The solution came from Burma, when the Indonesian Representative there, Maryunani, informed Wiweko that there was a demand in Burma for a charter airline. Around that time, the Union of Burma Airways had no airplanes larger than a De Havilland Dove, moreover the country was facing civil war, and transport planes such as a Dakota would be needed both for civilian and military use. Thanks to the assistance of a Burmese journalist from Burma Post named U Maung Maung, the authorization to operate in Burma was granted on 20 January 1949, and on 26 January 1949, a camouflaged RI-001 and the AURI personnel present at Calcutta left this airport for Mingladon, Rangoon. Within two days, Indonesian Airways was registered in Burma, with the following flying personnel: Captain-pilot James Maupin, co-pilots Soedaryono and Soetardjo Sigit, radio-operator Sumarno and flight engineer Casselberry. Wallace Casselberry was an American citizen born in 1912 and a former Line Chief with CNAC, consequently he knew Maupin, Tate and Lad Moore well from their days in China.

Flying for the Republic in Burma

Even though Captain Maupin was the official captain-pilot of Indonesian Airways, there is proof from logbook that James Tate and Lad Moore also flew RI-001 as captain-pilots in February 1949 and afterwards. This was necessary at the time because no Indonesian pilot had an internationally recognized qualification as captain-pilot. Soon RI-001 and the Indonesian Airways team found themselves very busy because the demand for a larger transport plane in Burma was huge. Moreover, RI-001 was chartered by two very different customers. First the civil Union of Burma Airways needed aircraft the size of a Dakota to carry passengers and cargo all over the country. There was a state of civil war with several ethnic minorities, and air transport was sometimes the only possible link between Rangoon and the main cities. For example, the main road between Rangoon and Mandalay, the second largest city, would be cut most of the time between 1949 and 1951. To add to the confusion caused by ethnic rebellion, the Burmese Communist Party had already started a rebellion in 1946, even before Burma became officially an independent country. Their army was named the Red Flag and was eventually beaten by the Burmese Army, then called the Burmese Volunteer Force and still under British control, with the assistance of the RAF transport planes. After the independence in January 1948, the communist party resumed its rebellion, this time with the name of White Flag Army.

While the Karens had at first joined with the Burmese Army to fight the communists, attacks perpetrated on Christmas Day 1948 by Burmese militiamen against the mainly Christian Karens pushed them into open rebellion. The Karens, together with the communists, were the most serious menace to the central government, but there was trouble in many spots. The Muslim minority in the Arakan Province on the south coast also rebelled as they wanted to join with the State of Pakistan rather than with Burma. Luckily for the central government, the rebel groups never joined forces or coordinated any action.

The Union of Burma Air Force (UBAF), called Tandaw Lay in Burmese, had some combat aircraft, namely Spitfires, with Burmese pilots trained by the British during the war, and serviced with the assistance of RAF personnel detached to the UBAF, but there was a lack of transport planes to ferry troops to the remote areas of the country and to fly supplies to troops engaged in the fight against the rebels. Several cargo companies were operating in Burma, and aircraft such as Dakotas, a C-54 or a CNAC Curtiss C-46 Commando could be seen at Mingladon airport in Rangoon, but none of these operators was ready to fly dangerous supply missions to the front line... except Indonesian Airways.

The newly-registered airline was immediately approached by General Bo Ne Win's War Office to fly logistic supplies to the many combat zones. After consultation, the personnel of Indonesian Airways accepted the job. Because General Bo Ne Win had a budget but no transport planes, it was also a way to generate income for the airline, but a dangerous one. Business was good. During February 1949, it was usual for RI-001 to fly up to four missions a day.

In early 1949, the Karen rebels had closed on Rangoon and moved anti-aircraft guns close to the city of Insein, only a few kilometers from Rangoon, so that they could shoot at the planes taking off or landing at Mingladon Airport. Many missions flown for the War Office were dangerous and involved low-level free-dropping of supplies to government troops near the front line. The supply bundles were simply kicked out of the cargo door, and the Dakota would gain altitude, often under enemy small arms fire. Capt Sudaryono remembers that on a mission with Lad Moore as Captain-pilot, their Dakota was hit several

times. Instinctively, they ducked behind the instrument panel in the cockpit, which was useless as the bullets came from below. On that mission, OMU III Sumarno, who was at the same time radio-operator and assisted the loadmaster, was hit in the arm. Luckily the wound was not severe. On another mission, the Dakota's hydraulic lines were hit and the landing gear had to be lowered manually. On another occasion, RI-001 landed at Meiktila and realized too late that the airport was now occupied by the rebels. The crew was treated well, but the rebels asked to be flown to Anisakan. There, the Indonesian Airways crew argued with the rebels that the fuel was low and that they needed to go to another base to refuel. Surprisingly, the rebels let the Dakota take off again.

It soon became obvious that Indonesian Airways could use another Dakota, and the staff, led by Wiweko Soepono, decided to find and purchase by themselves the second airplane. With the assistance of captain Maupin, who also borrowed part of the money to Wiweko, a suitable Dakota was located and purchased. Captain Lad Moore had traveled to Hong Kong to find this aircraft, and he later reported that he was followed most of the time while in Hong Kong, most probably by Dutch agents. The Dakota eventually arrived in Rangoon on 02 May 1949 and was registered RI-007. At the beginning, its only marking was the registration; the rest of the aircraft was natural metal colour. With a second plane, and still a fully booked schedule, Indonesian Airways needed more pilots. In May/June 1949, two captain-pilots joined the group: Carl Wiss and Chad Brown. While we were not able to find more about Chad Brown during our research, there is more information about Carl Wiss: he was a CNAC veteran, like James Maupin, James Tate and Lad Moore. Born in 1919 and coming from Chicago, he had joined the China National Aviation Corporation in 1944 and made flights over the Himalayas. After the war, he stayed with CNAC and flew missions in China, including the evacuation of cities that were about to be taken by Mao's communist troops. On 20 January 1948, Captain Wiss was trying to take-off in a snowstorm with a C-46 full of Chinese refugees out of the city of Mukden surrounded by the communist forces. After lifting from the ground, the aircraft went nose-down and crashed. Three Chinese were killed and many injured. Carl Wiss himself received head and face injuries and had to receive some plastic surgery. On photos taken in Burma when he was with Indonesian Airways, the scars are still visible on his cheek. Regarding Chad Brown, there were several Browns flying for CNAC, but we could not confirm if one of them later joined Indonesian Airways. Chad Brown was previously flying a PBY Catalina in Burma, so he might also have come from a different airline.

With the help of General Bo Ne Win, the Indonesians in Burma managed to procure weapons, including Bren light machine guns, ammunition and radio equipment from Burmese stocks. It was decided to try and bring this equipment by air to Sumatra. The first blockade-breaking flight was made by RI-001 on 08 June 1949. Under the coordination of Wiweko Soepono, the crew consisted of captain-pilot James Maupin, co-pilot Boediarto Iskaq, radio-operator Soemarno and flight engineer Casselberry. To avoid raising suspicion from possible Dutch spies, the flight was carried out like a normal flight to Tavoy and Mergui, at the southernmost point of Burma. The weapons were loaded at Mergui by Burmese troops before the aircraft continued to Blang Bintang airfield at Kutardja, where it arrived after nightfall. Over the sea, the Dakota had to fly at low altitude to avoid being spotted by Dutch radars. To make things even more dangerous, the airplane had to be refueled manually by the crew in flight from fuel drums inside the fuselage because the long-range tanks had not been installed at Calcutta. After unloading at Aceh, RI-001 and its crew returned to Mergui in the early morning. A second similar mission was flown two weeks later, but this time the airplane landed at the former Japanese airfield of Lok Ngah.

In August 1949, captain-pilot Carl Wiss and co-pilot Soedaryono took RI-007 to Hong Kong for an overhaul. The flights to and from Hong Kong were made with a stop at Bangkok. The overhaul was conducted at the facilities of HAECO, the Hong Kong Aircraft Engineering Company, an aviation workshop well-known all over Asia.

Still in 1949, another CNAC veteran joined the Indonesian Airways team: Captain Bernard T. Kuhlmeier. Born in 1920, he joined CNAC in the 1940's and remained until 1949. Captain Sudaryono remembers that Bernard Kuhlmeier flew a CNAC C-46 in Burma. After the collapse of Nationalist forces in China and the subsequent liquidation of CNAC, Captain Kuhlmeier was most probably contacted by his former colleagues. From logbook records, it appears he joined Indonesian Airways some time after Captain Wiss and Captain Brown.

The expanding airline needed additional personnel, and not only more captain-pilots. Four AURI cadets had arrived in Rangoon from India and started to be trained as co-pilots: Boediarto Iskaq, Sjamsudin Noer, Soeharsono Hadinoto and Soesatyo. Radio-operator Sumarno, who was already assisted by a Burmese operator named Quinn, also received assistance from AURI operators, and Burmese mechanics had been hired to assist Wallace Casselberry.

During the course of the year 1949, the number of military support missions decreased, but the Union of Burma Airways still needed more transport planes for its flights between the major cities. A third Dakota was leased, and not purchased, by Indonesian Airways. The actual owner was possibly located in the Philippines. Unlike RI-001 and RI-007, this third Dakota was a civilian DC-3 with passenger seats and only a passenger door on the left fuselage rather than the large cargo door of a C-47. It received the registration RI-009 and started operating in natural metal colours, without any other markings than its registration. The Indonesian Airways livery was added later. With the new aircraft came also new pilots. At the time, Wiweko Soepono already had plans to reorganize civil air transport in Indonesia after the departure of the Dutch, and all these qualified foreign captain-pilots would come in handy on the future Indonesian domestic and international lines.

