

HIGHLIGHT



CENTEX

The cutoff date for the newsletter is the 25<sup>th</sup> of each month

**Honoring American Military Aviation through Flight, Exhibition and Remembrance**

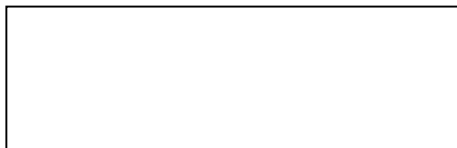


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The official newsletter of  
The Central Texas Wing  
Commemorative Air Force  
1841 Airport Drive  
San Marcos, TX 78666  
(512) 396-1943  
[www.centexwing.com](http://www.centexwing.com)  
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HAPPY NEW YEAR 2012



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**NEXT MEETING IS: JANUARY 11, 2012**  
**CAF HANGER SAN MARCOS AIRPORT**  
**7:00 PM.**

**MAIN DISH IS: Spiral-cut Ham w/Pork N' Beans**  
**Thank You: Richard & Sharon Hall**

**STAFF MEETING: 1 p.m. Saturday, Jan 7, 2012**

### **FINAL COMMENTS FROM THE CAT** **HERDER**

**By: Grant Lannon Wing Leader**

I would like to start out with the last sentences from the December Column: "Thanks to you all for your support during the last two years while I was Wing Leader. We have, thanks to you, one of the best units in the CAF!" Looking back over the last year, we have accomplished a lot to be thankful for. We lost **Ed McCafferty** in January and saluted his service to our unit with a flyover of Ft. Sam National Cemetery. We did several Young Eagles events at the hanger during the year. We did a four-ship flyover at Lakeway for CAF member **Carl Vernon** in February. In March, we completed **Bill Fier's** checkout in the Kate and he is now an enthusiastic supporter of Tora. In April, we flew the Boerne Butterfly Festival, Camp Mabry WWII battle simulation on two days and closed out the Valero Golf tournament with a four-ship flyover. We also had the bi-plane fly-in at the hanger on April 30th. I attended two CAF HQ Safety and Standardization meetings in Dallas during

the year. It is a successful way for talk between units on issues we need to address. In May, we did flyovers at the Onion Creek Golf Course, Scott & White Hospital, Salado and Bastrop for Memorial Day. We also took a three-ship to the Hondo Airshow. The July 4th weekend we took a formation over Wimberley and Waller. In August we put together a four-ship for an Iraq KIA and flew it over Waller to put his name on a plaque in the stadium. We put a four-ship up over the Canyon Lake 9/11 ceremony on that date and, later in the day, a two-ship over a ceremony at dusk at Bay City. October was busy with the Sheppard AFB airshow and Wings Over Houston. The U-3A and the Zero went to Randolph AFB airshow at the end of the month. We had no airplanes at Airsho in Midland but several of our members attended and I flew as an instructor in the back of PTs at the TRARON clinic in Odessa before the show. We hosted the EAA Poker Run at the hanger on October 29th. We had our usual flurry of Veteran's Day flyovers (detailed in the last newsletter) and our successful Hanger Dance on the 12th. Weather was too bad to fly on "Fly Day" on December 12th, so we put it off until Spring/Summer and had a jovial Christmas gathering in the Officer's Club. I am sure that I have missed other events that we hosted in the hanger but just putting this together is humbling because you realize how much time, money, and

dedication came from CENTEX volunteers in 2011. Here's to our continued success in the New Year!!!!

### COMMENTS FROM THE **NEW WING LEADER**

By: **Richard Hall** Wing Leader

HAPPY NEW YEAR! I hope each of you and your families enjoyed some time off and had a pleasant holiday season. Now it's time to get down to business with an eye toward to another great year at the Centex Wing. I am pleased to be your Wing Leader and welcome the opportunity to work with all of you during the coming two years. Please do not hesitate to contact me or any staff member regarding concerns, issues, etc. and especially with ideas to make our unit better. I have enjoyed being your Safety Officer for the last year and the PX Officer for almost two years. I will be relinquishing those positions to give me appropriate time for the leader's duties. The Centex Wing is a healthy and viable unit of the Commemorative Air Force and I would hope that it is your desire, as well as mine, to make it better. Let's work together to make 2012 a memorable year for the unit! My wife and I will be furnishing a spiral-cut ham with pork and beans for the main dish at the January meeting on the 11th. Please bring some side dishes and desserts for the meal. **I will have a signup sheet at the meeting for you to take your turn providing the main dish.** This need not be burden on you since **Jim Liles** will offer to repay you for any part or all of your expense.

I hope you will be present for the January meeting and for the rest of the year. If there is any unfinished business that I'm not aware of, please do not hesitate to contact me by phone or email.

