



The DC-2½, one of the world's most famous airplanes, was conceived out of pure ingenuity. Captain Hugh "Woody" Woods was flying a China National Aviation Corporation (CNAC) DC-3 with a full load of passengers from Chungking to Chengtu. The Sino-Japanese War had been raging since August of 1937. Warned before leaving Chungking that Chengtu was under a "blackball alert" (a Chinese air raid warning of Japanese planes approaching), Woody landed at Suifu, a small field en route - only to find that Suifu was under a "redball alert", meaning attack was imminent. The pilot had barely landed and unloaded his passengers when a Japanese 100-pound bomb went through the right wing of the plane and exploded on the ground, completely destroying the wing. Knowing the Japanese would be back to finish the job, Woody and his passengers hid the plane in the woods at the edge of the field and notified the CNAC homebase in Hong Kong. Back at homebase, CNAC Chief of Maintenance Zygmund Soldinski, in attempting to save the irreplaceable plane, conceived the idea

to try a wing from a DC-2, the only available plane in Hong Kong at the time. A DC-2 had the same wing butt as a DC-3, but was only about two-thirds as long and had only half of the attaching bolts. When the DC-2 wing was removed, it was strapped to the belly of another DC-2 and flown to Suifu via Chungking by Captain Hal Sweet. Besides the wing, Sweet had a full load of passengers including Arnold Weir, CNAC's highest ranking American supervisor, and his crew of volunteer Chinese mechanics. After the wing was installed on the DC-3, Weir flew out with Sweet to Chungking where they picked up a full load (1000 kilo over gross) and returned to Hong Kong, thus completing the first flight of the DC-2½. A new wing was finally received from Douglas Aircraft and the almost priceless plane was put back into regular service. The incident made the DC-2½ a famed member of the reknown CNAC fleet that pioneered the Hump route over the Himalayas from India to China prior to the United States' entry into World War II.



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1983

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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
JUNE S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	AUGUST S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	2	3	4	1	2
3	4 Independence Day	5	6	7	8	9
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24	25	26	27	28 SEPTEMBER 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	29	30
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