During the first five months of 1950, the following foreign captain-pilots joined the Indonesian Airways team: Robert W. Pottschmidt, Donald E. Bussart, Wells, Tom Sailer, Hugh Hicks and Perry Briggs Cutburth. No additional info could be found about a Captain Wells, but all the other new pilots also came from CNAC. Robert "Bob" Pottschmidt was born in 1911 in Cincinnati, Ohio, and learned to fly in 1933-1935 at the Boeing School of Aeronautics at Oakland, California. After flying

school, he spent several months with the Boeing Company before being offered a job in China with the China National Aviation Corporation. Based at Shanghai, Bob Potts Schmidt started to teach flying to Chinese students before he himself graduated as captain-pilot. In 1937 the Japanese started a serious offensive against China, and Bob Potts Schmidt and his family had to be evacuated from Shanghai. While his family took a boat out of China, he moved to Hong Kong, where CNAC resumed activity in 1938. Captain Potts Schmidt was on leave in the USA the day of the Japanese attack on Pearl Harbor. Hong Kong was attacked several days later, and CNAC moved its operation base to Calcutta in India. As a senior pilot, Bob Potts Schmidt helped to check out younger pilots on the "Hump" flight over the Himalayas. Felix Smith, one of these newcomer co-pilots has given a good description of Bob Potts Schmidt: "He resembled a contemplative bookkeeper ... outsiders never guessed he drove airplanes. He didn't have hair on his chest, he had feathers... his analytical brain never rested". Since 1936, Bob Potts Schmidt had been a pioneer of aviation routes in China and over the Himalayas, checking the mountains' altitude by flying near the peak. He also wrote approach procedures for airfields that had none. He made the junior pilots remember by heart the altitudes of the mountains and the distances to other airfields along the routes they were going to fly. According to Felix Smith, Bob Potts Schmidt often pretended to be asleep to test the younger pilot he was checking out. After the end of the war, he returned to Shanghai with the rest of CNAC, before having to move again to Hong Kong in 1948 to escape the progressing communist forces of Mao Tse Dong. He stayed with CNAC until the company was liquidated and he was made redundant in December 1949. In January 1950, he left for Burma at the request of his former colleagues who worked with Indonesian Airways. Captain "Don" Bussart was born in 1919 on a farm in Illinois. In 1938, he earned his pilot's license and reportedly joined TWA. During the war he was based in the USA before joining CNAC in May 1944. Besides flying on most CNAC routes in and around China, he also made the trans-Pacific flights on DC-4s. When the airline ceased activity on 31 December 1949 at Hong Kong, Don Bussart was made redundant and he went to Burma to join Indonesian Airways. Captain Thomas Sailer, born in 1918, was also a CNAC veteran. His glory day with CNAC was when he flew boxes containing Gold Yuan worth millions of dollars from Shanghai to Canton, so that the money would not fall into communist hands. On arrival at Canton, Nationalist soldiers took control of the money crates. Captain Hugh Hicks, born in 1917, started to fly in the 1930's in small aero clubs, and was later picked to join the Air Corps Training Command. After America got involved officially in World War II, Hicks decided to join the fighting and found his way to China, where he joined CNAC in 1945 and left in 1948. Finally Captain Cutburth, who had been with CNAC from 1944 until 1949, was born in 1914 and lived in Pittsburg, Kansas. He had taken part to the evacuation of Shanghai together with Captain Parish, who will later also get involved with AURI.

Back to Indonesia

Wiweko's plans for an airline are cancelled

While still in Burma, Wiweko Supono already had plans to take over the operations of KLM -Inter Insulair Bedrijf (KLM-IIB) in Indonesia, possibly using the transport aircraft that would be handed over by the Dutch on leaving their former colony. Wiweko had already made contacts to prepare for future international flights to several other Asian nations. To expand and prepare for this, he hired several other pilots when it was clear the Indonesia would soon be independent. Most if not all of these new pilots came from CNAC, who had found themselves jobless after the collapse of Chang Kai Chek and the end of CNAC operations in China in 1949. They had extensive experience of flying transport airplanes under difficult conditions and with minimal logistic support.

In Indonesia however, the government had other plans, and arrangements were being made to set up a national airline with the collaboration of KLM. As a consequence of these arrangements, there was no need anymore for the American pilots in the new national airline as planned by Wiweko. It must also be remembered that Wiweko Supono was still a military officer in active service, and it is possible that some people in the government considered the establishment of a national airline was a civilian and not military matter. Wiweko was then ordered to liquidate the airline in Burma, and all its personnel was scheduled to join AURIS in Indonesia together with the remaining Dakota RI-001. RI-007 was handed over to the Burmese authorities as a sign of thanks and RI-009 was returned to its owner.

Setting up a flying school

It was then decided that the Americans would serve as advisors and instructors at the new flying school being set up at Andir Air Base. The flying school used the facilities and airplanes handed over by the Militaire Luchtvaart, which included a large number of L-4J Piper Cubs, and 20 to 25 AT-16 Harvards. Not all the Piper Cubs and Harvards were assigned to the flying school; some were also used by the various squadrons.

The first duties of the American instructors was to establish some kind of curriculum based on their personal experience, and also to conduct the Advanced Training Course for the cadets returning from India. These cadets had only undergone Primary and Basic Training while they were at the Indian flying schools at Allahabad and Bareilly, using Piper Cubs, Tiger Moths and Chipmunk aircraft. As the training originally performed at Andir was Advanced Training, and the continuation of a basic training, the name Sekolah Penerbang Lanjutan (SPL) was used. The same applied to the cadets trained at TALOA, who still needed to be confirmed as military pilots by undergoing some advanced training at Andir. Later, even when Elementary and Basic training were also done at Andir, the name "SPL" remained.

The fact that the training was conducted in English posed a problem for some cadets, and some of them who showed the proper skills to become pilots still had to follow extra English language classes to be able to understand the classes and

communicate with the instructors. However most of the young Indonesian cadets, who had for many of them been involved in the fight for independence, preferred to be trained by Americans than by Dutch instructors. However, there were still some Dutch instructors from the Military Mission, mainly teaching tactics and strategy. Many of the cadets would be washed out during the training, and this decision was always taken and notified by the Indonesian staff, not by the foreign instructors who only acted as advisors. For minor mistakes during training, the usual punishment for cadets was to run around the airfield with their parachutes on. At the time, the parachutes were very cumbersome and heavy, attached to the lower back with many straps, and running with a parachute on was not an easy task.

While all installations at Andir were under the supervision of Wweko Soepono, the flying school was placed under the authority of two former India graduates: School Commander was LU I Partono, and Deputy Commander/Chief of Operations was LU II Sudarmo. There were also several other Indonesian staff, mainly involved in ground school, Link simulator training, and flight dispatching. However, before 1952, no Indonesian pilot had been trained as flight instructor.

It can be noted that the flying school originally had no aircraft suitable for Basic Training. This was solved when Wweko traveled to the USA and purchased war surplus Vultee BT-13 Valiants and additional AT-6s with the assistance of some of his American colleagues.

The first instructors were some of the Americans that had come to Indonesia when Indonesian Airways was liquidated in Burma. Captain Wells gave advanced training to LU I Partono and LU II Sudarmo, while Captain Pottschmidt gave navigation training.

At the time of SPL-4, the first lifting entirely trained at Andir, the flying school curriculum was as follows: Primary Training was conducted on Piper Cub L-4J during four months, followed by Basic Training on BT-13 Valiant during four more months, and finally Advanced Training, which lasted for five to six months and was conducted on the various versions of AT-6/AT-16/T-6G.

Other duties

Several American pilots were also involved in regular DAUM (Dinas Angkutan Udara Militer) flights in the early 1950's. Capt. Sudaryono remembers that Captains Lad Moore and Pottschmidt joined several survey flights to remote airfields like in Sulawesi or the Moluccas to prepare the setting up of DAUM services. Other pilots involved were Captains Hicks, Brown and Bussart.

There were also some foreign instructors working with the bomber squadron, like Captain Mars, or a Captain Perris mentioned in a 1950 or 1951 issue of Angkasa magazine. It is possible however that Captains Perris and Parish are the same person. When the PBY Catalinas entered service with AURI, they first formed a preparatory squadron, and there was at least one, and possibly two or more foreign instructors attached to this training squadron. This instructor used to fly PBYs in Burma and was a friend of Chad Brown. When Chad Brown came to Indonesia, his friend joined as a PBY instructor.

However, the foreign pilots did not take part in the operations against the RMS rebels from 1950 until 1952. The Dakotas and Mitchells used during these operations were operated by all-Indonesian crews.

Who were the instructors?

Several of the original instructors did not stay very long in Indonesia, like for example Captain Wells, who had come from Indonesian Airways, or Captain Morgan. Captain Morgan was possibly Ogburn "Toad" Morgan, who had learned flying in South Carolina and Texas before World War II and then joined CNAC. Ogburn Morgan reportedly later lived in North Carolina and passed away in 1984.

During the research for this article, it seems that no complete list has been published. We must also remember that some stayed only a couple of years, and that other arrived later, so the people mentioned here-after were for sure not all present in Indonesia at the same time. It seems that by 1955, all the American instructors had completed their contract with AURI.

What is sure is that there were basically two groups among the instructors, those who were former CNAC pilots, and those who had been hired directly from the USA, most of them if not all had been flight instructors for USAAF military pilots in the USA during World War II.

The American instructors and their families lived in Bandung. When the SPL started to move to Kalijati in 1953, the instructors used to fly there from Bandung, using mainly AT-6/AT-16s or Piper Cubs. It's also interesting to know that Louie, the elder son of Bob Pottschmidt, used to exercise with the Link trainer, and later took flying lessons in the L-4J Piper Cub; he ended up flying helicopters in the USA and in Vietnam.

On a group photo of lifting SPL-4, the following foreign instructors are present: Captains Powers, George, Gianotti, Hall, Smith, Tracy, Hicks, Luna, Hinkel, Knapp and Trunnell. It is also confirmed that Captain Wells and Pottschmidt delivered some training during the early years of the flying school. From interviews, biographies and other books about the history of AURI, more names were quoted, including Captains Parish, Weaver, Beamer, Rountree, Stagg, Cable or Gable, Russel, Presridge, Grimshaw, Noemis or Noomis, and Richard.