One last thing: It's time to pay your annual dues to the Wing. Please bring your check, made out to Centex Wing in the amount of \$50.00, to the meeting or mail to Finance

Officer, Centex Wing, 1841 Airport Rd., San Marcos, TX 78666.

See you at the meeting!



### **EXECUTIVE OFFICER'S REPORT**

By: **Col. Buck Willis**

Happy New Year!



### **OPERATIONS OFFICER'S REPORT**

By: **Col. Grant Lannon**

#### C-17 crash report exposes cracks in USAF safety culture

(Edited from [www.flightglobal.com](http://www.flightglobal.com))

Pilot error is the US Air Force's official cause for the first fatal crash of a Boeing C-17, but the service's investigation report has also exposed lax oversight of an over-aggressive flier who was allowed to repeatedly perform an unsafe airshow routine.

The crash report also echoes the findings of a 16-year-old Boeing B-52 crash that ranks as one of the darkest chapters in USAF history and sparked a movement to reform the service's management and safety culture.

Aviation safety experts have already seized on the new report detailing how the C-17, code-named Sitka 43, crashed at Joint Base Elmendorf-Richardson in Alaska within the first minute of a planned 12 minute routine. Despite its brief duration, the flight was still long enough for the pilot to deliberately break several safety rules despite several opportunities for his peers and commanders to stop him.

"Here we go again," says John Nance, an ABC News aviation consultant and former Lockheed C-141 transport pilot. "This is going to put aerial demonstrations for large airplanes under scrutiny. I think they need to stop."

The crash report describes the pilot as highly respected by his peers, and who was selected as his Alaska Air National Guard unit's first air show display pilot.

But in seeking to "put on a good show", he had developed an unsafe flight profile for the C-17 that he repeatedly performed over large USAF audiences in 2009 as he toured with the USAF Thunderbirds.

On 28 July, he and three crew members took off in a steep, 40° climb. The crash report notes that two major errors were made within the first 10 seconds of the flight. In the steep ascent, the aircraft's airspeed never came within 33kt (61km/h) of the USAF's mandatory minimum for the C-17. Secondly, he leveled off at 850ft (260m) above ground level: barely half the minimum altitude required for the maneuver. But despite the mistakes, the C-17 was not yet at risk of crashing, the report says.

The pilot then banked the left wing by more than 60° to rapidly turn the C-17 by 80°. To reposition the transport for a high-speed pass of the runway, he then began a 2.4g, 260° right turn.

He then banked the right wing by more than 60° - rather than the USAF's "prescribed", 45° bank limit - the C-17 was actually travelling 6kt below stall speed, according to the report. That triggered an automatic stall warning system, including a stick-shaker and the word "stall" repeated over the intercom.

This warning was initially disregarded as the pilot had trained the co-pilot and other peers that it was a false warning during such a maneuvers, the report claims.

It is not clear whether the pilot was aware that the crew had retracted the flaps before starting the 260° turn, which removed vital wing surface area for lift in such slow-speed conditions.

As the aircraft passed into a deep stall, the safety observer swiftly repeated a phrase three times: "Watch your bank." Although the C-17 was already in a deep stall at low altitude, the aircraft may have been recoverable. However, seemed "channelized" on completing the turn, the report says. He reversed his stick pressure, but at the same time applied left rudder, which made the stall even worse. The C-17, already dangerously low, crashed within seconds.

Although pilot error has been blamed for the crash, the USAF's accident investigators also focused on the command climate. "Because he was an accomplished aviator, leadership allowed him to operate independently with little or no oversight," their report says.

The investigators also found evidence of lax procedural enforcement in the 3rd Airlift Wing. The checklist used before aerial demonstration flights was discovered to "resemble" the required document, but with major changes.

In 1994, the USAF lost a B-52 and all four officers onboard after the pilot stalled the bomber in a low-speed turn while practicing for an airshow. In the subsequent investigation, it was revealed that the unit's commanders had disregarded serious warnings about reckless flying by the pilot from his peers and even junior officers.

In both cases, however, the USAF's local chain of command failed to stop a pilot from planning and performing a deliberately unsafe airshow routine.

In this case, the pilot's supervisors merely "assumed he was within regulatory compliance," the report says, "and did not inquire or review [his] techniques or performances. Without checks and balances, the [mishap pilot's] aerial demonstration techniques evolved into an unsafe program."

<http://www.flightglobal.com/>



1/1/12

0001Hrs

*Kelly Klaus, Outgoing Wing Adjutant  
Happy New Year!*

*Centex Wing Meeting Minutes  
Julie Pulcifer, 2012 Wing Adjutant*

There was no December Wing meeting.