Captain Eugene "Gene" Powers was yet another flight instructor hired from CNAC. Born in 1912, he spent his youth in the State of Illinois, where he made his first flight in 1928. Addicted to flying, he became a professional pilot and joined with TWA until World War II. Rather than be drafted in the Army, and after hearing about CNAC activities in China/Burma/India, he decided to join and traveled to North India. There he signed a three year contract with CNAC and flew cargo airplanes over the Himalaya Mountain Range during 1944 and 1945. When the war was over, Gene Powers remained for several years with CNAC and flew supply missions for the Chinese government during the civil war against Mao's communists. He then joined AURI, but the exact date is not known.

During our research, we found no additional information about several of these instructors, including Captains George, Gianotti, Smith, Tracy, Noemis and Richard. Captain Luna is also sometimes referred to as Luma, but no additional information was found. There is a possibility that Captain Hall was actually Lester J. Hall, also from CNAC. He was famous in CNAC for two events because he had an engine quit over the Himalayas, which forced him to throw a cargo of crates of Chinese money out of the door to make his plane lighter. Captain hall gave Primary Training to future Air Marshall Roesman.

Regarding Captain Hicks, who was in charge of the actual training, he was the former Indonesian Airways pilot.

Captain Trunnell was older than most of the other instructors. He gave the cadets primary training, including to future Air Marshall Hashari Hasanudin.

The instructor frequently referred to as captain Knapp in Indonesian lists was possibly Captain Frank A Knapke. We have not been able to find out if Knapke and Knapp are two different persons or the same one; however the presence of Captain Knapke with AURI is confirmed by the CNAC organization records. Franck Knapke was born in Ohio in 1919. Beside studying and getting an MBA, he also flew and later trained pilots for the Army Air Corps before the start of World War II. In 1940, he joined CNAC and flew with them until 1948. He then returned to the USA for less than three years before returning to Asia as an Air Advisor to AURI for a couple of years.

The American instructor identified as Hinkel or sometimes Hinkle was probably Captain Robert G. Hinkle, who also came from CNAC and before the war had worked for TWA. Bob Hinkle was older than most of the pilots at CNAC, and he was nicknamed "Pop" or "Pappy" because of that. He had survived two incidents with CNAC: when one of his oxygen tanks exploded and opened a hole in the fuselage, but Captain Hinkle still managed to land at Kunming in China, and on another occasion, one of his engines quit over a high mountain range.

While with AURI, Captain Hinkle (or Hinkel) flew little and took care of operations as Chief Flight Dispatcher. He died in Bandung, apparently from a heart attack.

Another instructor that died during his contract with AURI was Captain Beamer. He was apparently a former USAAF fighter pilot as he used to fly AURI Mustangs. He crashed at Kalijati on 22 October 1951 in a Mustang, possibly when his engine quit on take-off.

New instructors and a former VIP war pilot as leader

The number of instructors and advisors was later increased. We know from Certificate No 189/Ket/KS/52, dated 16 September 1952, that Lad Moore had been instructed to go to the USA in December 1951 to interview and hire a total of 29 foreign advisors, including 13 flight instructors, 2 ground school instructors, 2 transport pilots and 12 maintenance supervisors. However, in May 1952, KSAU S. Suryadarma instructed to reduce the total number to 15, including 8 flight instructors and 7 maintenance supervisors. Unfortunately we found no document to tell how many were actually hired and what their names were.

One of these late recruits was most probably Captain Eddie R. Russel, a World War II veteran transport pilot, who had even been Field Marshall Montgomery's private pilot at one time. He had also transported several other personalities, including General Patton, General Eisenhower and General Bradley. Around 1947, he left the Air Force with the rank of Lieutenant-Colonel. He then joined China National Aviation Corporation (CNAC) and flew in China until 1949. Captain Russel then moved to his home state Mississippi where he trained USAF pilots during the Korean War. In 1951 or 1952, he was contacted for a job with AURI, and arrived at Bandung in 1952. Around 1953/1954, Captain Russel was the Chief Instructor with AURI, taking over the job of Captain Hicks. Air Marshall Hashari Hasanudin remembers him as a big and silent guy.

Captains Arthur Stagg, Charles Rountree and Weaver appear to have also come later to AURI. Charles Rountree was a CNAC veteran. Captain Stagg gave Basic and Advanced training, he was reportedly well liked by the Indonesians.

Regarding the American instructor in charge of the Link flight simulator, his name is spelled in different manners, Cabel, Cable, Gabel or Gable. There is a strong possibility that he was actually John D. Gable, who was Link instructor for CNAC at Calcutta during the war. He later worked for Ethiopian Airways in Addis Ababa, retired in 1964, and passed away in 1993. However, we could not confirm that this man was indeed the Link instructor at Andir.

Another former CNAC veteran was also heavily involved with AURI, but not really as an instructor: Captain Leonard Lee Parish, generally called Len Parish by his friends. Captain Parish was reportedly more involved in the business side of things, and possibly assisted AURI with parts procurement or services supply. Captain Sudarmo remembers that Len Parish, himself

qualified as a helicopter pilot, was involved when the first Hiller helicopters were put into service by AURI.

Captain Grimshaw was a ground instructor, and he seldom flew. While the other instructors often used AT-16/AT-6s for their liaison flights, he would only fly a Piper Cub. Captain Presridge is also reported as a ground instructor.

Let us not forget the ground staff, especially the maintenance people.

The Chief Engineer at Andir flying school was named McGinty. He was probably CNAC veteran Robert Thomas McGinty, born in 1907 in Minnesota. Captain Sudarmo remembers that McGinty was very trusted by all the pilots when it came to aircraft maintenance.

There is another technical adviser we have not seen mentioned in AURI lists, but his presence was confirmed by his obituary and by the CNAC organization. Robert Clyde Nash was born in January 1917 in Minnesota. After graduating from college in 1938, he worked for Douglas Aircraft Co. in California before joining CNAC and working in Shanghai and Hong Kong. He returned to the USA after the end of CNAC operations, where he was contacted for a job in Indonesia. In 1952, he moved to Bandung with his family and worked as technical advisor for AURI until 1955.

What happened to them?

Let's try and find out what happened to some of these people after their involvement with AURI or Indonesian Airways, and let's start with the Burma veterans.

The Burma group:

During our research, we have not been able to find more details about the post-AURI life of Captains James Maupin and James Tate. Captain Lad Moore returned to the USA and spent a short time in oil exploration in Colorado before starting a safflower oil production business in Nebraska. His business proved to be successful, but unfortunately he did not take much profit from his success. He died of cancer on 22 July 1956.

What happened to Captain Carl Wiss after he left Indonesia is a mystery, but obviously he was not very fortunate. In the 1990's, he was living in San Francisco without resources, and ended up in a Veteran's hospital in California thanks to his veteran status. He passed away at this hospital in 1994.

After his work with the Indonesians, Captain Kuhlmeier found its way to the Middle East, where he met an early death. On 03 October 1957, his C-46 registered OD-ACK with Lebanese International Airways plunged into the sea shortly after taking off from Beyrouth airport. The reason for the accident was apparently never found.

Captain Bob Pottschmidt ended his contract with AURI in June 1955, having spent around five years in Bandung. He moved to the USA and stopped flying as a job. He first joined a fertilizer company in the State of Washington, and later worked for a consulting company in Portland. His two sons have become pilots, one flew helicopters in Vietnam and later for forest firefighting in the USA, and the second flew for aerial surveys. Bob Pottschmidt passed away in July 1987.

After his stay in Indonesia, Captain Bussart apparently joined Civil Air Transport in Taiwan, and later Southern Air Transport, another airline with CIA connections, until 1975. In 1978, after 34 years spent in Asia, he returned to America and moved into his parent's farm in Illinois. He is reportedly still alive and owns a collection of old aircraft.

After the end of his contract with AURI, Captain Perry Cutburth, who was living with his family in Bandung, continued to work around the world in the field of aviation. He and his family reportedly lived in Nigeria, the Philippines, Bahrain, Saudi Arabia, but they also had a farm south of the city of Pittsburg in the USA. He worked as a sales representative for Boeing and came back to Indonesia where he met Captain Sudaryono. He reportedly died in Bahrain in 1980.

Captain Wells' destiny remained a mystery, just like Captain Tom Sailer, except for the fact that he died in 1999. As for Wallace Casselberry, not much is known about the fate of the former Indonesian Airways engineer. It appears that he did not join AURI in 1950. He retired in California and passed away in 1984.

The SPL group:

After his time with AURI, Captain Powers moved to California, where he started working for Douglas Aircraft at Long Beach for 20 years. He stopped flying and was in charge of the preparation of flight manuals. After retiring, he remained in San Pedro, California. Ironically, he was rewarded by the USAF for his World War II service only in 1995, when he received the Distinguished Flying Cross and Air Medal at age 82. Captain Powers passed away in 1997.

Captain Russel remained with AURI as chief instructor until 1955, after which he returned to Mississippi where he worked as a commercial pilot. He eventually retired as a pilot in 1971, aged 51, claiming over 19,000 hours. Captain Russel passed away in 2002.

One of the American instructors remained in Indonesia after his contract with AURI was over. Captain Charles Rountree joined

the Stanvac oil company and flew for them until the 1960s, living in Palembang. He later returned to the USA and retired in Florida. In 2003, aged 86, he was living at Fort Myers.

Captain Weaver was a close friend of Charles Rountree and they remained in contact. When Captain Sudarmo went to California to check on the Lockheed Electras that Garuda Indonesia was purchasing, he received a call from the tower asking who was the pilot from Indonesia, and telling him that Weaver wanted to meet him. Apparently Captain Weaver was at the time also involved with a flying school at Van Nuys, California.

Captain Tracy also stayed for some time in Indonesia after marrying an AURI secretary from Bandung. He became Chief Pilot for Union Oil.

Captain Arthur Stagg was much involved with the restoration of vintage aircraft. In the 1970's, he reportedly was part of group trying to get a B-29 Superfortress back in the air. He was also involved with Stephen Johnson in the purchase of the AURI Mustang airframes in 1978/1979, traveling to Indonesia and meeting TNI-AU. At least one of the restored AURI Mustangs became his property for some time.

At the end of his time with AURI, Capt Knapke joined Pan Am, where he was check pilot until 1958. After this, he became a pilot of business jets for the US Steel Corporation in Pennsylvania until 1977. Still unwilling to retire, he went to Saudi Arabia as a pilot for the Saudi Government until 1986. Capt Knapke then retired and lived at Salt Lake City until his recent death in July 2005.

As for the fate of the technicians, Robert McGinty returned to the USA, possibly working as a Technical Representative for McDonnell Douglas. He worked and retired in California where he died in 1981.

After 1955, Robert Nash joined Garrett AiResearch, a company designing and manufacturing products for aircraft and spacecraft. He later moved to California where he retired in 1982 and passed away in February 2000 at the age of 83.

Shot down over China

After the Chinese nationalist forces had retreated to Taiwan, the straits between Mainland China and Taiwan became a dangerous place. There were several incidents involving aircraft from one country intruding into the airspace of the other, and there were even dogfights between Communist and American or Nationalists fighters. It was not uncommon for Chinese fighters to fly alongside civil airliners. In 1953 and during the beginning of 1954, a total of five Chinese Mig-15s had been claimed by F-86F Sabres. It was in this atmosphere that the Cathay Pacific disaster happened. On 23 July 1954, Captain Len Parish was with his family on a Cathay Pacific flight from Bangkok or Saigon to Hong Kong. While the aircraft, a DC-4 registered VR-HEU, was over international waters at around 30 km away from Hainan Island, Chinese fighters identified as Lavochkin La-7s intercepted the airplane and opened fire, apparently without any warning. Several passengers, including Captain Parish and his sons, were killed or mortally wounded by the Chinese bullets, while the right wing of the DC-4 caught fire. The pilot went into a steep dive and managed to ditch the aircraft near Hainan Island. The survivors, including the wife of Len Parish, were rescued by one of the two American Albatrosses dispatched from the Philippines. The rescue operation itself turned into a combat action, as the US 7th Fleet launched F4U Corsairs and AD-4 Skyraiders to give cover to the SAR Albatrosses because China did not agree to a SAR operation by foreign aircraft. Chinese Lavochkins were still around and a dogfight started, during which two or three La-7s were shot down by the AD-4s of VF-54. The Albatross pilot later was awarded the Distinguished Flying Cross. Even though US pilot reports have identified the Chinese aircraft as La-7, they were most probably from a later version, possibly La-11s.

An adventurous life

One of the former Indonesian Airways and AURI foreign pilots had probably the most adventurous life, even if his flying career was marked with drama, it was Captain Hugh Hicks.

After his time with Indonesian Airways and AURI, Captain Hicks joined Civil Air Transport in Taiwan. This airline, generally known under its initials CAT, had been set up by General Claire Lee Chennault, and its first missions were to fly relief operations for the Chinese Nationalist Government of Chang Kai Chek engaged in a losing battle against Mao Tse Tung communist troops. After retreating to Taiwan with the Chinese nationalist forces, CAT continued operations, including in support of UN forces in Korea. The links between CAT and the CIA were also to become stronger over the years, and the Agency became a regular customer of the airline. After Korea some CAT crews were dispatched to French Indochina, in nowadays Vietnam, and Captain Hicks became part of the CAT pilots that had been seconded to the French Air Force with mission to fly C-119s over the valley of Dien Bien Phu and drop desperately needed supplies to the French garrison surrounded by much superior Vietnamese forces led by general Giap. Some of these CAT crews had just finished their duties in Korea when they were flown to Taipei, on then to Clark Air Force Base in the Philippines, where they been given a crash course on C-119s by the USAF. Even though the C-119s still belonged to the USAF, they had received French Armee de l'Air roundels over their USAF roundels. Interestingly, one of Captain Hicks' colleagues for this operation was a former B-26 Invader pilot from Korea named Allen Pope. Several other pilots that were later contracted by the CIA to support PRRI/Permesta actually came from CAT.

The C-119s were large targets and attracted the fire from all the Vietnamese anti-aircraft guns dispersed in the hills surrounding the French camp. One day, Captain Hugh Hicks was hit by a 37mm shell that left a large hole in the wing and damaged the aileron system. As his aircraft started spiraling to avoid more fire, Hicks made a radio call for help, and a French naval combat aircraft from the aircraft carrier Arramanches secured the C-119's escape by strafing the hills, which caused the

Vietnamese gunners to cease fire.

After this episode in Indochina, Captain Hicks remained with CAT in Taiwan, where he became involved in the worst accident in CAT's history. On the evening of 16 February 1968, a CAT Boeing 727 with Taiwan registration B-1018 was approaching Taipei International Airport on a flight from Hong Kong Kai Tak International Airport. Captain Hicks and his wife Gloria were on board as passengers, but the Captain-Pilot let Captain Hicks fly the B-727, as he was also qualified on the type and had made hundreds of instrument approaches to Taipei in several types of aircraft. During the final approach, the Boeing 727 was too low. Realizing this, Captain Hicks applied power, but it was already too late. The plane wheels touched a rice paddy field well before the start of the runway, but the plane went up again. Unfortunately, it then touched either a house top or a treetop and crashed. 21 out of the 63 passengers were killed in the crash, including the wife of Captain Hicks. Both pilots were arrested by the Taiwanese authorities and charged with murder, which is not the common procedure following an air crash. Captain Hicks was not even allowed to attend his wife's funeral. A campaign of hatred was started by the Taiwanese press and government. During the investigation and trial, the possibility of a malfunctioning ILS system was mentioned by the defense. Voltage fluctuations from the ILS ground system could possibly have blocked the slope indicator in the cockpit. This possibility was completely rejected by the Taiwanese authorities. Many pilots from foreign airlines volunteered to testify that they also had had problems with the Taipei ILS, but they were not accepted as witnesses by the court. A group of international experts was denied access to the Taipei ILS system, and the Chinese reportedly undertook some "maintenance" on the ILS system short time after this. When it became too obvious that Captain Hicks and his fellow pilot were scheduled to become scapegoats, the President of the International Federation of Airline Pilots traveled to Taiwan. He made it clear to the Taiwanese authorities that pilots from airlines all over the world had already signed statements that they would not fly to Taiwan anymore if the trial comedy didn't stop. Eventually, the CAT pilots were acquitted. In spite of the judgment and the support he had received from his fellow pilots, Captain Hicks was not welcome anymore by the CAT higher management. Very saddened by his wife's and the other passengers' death, he moved back to his hometown where he started an air ambulance service. CAT as a civil commercial airline did not survive much longer after the crash of this Boeing 727. Captain Hicks passed away in 2001.

At this day, Captain Donald Bussart and Charles Rountree are possibly the only two survivors of AURI's foreign airmen.

From Bob Willett:

I thought I would alert you to a new project being organized by Clayton Kuhles, Diego Kusak and me, organizing an expedition to Yunnan Province to search for CNAC # 60 in the fall of this year. Many of you know Clayton and are familiar with his expeditions, which have uncovered a number of aircraft wrecks of both CNAC and Air Corps planes in the Hump area. His website is MIArecoveries.org where complete information can be found on his success stories which include wrecks of Rosbert and Hammill's CNAC # 58 and Russell Coldren's CNAC # 77.

CNAC # 60 was a C-47 flown by Capt. John Dean, Co-pilot Jim Browne with R/O K.J. Yang that disappeared on November 17, 1942 on a flight from Kunming to Dinjan. No trace of the plane or its crew has ever been found. John Dean, from St. Peter, MN, was a former Flying Tiger with 3.27 "kills" to his credit when he joined CNAC in July 1942. Jim Browne was a 21 year old flier from Winnetka, Illinois, who had flown with Air Transport Auxiliary in England from May 1941 to March 1942. He joined CNAC in the U.S. and flew from Miami to Calcutta in October 1942. Jim was my cousin.

We are hoping to get funding from sources in China, since the U.S. government, veteran's organizations or other U.S. sources have shown little interest. Of course, we would welcome donations from any members of CNAC who wish to help. Just email claytonkuhles@cableone.net or mail a check payable to Clayton Kuhles, Box 12871, Prescott, AZ 86304-2871.

For any other information, please contact Clayton or me (willettr@bellsouth.net.)

Lowell Thomas Interviews Pan American Chinese Pilot
In December, 2007, Barry Martin sent us a copy of Lowell Thomas' interview of Moon Chin on April 23, 1943, which he found in the Pan Am collection in the University of Miami Richter Library.

LOWELL THOMAS: The newspapers, the radio, and the news reels have been scouting around getting stories from people connected with the Doolittle bombings of Japan, and I have been doing the same, and I have located the pilot who flew General Doolittle from China to India after Jimmie had landed in the mountains of China, lost for weeks, after the Rokyoo raid.

The pilot, Moon Chin is Chinese, but an American citizen. Moon Chin is an ace flyer of the Pan American extraordinary airline that flies the tremendous route from China to India, over the Himalayas; the Chinese National Aviation Corporation. In Chinese it is called the Middle Kingdom Space Machine Family.

Well, Moon Chin took off from China for India and he didn't notice his passengers particularly—that is, until he made an unscheduled and highly informal stop.

But now, let's have Moon Chin tell just what happened.

CHIN: I was flying when I was warned that a Japanese patrol plane was nearby so I landed in a small field and camouflaged the plane with mud and leaves.

I had the passengers conceal themselves in the woods nearby. After an hour I received a signal that all was clear. I got my passengers back into the plane. Then I noticed one of the passengers, a soldier, with a small dirty face and a growth of beard, but all the same I thought I recognized that face. I looked and honestly, after I looked at the passenger list, I could read his name Doolittle. No wonder his face was familiar. Ten years before I had seen Jimmie Doolittle's plane, when he was making exhibition flights in Shanghai.

Here he was again, the hero of the bombing of Japan. I didn't have a chance to talk to him; I was too busy getting the plane on its way again.

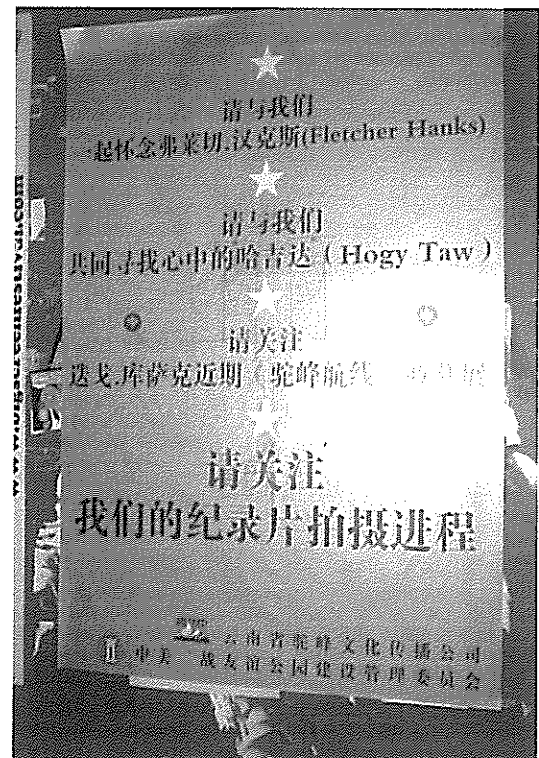
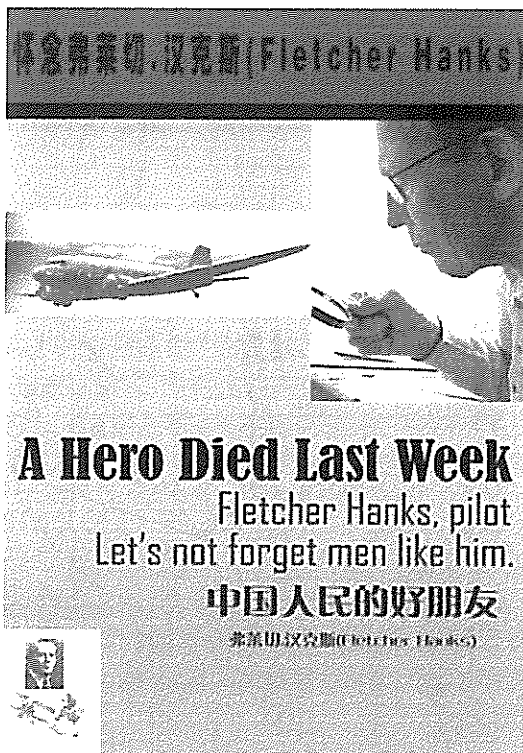
THOMAS: Moon Chin has been telling me that his next stop at that time was to be the Burmese town of Michna (?), which was a most dangerous place. The Japs were storming forward then and they were about to seize that airport at Michna. Jimmie Doolittle recognized the course that Moon Chin was taking and sent him a scribbled message, sent it up by the stewardess.

CHIN: Yes, he sent me a note telling me that at Chungking that morning the American Ambassador told him that the Japs were certain to be in Richenal before the end of the day. I could only replay that the China National Aviation Corporation would not let me down, that they would inform me by radio if the Japs had reached Michna.

(continued on page 18)



Memorial wreath for Dick Rossi sent by
CNAC Association





Camille Hicks Asbelle and Maggie Williams, half sisters and daughters of John De Tarr Hicks, during the first moments of meeting after Camille's nearly 50 year search.



Hogy Taw ceremony for Fletcher Hanks on March 23, 2008

(continued from page 15)

THOMAS: in other words, you put your trust in the Middle Kingdom Space Family, and quite correctly, it appears.

Moon Chin tells me that when he arrived at Michna the Japs were just over the hill. You could hear the rifle and machine gun fire. 5,000 refugees jammed that flying field and Moon Chin began to load as many on board as he could, and the normal capacity of the plane was 21, but soon he had 30 in his cabin, then he had 50 passengers in there, and then he got another note from General Jimmie Doolittle.

CHIN: Yes, this time the note says that I didn't know what the Hell I was doing, that I was overloading the plane. I had often carried that many passengers under fire. I got 60 passengers on board and took off. General Doolittle said he thought probably he should have flown back the way he came.

THOMAS: Meaning by "back the way he came", back over Japan and Tokyo?

CHIN: Yes, and he would have protested more than ever if he had known what we discovered when we arrived at Calcutta. At Michna, after the 60 passengers were in and the cabin doors were locked, eight more passengers climbed into the rear of the mail compartment before the plane got off the ground.**THOMAS:** That is terrific. No wonder Jimmie Doolittle thought, "Take me back by way of Tokyo!"

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Daughters of John De Tarr Hicks meet for the first time after nearly fifty year search! (And no, this is not from the National Enquirer)

Many of us have enjoyed exploring and learning new things about family members and old friends on the CNAC website. We recently heard from Maggie Williams of Ellenton, Florida who, thanks in part to a clue on the website, learned that she was not an only child! In the late spring of 2007, her son called to say that a woman had contacted him asking her for his mother's contact information. This woman, Camille Hicks Asbelle, is Maggie's half sister, and once they got in contact, they learned that their paths had crossed a number of times, but without their having met, though Camille had been searching since their father died in 1960, when Maggie was only 13. Camille has a twin sister who lives out of the country. There is a photo of Maggie and Camille on page 17, taken within the hour of their first meeting. We are hoping to see Maggie at the reunion, and hear the whole story from her.

This is another in a series of essays written by Bert Coulson, probably in 1944, during his time as a CNAC pilot.

THE DEVIL IS MY CO-PILOT

If God is Colonel Scott's co-pilot, then the devil must be the aerial counterpart for most men who fly. No self-respecting deity would be willing to associate with most airmen in such a capacity. And if He were present, He would undoubtedly give up the great majority as a collection of lost souls. In all respect to the Colonel, however, suspicion exists that the egoistic title for his book on Oriental flying may have been the inspiration of some Bright Young Man in the publishing house.

But such matters can be left to the theologians, for every man's serious opinion relative to God is his own private affair, and a problem better left to his own conscience. However, when it comes to a discussion of co-pilots and their sometimes Satanic proclivities, there lies a subject upon which every pilot feels qualified to hold forth far into the night.

The penchant for berating or praising the guy across the aisle in the starboard seat was especially present among CNAC birdmen, since all our co-pilots and radio operators were native Chinese with highly varied backgrounds and qualifications. As a matter of fact, there seemed to have been only two qualifications necessary when they were hired: first, they were required to know...in quite a general sense...what an airplane was; and second, they were supposed to have command of written and spoken English. It was in the language category that most of the difficulty occurred, inasmuch as their training in English had been directed toward use in business, and not in aircraft, and try as they did, more often than not their spoken English sounded like nothing so much as the translation of a laundry ticket.

The Chinese co-pilots and operators were not, of course, to be blamed for such a situation...the company was willing to hire them, and they were willing to work. It was taken for granted that the captains, in those rare moments when there was little to do in the airplane, would endeavor to teach the Chinese what they knew about airplanes. And some of the co-pilots were quite good, both at speaking English and flying. Many were ex-members or washouts from the Chinese Air Force, and sincerely tried to be of all possible assistance to the captains. But the language problem was an almost insurmountable one, and most pilots gave up instruction as a thankless task, flew the plane alone, and permitted the co-pilots to just sit there and ride, read, sleep or watch the scenery go by.

To be perfectly honest, most pilots welcomed a passive co-pilot who was willing to keep his hands off the controls and gadgets. It was considered easier to do all the work alone than to continually be correcting his colleague's mistakes. But of course these were native-born Chinese and they were extremely conscious of losing face. Many felt that they must be

doing something, since they nominally were flyers, and insisted on being allowed to save face by being busy fiddling with the throttles or turning a heat control on or off. But these incorrigible face-savers were in the minority, and methods had long since been developed to keep their restless hands away from vital controls, knobs, buttons and switches.

The methods in vogue were novel to a peculiar degree, but effective nonetheless. One of the less drastic was Car Brown's contribution. On entering the cockpit, he merely reached across the aisle, folded his co-pilot's hands across his chest, and took off. If the luckless lad happened to let his nervous hands stray toward the controls, Brown gently replaced them in the chest position. A refinement of this procedure including placing the errant co-pilot's hands on his knees, and strapping them down with the safety belt. However, other means failing, the cooperation of the Operations Department was indicated. The face-savers were regularly scheduled on the most difficult and dangerous flights until they realized that many things were more important than maintaining a haughty indifference to the necessary orders of the first pilot.

To the credit of most of the Chinese crewmembers, they soon learned the value of the cooperation and a number evidenced such sincerity that they were allowed to check out and become captains of their own ships with full status. But if a co-pilot persisted in making life difficult for all and sundry with whom he flew, then the last resort was used...he was scheduled day after day with "Indian Jim" Moore. This was a most drastic measure, for Moore had developed a system that would have put the Spanish Inquisition to shame. He never divulged what his methods were, but they must have been rigorous: the most stubborn crews would return from flights with him pale, shaken and subdued. Most of us had joined CNAC on the naïve assumption that our Chinese crews would respond to kindly treatment, but not Moore. He had taken it for granted from the start that generosity is a sign of weakness to any Oriental, and he was right in respect to the more difficult ones. At any rate, the "Moore Treatment" sufficed to strike terror into the hearts of the incorrigibles and neatly solved the related problems of discipline and face-saving simultaneously.

One of the rebellious co-pilots who was finally turned over to "Indian Jim" Moore had been responsible for a novel experience in which Captain "Pete" Petach learned something new and different about takeoffs. He was rolling merrily down the runway for a takeoff one rainy day with a full load aboard, and realized he would need at least ninety miles per hour to get his fifteen tons of airplane and load into the air. So he was a bit surprised to discover that upon attaining a mere sixty miles per hour, his co-pilot had casually reached down and pulled up his landing gear. His propellers began chewing up great chunks of runway instead of the less resistant air, and he finally skidded to an undignified halt in a rice paddy at the end of the field.

"I've heard of belly landings," Petach commented later, "but that's the first time I ever had occasion to try a belly takeoff! Speaking as the voice of experience, you can inform all your co-pilots that it is not recommended policy in a land plane. My fair-haired boy undoubtedly proved that he knows where the landing gear lever is located, but his timing is questionable."

Someone wanted to know if Petach had told the co-pilot to wait for a signal before pulling up the gear.

"Sure I told him," Pete went on, "but that guy says 'yes' to everything. I'll never trust that joker in an airplane with me again unless I have him handcuffed to the seat. Hell, I might shout 'Gear up' at him next time, and have him switch off both engines just to prove he knows how to do that, too!"

"Well, there you are," Bill Bartling commented. "It just proves you can't take anything for granted in a damned airplane and the human element least of all...present company not excepted. But that co-pilot couldn't claim it was lack of oxygen that caused his error; that field is only six thousand four hundred eighty two feet above sea level, and Doc Richards says you don't need oxygen under ten thousand feet."

Bartling was undoubtedly the most argumentative, as well as one of the best informed, of all of us, and his possession of a photographic memory was no deterrent. There was no argument here, however, we all knew the field to be approximately sixty five hundred feet in elevation and oxygen was not required for take off there.

"Speaking of oxygen and co-pilots..." another pilot began. It was Cap'n Jack Blackmore, who was famous for his Clark Gable ears and notorious for his tall stories. It was rumored his ears caused such a terrific drag that he went into a spin from loss of airspeed every time he stuck his head out of the cockpit.

"Nah, this is on the level", Blackmore protested. "I had a radio operator who considered it unmanly to use oxygen at all, and I had to watch him like a hawk. We were coming back to India the other day at twenty-four thousand feet and he was sitting back in the radio compartment with his oxygen mask off. I told him to put it on, and forgot about him for an hour. I just happened to look back aft for some unknown reason, and there was the radio operator, way back in the tail trying to crawl forward on his hands and knees. It looked as if he had become sick and had gone back aft to lose his lunch."

"What did you do?" Jim Monihan wanted to know. "Cut your engines and spin down to ten thousand feet?"

"Now, Jim, don't give me that noise," Blackmore went on in an injured tone. "I just grabbed the portable oxygen bottle, ran back, and forced oxygen down his throat."

Monihan, suspected Irish, couldn't resist another jibe. "In the dear old Ny-vee, they used to force brandy down our throats when we were in trouble. We carried a quart of mercy rations for such purpose."

"You were probably in trouble all the time", Blackmore rejoined. "But that radio operator was in bad shape. His teeth were already set and he was as cold as a nudist in Alaska. When he revived, he couldn't remember anything but having gone back aft to be sick in privacy. It taught him a lesson though...he sucked enough oxygen on the remainder of the trip to supply all the forts over Europe. Why, he was so full of that stuff that he practically floated when we landed...with that much helium in him he would have gone right out of sight! As it was, I was afraid to go near him with a lighted cigarette for fear that he would explode."

"Nothing to it", Monihan scoffed; "A plain case of loss of lunch versus loss of face, and he lost both in the process. But I maintain you can't outdo the co-pilots. I had one so eager to make good that he not only lost physiognomy all over the place but also dispensed with a three hundred pound oxygen bottle and half the side of my airplane besides."

"Yeah, I remember the day that big green bottle came sailing through the side of your plane just after you had taxied in beside me", Bartling recalled. "That damn thing came sailing completely over my plane and landed on the other side. It looked like a torpedo out of water; just what happened there, Monihan?"

"The explanation is simple," Monihan replied. "My ambitious co-pilot decided to move a full oxygen cylinder to a better position in the plane and in doing so he broke off the valve. That cylinder immediately took on the characteristics of a rocket, and with such high pressure on a hot day, she had to go someplace...out the side of the ship she went, and luckily didn't hit a gas tank in the wing."

"Gas tank, hell!" Bartling exploded. "If that ersatz torpedo had hit me, there would have been misery in the heart of my ever-lovin' wife! But you gotta give the co-pilot credit; he was only trying to be helpful."

"Of course," agreed Monihan. "As a matter of record, he was a damn good boy. I let him make a landing one day and it was so good I was afraid to make any more myself with him along...I probably would have bounced it higher than a cloud and lost face by the yard. He was a pretty good navigator too>"

"Yeah, some of them can navigate pretty well," Petach commented. "Glen Carroll had a co-pilot who could navigate either in the air or on the ground. When Carroll was forced down on a sand bar in the Brahmaputra River, his co-pilot helped guide them out of the jungle. He took a few sticks and pieces of string, and set up a method of determining position from the sun and the stars. His method was probably as old as China herself, but it worked."

"Good man to have along," Jimmie Scoff grunted. Scoff had a reputation for piling days and nights on top of each other and flying hell out of them without any sleep. "If I could get a guy like that once in a while, I might get some sleep once in a while."

Casey Boyd, another old-timer like Scoff, always took issue with him on any issue, and rose to the occasion as usual. "Yeah? Well, maybe you didn't hear about what happened to "Fuzzy" Ball when he had to turn over to his co-pilot and go back to tie down some loose cargo. He had put the plane on automatic pilot, but while he was back in the tail the co-pilot turned off the Iron Mike and decided to do some flyin' on his own. By the time Ball managed to get back to the cockpit, she was in a screaming dive and ready to auger into the ground like a corkscrew. Hell, I've reached the point where I wouldn't leave Lindbergh himself alone at the controls! Of course I realize thee guys seldom get a chance to do any flyin', but I don't want 'em practicin' Hollywood maneuvers when my back is turned. If a bird ever did that to me, I'd be inclined to tell him to put on his little parachute and get out and walk!"

This was calculated to make Scoff sputter, and he did. "Why, you ol' Alabama hillbilly, you clay pipe Mick, you listen to me a minute! I remember Ball's deal all right, but maybe you don't recall the dark and wicked night me and my crew had to bail out. One of my men stepped out the door spry as you please, but I had to grab the other one by the seat of the pants and heave him out into thin air. You'd play hell tryin' to get that guy to get out and walk home...you've been tryin' to fly for so long that all your muscles are in your head!"

The ferocious verbal feud between Scoff and Boyd went on and on, but it was true that some of the Chinese crew members were reticent to obey when ordered to bail out. Scott McClellan, as well as Scoff, had found it necessary to leave their airplanes. But it must not be assumed that the Chinese were any more afraid to make the jump than anyone else; it was rather a matter of their background and instinctive fear of injury. Old China hands explain it by saying that the native Chinese will face immediate death without a qualm, but have an inbred fear of injury or disease inasmuch as facilities for treatment have been inadequate in the Orient for so long, and a Chinese had rather die quickly than face years of suffering. This is undoubtedly true, for there are to be seen all over China beggars with unset broken bones which obviously had been broken for years. Too, a well man in China has a difficult enough time in supporting his family, and a cripple finds it well nigh impossible. No one can escape his background completely, especially where such vital issues are involved.

One of our co-pilots, however, was a shining exception to the rule. Pete Huang had been almost fatally burned in a crash that killed the Captain aboard and the radio operator. But after a year of painful operations and hospitalization, he is till eager to fly when he is able. Thanks to the skills of our flight surgeons, Dr. Laube and Dr. Richards, he is again walking about and will soon be a well man. Peter Huang received his primary and basic training at Arizona's Thunderbird Field, and was an exceptionally promising co-pilot before his accident. Peter was most helpful in giving a better insight into the mental processes of the Chinese crews, inasmuch as he was born in China and educated in the United States, and understood both points of view.

Of all the co-pilots we had there was one who left a lasting impression in a peculiar sort of way. His flying apparel consisted of a garish sport coat, pegged trousers, pork-pie hat and saddle oxfords. A handsome little rogue was T. K. Wu, and he would have looked right at home at the corner of Hollywood and Vine. T.K. was one of the better co-pilots in spite of his bizarre costume, being quite loyal and conscientious.

It was not, however, his ability or his dress that made him memorable; it was rather his irrepressible sense of humor and the unusual direction he took in expressing it. He had learned what English he knew in a Baptist mission school and part of his education included an astounding repertoire of hymns. T. K. has a hymn for every occasion and was far from reticent in singing them in a quaintly accented tenor.

When approaching Tali Mountain, a fourteen thousand foot peak in China, Wu was wont to sing "Rock of Ages, cleft for me..." His selection for landing at a field built in the middle of a pre-war Indian tea plantation was appropriately enough, "In the Garden", as the English referred to their huge tea grants as gardens. On the trip back to India we often began looking through the clouds for the lights of truck convoys on the Ledo Road in Burma. Once

we saw them we knew it was safe to begin letting down to a lower altitude without boring another hole in the Hump. On these occasions T. K. invariably warbled the plaintive lyrics of "Let the Lower Lights be Burning". Or if enemy aircraft were reported in the vicinity, he would search the horizon for them to the strains of "No Longer Lonely". His choice for vocal inspiration when we were battling a particularly turbulent storm was invariably "Leaning on the Everlasting Arms". And on those rare instances when I felt called upon to reprimand him for something, he assumed an innocent expression and quietly gave forth with "Have Thine Own Way, Lord".

I recall only one experience for which T' K' had no appropriate hymn on the tip of his tongue. Having run into a terrific thunderstorm one monsoon night, we were hurled about the sky with such violence that he was too scared to sing a note. It seemed as if the elements had concentrated all their fury in that particular spot, and were intent upon shaking us out of the sky. Broad sheets of lightning flashed through the torrential rain and great balls of St. Elmo's fire gathered at the wing tips before rolling down the wings to disperse over the fuselage. On one of the calmer moments when the airplane had settled down to acting like a roller coaster, I glanced across to see how Wu was making out. His face was a mirror of apprehension, and I correctly guessed no one had ever told him that lightning cannot seriously damage a plane, inasmuch as it is not grounded. At least, no one ever heard of it, although it might have caused some of the unexplained crashes. But at the time I was too busy fighting lightning. So I did the next best thing...I smiled encouragingly at T. K. and pulled his cap down over his eyes to keep them from popping out. At least he needn't see the bolt he thought would hit him.

After fifty minutes of bouncing about the sky we emerged from a purple rain-filled cloud into a quite area with a hint of dawn in it. The sun, now at our backs, was beginning to light up the jungle floor and no jungle ever looked greener. No co-pilot ever did either, for that matter. But T. K. managed his usual cheery smile and lit a cigarette in relief.

"Very bad lightnings, Captain...Ting Bu Ao, you agree?"

I agreed and explained to him the comparative safety of flying through lightning. "It's the turbulence and ice in them that make thunderstorms dangerous," I went on; "You should avoid them if possible. But I'm surprised, T. K.; you usually sing a hymn when we get in a rough spot. I didn't hear a sound this morning."

"Oh, I was singing all right", T. K. protested. "But singing real low like a preacher plays. A pretty hymn, too."

"And which one did you use this time? 'Leaning on the Everlasting Arms', I suppose."

"No Captain, I remembered another one...'Ne'er My God to Thee'!"

--Captain Bert Coulson

John Richard Rossi Flying Tiger Ace Pilot of WWII

John Richard Rossi was born in Placerville, California, schooled in San Francisco, and attended the University of California at Berkeley. He enlisted in the Navy in the fall of 1939 and was selected for flight training. Upon receiving his wings and commission in 1940, he was assigned as a Flight Instructor at Pensacola, Florida.

“Dick” Rossi resigned his Navy commission in 1941 to join the American Volunteer Group (AVG) under the command of Colonel Claire Chennault. He arrived in Rangoon on November 12, 1941 and was undergoing a training program in P-40 aircraft at Toungoo, Burma when Pearl Harbor was attacked.

Rossi engaged in his first combat over Burma in January 1942 (the second time he fired the guns in the P-40 he was in combat) and flew his last over the East China front in July 1942. Most of his combat missions were over Rangoon. Dick was a member of the AVG’s First Pursuit Squadron (Adam and Eve). He also did detached combat duty with the Second and Third Squadrons, serving under all the AVG squadron commanders. He attained Ace status with a confirmed 6-1/4 victories in air-to-air combat.

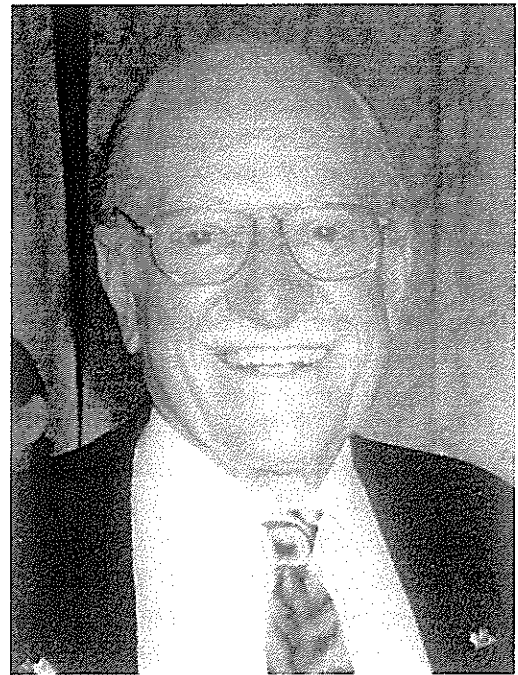


When the AVG, better known as the “Flying Tigers,” was disbanded in 1942, Rossi joined the China National Aviation Corporation (CNAC), flying supplies from India to China. By the time the war was over he had flown a record 735 trips across “The Hump.” After the war, Rossi, a founder of the Flying Tiger Line freight carrier, returned to California where he flew as a captain for 25 years, logging a lifetime of over 25,000 flying hours. He served as president of the AVG Flying Tigers Association for sixty-five years and is a member of the American Fighter Aces Association. Rossi was also a founder of a chain of restaurants that were popular from 1960 to the 1980s, the “Hungry Tiger.”

The Chinese government awarded Rossi the White Cloud Banner Grade V, China Air Force Wings (5 Stars) and the China War Memorial Decoration. He has also been awarded two Distinguished Flying Crosses, the Air Medal, two Presidential Unit Citations, a World War II Victory Medal, the Asiatic Pacific Campaign Medal with four bronze stars for the India-Burma, Central Burma, China Defensive and China Offensive campaigns, and the Honorable Service Lapel Button. In 1969 he was given a Commendation from the USAF for sustained aerial support of combat operations in South Vietnam. The AVG was inducted into the Confederate Air Force Hall of Fame in 1998, in Midland,

Texas. In 1999 Rossi was awarded the status of "Eagle" by the International Association of Eagles, Maxwell AFB, Alabama. The AVG was inducted into the National Aviation Hall of Fame in Dayton, Ohio, in July 1999. In 2007, the local Fallbrook VFW Post 1924 selected Rossi as their Veterans Day Honoree.

Rossi and his wife, Lydia, enjoyed traveling the world and in the last 10 years they were invited to China and visited 7 times. The last time they went to China Rossi was seated next to the President of China, Hu Jintao, who toasted him and thanked him for what the Flying Tigers and other American Veterans had done for the Chinese people. Rossi and his wife attended numerous air shows with the other members of the Flying Tigers. He loved being with his family, going on Boy Scout hikes with his son, and growing avocados.



Rossi succumbed to complications from pneumonia and passed away peacefully at his home surrounded by his loving family on April 17, 2008. Rossi lived in Fallbrook for the last 35 years and is survived by his wife Lydia Rossi of Fallbrook; son Anthony Rossi of San Diego, and numerous other relatives.

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Charles Osborn Rountree, Sr., had a safe and peaceful passage February 21, 2008, at home in Fort Myers, FL surrounded by his loving family. This honorable man was a husband, father, grandfather, great-grandfather, brother-in-law, uncle, father-in-law, nephew, friend and World War II pilot. Charles's childhood dream of becoming a pilot was inspired by his hometown hero, General Claire Chennault. Chennault who at the time was a Captain with the US Army Air Corps, upon coming home to Gilbert, Louisiana for short leaves, would land his plane in a field outside this rural town. Unknown to Charles, also raised in Gilbert, at this young age, his hero, Claire Chennault, would be a part of a life altering decision.

Charles made many differences in the world, most proudly, by serving his country from 1941 to 1945. As a China National Air Corporation (CNAC) pilot flying 620 plus missions over "the Hump," as the Himalayas were known, Charles and his fellow pilots flew every day from Dinjan, India to Kunming, China since Japan had captured all land routes to China. They delivered much needed supplies, clothing, fuel, and soldiers to the Chinese and to the Flying Tigers headed by General Claire Chennault. The best route, from Dinjan to Kunming, about 500 miles long, crossed a

series of mountain ranges up to 16,000 feet high which harbored some of the worst weather in the world pushing pilots and aircraft to extremes. The motto of the CNAC was "Send me men to match my weather."

From 1952 to 1967 Charles, wife Genna and their three children lived in Indonesia. There, Charles was a corporate pilot for the Standard Oil Company flying DC-3's carrying company personnel, their families, and cargo to various oil fields, Djakarta, Bali, Singapore and Hong Kong. The children of the refinery employees, needing to fly to various small towns, remember being welcomed onto the plane and invited into his cockpit to sit in the co-pilot's seat to hold the steering wheel and "help fly the plane!"

Fifty years after the end of World War II, Charles received his medals for flying these hazardous missions over the Hump. A special act of Congress recognized his contributions to the war effort and awarded the Distinguished Flying Cross and Air Medal, the World War II Victory Medal and the Asiatic-Pacific Campaign Medal with four Bronze Stars.

Fletcher Hanks

Many of you know that Fletcher Hanks left for Hogy Tau on March 16, 2008, after a long life of adventure and service to others. He was active in the leadership of the CNAC Association until his death, and had traveled to China just this past fall after the reunion, and was the guest of honor at a birthday party held for him. A memorial ceremony was held in his memory at the Hump Bar/Lounge on March 23 in China, and plans are still in the works for a service for him here at home. President Bill Maher sent the following note which was read at the ceremony in China:

The CNAC Association members deeply appreciate the recognition and honor being given to Fletcher Hanks today at the Hump Pilots Bar. Celebrating Fletcher's return to Hogggy Tau, High in the Himalayans, the eternal resting place, for all CNAC pilots.

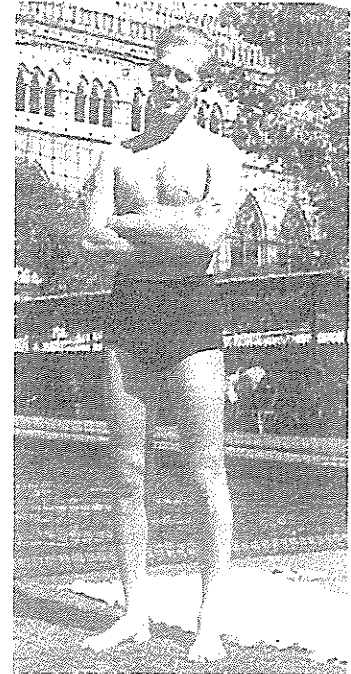
Fletcher Hanks' return to the crash site of CNAC 53 in 1996, and the subsequent publicity in China and America gave recognition to CNAC's contribution to the Chinese Victory over the Japanese War of Aggression and to the long standing friendship between the Chinese and the American people.

It is the goal of the CNAC Association to perpetuate this relationship and our second-generation organization intends to continue this special friendship between our peoples.

*Humbly Yours,
Bill Maher, President
China National Aviation Corporation Association*

Diego Kusak, who attended the ceremony and contributed the photos on pages 16 and 17, described the event:

We started by playing the sound of an air raid siren. We then explained the role of CNAC during the war. There were speeches, including a VIP from Yunnan and aviators who praised Fletcher. I read Bill Maher's note and thanked everyone on behalf of Fletcher's family. I told everyone about the upcoming exhibition in the Kunming City Museum. The balloon release was very emotional. We played "Tea for Two" at that moment. We had music from the period throughout the ceremony. We had several posters about the future search for CNAC #60, the documentary and the exhibition. We had a dinner featuring Fletcher's favorite foods, including ice cream. Everyone at The Hump Bar did a lot to honor Fletcher.



We will miss you, Fletcher!

This story and the photo on the next page appeared in the San Francisco Chronicle, February 17, 1914. You can read daughter Renee's account of Lym's life page 30.

Chinese Boy Becomes Aviator To Teach Soldiers in China-- Arthur Lym Is First Oriental in America to Set Aero Record

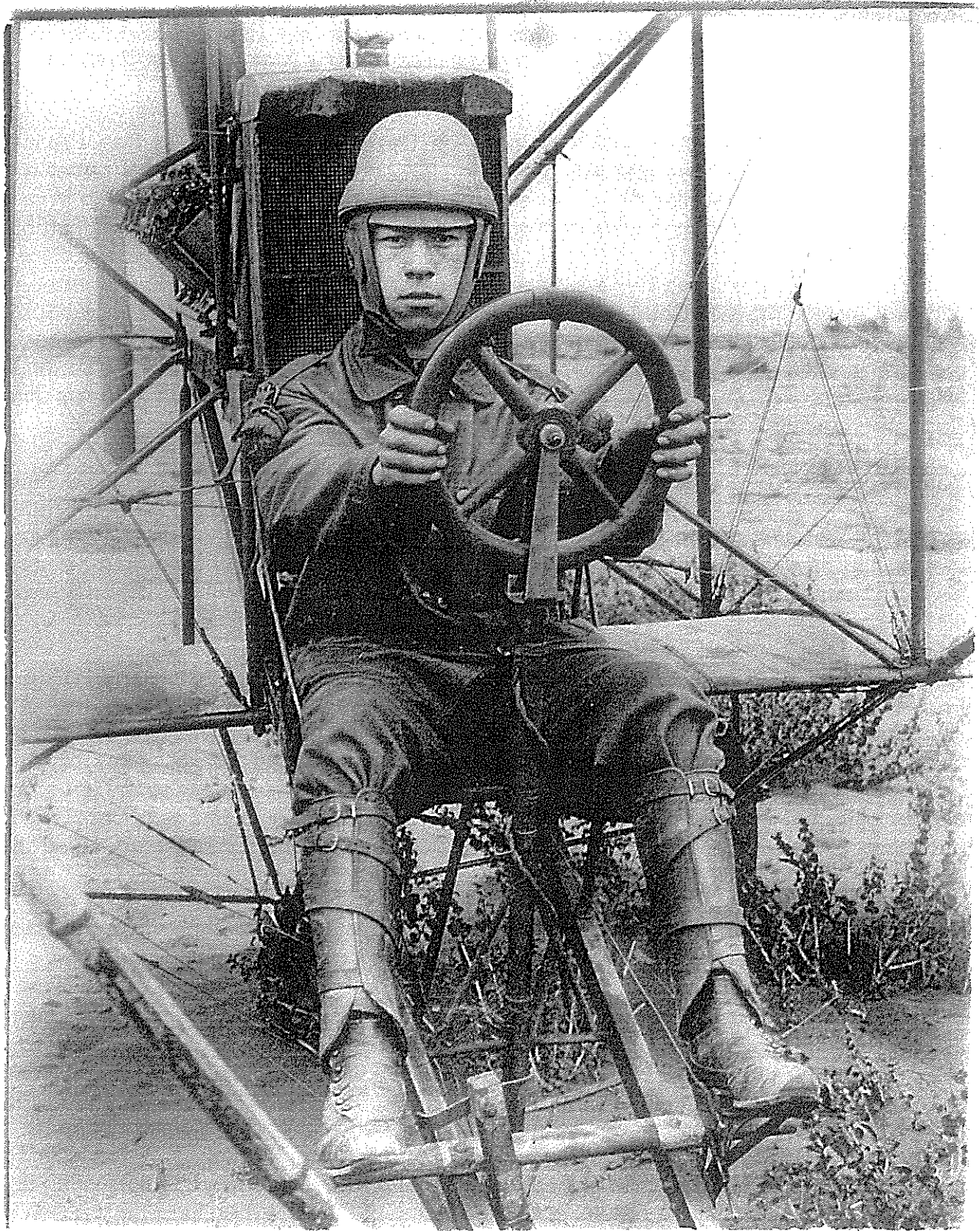
Having established a new record by alighting with the engine of his aeroplane "dead," Arthur Lym, a Chinese youth born in San Francisco, has returned to this city from the East, probably the first Chinese in the United States to become a scientific birdman. Lym, who attended the University of California, and who took up a special aviation course in New York, recently astounded American flyers with one of the most remarkable lighting feats on record.

Having flown several thousand feet in the air, the young Oriental stopped his engine purposely and then by masterful guidance of the machine came to earth as easily as a bird, within forty inches of the spot he started from.

Lym proposes to set up his machine in San Francisco and demonstrate his ability. In March, however, he will leave for China, where he will be the official representative of the Curtiss Company. Exhibition flights before officers of the Chinese government will probably result in Lym being accepted to teach the art of aviation to soldiers of the new republic. Lym uses a combination hydro-biplane of the latest Curtiss type. In the East, he was considered one of the most careful and expert flyers. On one occasion, he flew over Lake Keuka, NY, with the temperature at zero.

The aeroplane, which the young Chinese will take to China, is painted in red and yellow, the colors of the Chinese Republic.

Previous to becoming an aviator, Lym was assistant manager of the publication, the Chinese World, published here.



Arthur Lym, Chinese aviator, born in the United States, who has been given an important mission by the Chinese Republic.

Renee Lym Robertson has written this wonderful account of her father Arthur Lym's life, which is of particular interest, not only because he took his training with the Wright Brothers but he also introduced aviation to China. Patti Gully is currently working on a book recounting Lym's life. Look for Renee at the reunion in September!

Arthur Fook Yuen Lym was born on December 27, 1890 in San Francisco, California, one of five boys and two girls. His birth certificate states that his father was a poultry farmer. His grandfather was one of the thousands of laborers brought in from four counties outside of Canton to work on the Pacific Railway, which was completed in 1862.

In the late 1800's the Ching Dynasty was deteriorating and the country was in turmoil. Two scholars in the Imperial Court and other members of the Court formed a movement for reform introducing moderation from the West. Empress Cixi ruthlessly suppressed this movement, which sought aid from overseas Chinese for the purpose of training young men for a "Reform Army". Schools were set up in San Francisco and Los Angeles and in Canada.

Young men were encouraged to study the new field of aviation in hopes of eventually forming an "Aviation Army". Since Arthur Lym was a young student in the San Francisco school, he was selected to attend the Curtiss-Wright School of Aviation on the East Coast. With tuition provided by the Chinese World Daily Newspaper in San Francisco he entered his flight training in 1911 and graduated with a F.A. I. Aviator Certificate #245 on March 13, 1913.

At the age of 24, on June 14, 1914, he boarded the steamship "Cheyo Maru" in San Francisco destination Hong Kong and Canton. He had been appointed the official representative of the Curtis-Wright Company in China and on board with him was the latest Curtiss combination hydro bi-plane painted red and yellow, the official colors of China's new republic. When he arrived in Hong Kong, the plane was impounded by the government and he was not allowed to fly it on to Canton. He appealed to Dr. Sun Yat Sen, then president of the new republic. Dr. Sun negotiated with the British-ruled Hong Kong government resulting in the release of the plane to Arthur Lym.

Once established with an airfield in Canton, Arthur conducted demonstrations in Swatow and Fukien Provinces where the people saw a "Big Flying Bird" for the first time. Thus began aviation in China.

In the following years aviation schools were established and by 1920 the Aviation Army was firmly established in Canton. Advisors, instructors, and technicians were hired from the USA, Russia, and Germany. Two facilities were built for maintenance and manufacturing where cadets were trained on Jennys, Russian bombers (S.B.), and Corsairs and maintenance was done on OX5 engines and other equipment.

By the mid-20's many overseas Chinese had entered the "Air Army". Pilots such as Art Chin, Bing Chin, Ben Chin of CNAC and Jack Young of CATC. When Dr. Sun Yat Sen Died and Chiang Kai Shek became president of China, the Cantonese Air Force with 450 trained pilots was absorbed into the central government in Nanking. The man in the "Big Flying Bird" became the beginning of history of aviation in China.

CHINA NATIONAL AVIATION CORPORATION
ASSOCIATION

W.J. Maher
President

P.O. Box 984
Jackson, MI 49204



REUNION 2008

SAN FRANCISCO - EMBASSY SUITES, BURLINGAME, CALIF

SEPTEMBER 3, 4, 5, 6th, Depart on Sunday September 7th after breakfast

Hello CNAC Members-Associates-Interested Parties;

Our 2008 Reunion will be held in September at the Embassy Suites, 150 Anza Boulevard, Burlingame, CA 94010. Phone (650)342-4600 or Fax (650)343-8137. Tell the representative that you are with the CNAC Association group and ask for the special room rate of \$109.00 US. Breakfasts are included. Please do not delay in making your reservations as the Hotel will only hold these blocks of rooms for so long.

The Reunion will start, this year, on Wednesday Sept. 3rd at 1:30 pm. Barry Martin will be showing a DVD on Royal Leonard's flight career with CNAC from the 1930's thru the 40's. Starr Thompson and I will be there to greet you and give you your name tags prior to the event.

We will dine as a group on Saturday, September 6th. The menu for the CNAC dinner will be Prime Rib of Beef complete with side dishes, dessert, and wine/coffee/tea. Pre-dinner cocktails will be served in the Hotel Lobby...free

Moon is hosting Friday Dinner at his lovely home...Friday, September 5th, starting at 2:00 pm. He needs to know who will be coming so that he can plan dinner/seating accommodations.

Please mail the completed form to me with your check made payable to CNAC Association-Reunion. Should you find it necessary to cancel, for whatever reason, please contact me, and, I will refund your deposit.

	<u>No persons</u>	<u>Total</u>
Registration Fee.....	\$ 50.00 per person	_____
CNAC Dinner- Saturday.....	\$ 50.00 per person	_____
CNAC Yearly Dues...\$ 35.00 per member/associate/interest	_____	_____ ***
*** If you've already paid....Please disregard		
<u>Friday Dinner.. Moon Chin-Host... Number of Persons</u>	_____	_____

See you at the Reunion!!!

Valerie
Valerie Parish Kendrick (dau of Len Parish) Co-Pilot to G.R.Shrawder-Sec/Treasurer.

Mail completed form to:

Valerie Parish Kendrick

252 South Main St.

Willits, CA 95490

Phone# 707-459-5165 Email.... rosebud@saber.net

CNAC CANNONBALL

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