## **FINANCE OFFICER'S REPORT** **By: Col. Judy McMillan**

My role as Financial Officer is ending. I have been a F.O. for a CAF unit since 1999, most of those years for the Yellow Rose Squadron. **Theresa Smith** is now Financial Officer for Centex Wing. I will be assisting her as long as she requests my help.

My last message is: **2012 ANNUAL DUES ARE DUE.** Dues are due in January of each year—not February, March, and April or later. If you joined Centex in Oct, Nov., or Dec. of 2011, your dues are considered paid up for 2012. The CAF national dues (Midland) is due on the anniversary of the month you joined, but unit dues at Centex (and the Yellow Rose too) are due in January of each year. Please pay your 2012 dues on time. If you are at the hangar, put your check in the Finance box for Centex or mail it to: Financial Officer, Centex Wing, 1841 Airport Dr., San Marcos, TX 78666.

2011 in Review: Improvements and repairs at the Centex Hangar were completed in 2011. Work was done to support the installation of a donated air conditioner for the Museum. The cold weather in February resulted in nearly \$6,000 in plumbing repairs and upgrades to the toilets in the Ladies Restroom. The damage to the fire suppression system was a \$4,000 repair. Hopefully, hanger workers are now aware of proper procedures for preparing for a hard freeze. We have a new kitchen cooler and have retained the older one as a spare for special events. Beds were setup in the administrative area to provide accommodations to visitors and/or members who might need a place to stay. A few new tools were acquired to expand the repair capabilities of the volunteers who work on aircraft. The restoration projects were started for the Jeep and the truck. (These projects will welcome any of you who want to work with them or sponsor their activities.) The fly-over activity at the hanger generates a small amount of income for the Wing as 5% of any donations made to the pilots go to Centex. Centex Wing paid approximately \$16,500 to CAF Headquarters for ANUAC and insurance. Lease payments of nearly \$3200 were made to Texas Aviation Partners. The annual Veteran's Day Dinner Dance was our best ever. Our net income was nearly \$30,000. The proceeds from the Dinner Dance make it possible for the hangar to operate as successfully as it does to support Wing activities and to be the outstanding operating hanger it is that impresses all who visit. Please send your dues for 2012. Every dollar that we raise helps and your dues payment does matter.

### INCOMING FINANCE OFFICER'S REPORT

By: Col. Teresa Smith

Thank you to the Centex Wing for providing me this new opportunity to serve the planes and the people who have ensured the freedoms I have enjoyed all my life here in the USA. Also to say a huge thank you to Judy for her detailed efforts to ensure that I am equipped in every way to successfully carry out my duties as finance officer.



### MAINTENCE OFFICER'S REPORT

By: Col. Ray Clausen

No report this month!



### SAFETY OFFICER'S REPORT

By: Col. Richard Hall

Happy New Year and Be Safe!



### PX OFFICER'S REPORT

By: Col. Richard Hall

Reminder: We currently are running a sale to reduce inventory on some t-shirts that have somewhat limited appeal to the public, but might be of interest to airplane fanatics such as we are. Look for the bargain pricing in the bins in the PX. We have the new 2012 Ghosts calendars of WWII aircraft in the PX and out for sale. They retail for \$15.00 but your Colonel discount knocks \$3.00 off that so it's not a bad deal. The 2011 calendars are price reduced to \$9.00, which is our cost. We have a good supply of t-shirts and models of all types. Come by and see what we have! Buy something for that special person who lives and breathes aviation; they make great gifts anytime of the year, but especially during the holiday season.



### 1943 Jeep Restoration Project

By: Mike Chalk

A bit of basic information on the World War II Jeep.

Total number of Jeeps produced by Willys and Ford: 639,235

Willys built (MB) from 1941-1945  
361,339

Ford Built (GPW) (our example) from 1942-1945: 277,896

Length – 132.75 inches.

Width – 60 inches.

Wheelbase – 80 inches.

Height: 51.25 inches.

Engine: 134 cu inches, 4 cylinder

Willys Go Devil, 60 hp @ 4000RPM

Fuel Capacity: 16 gallons.  
Range: 375 miles.  
Expected useful life: 3 months.

The project has been a little slow to show progress but is beginning to accelerate now. Initially the project team had to find out what we had to work with and what items were going to require repair or replacement. The first step was to remove all of the sheet metal (fenders, body tub) from the frame so these items could be sand blasted, inspected and a decision could be made on how much of the sheet metal parts were in good enough condition to be repaired and what sheet metal parts would require replacement. The second item to be addressed was removal of the drive train (engine, transmission and transfer case, drive shafts and axels). Each of the components was inspected to determine what repairs might be required to return them to dependable operating condition.

Last the frame was also prepared for sandblasting so any weak/rusted areas could be identified and provision made for adequate repair.

There were issues with the engine caused by improper installation of the flywheel and camshaft. The Jeep Team, **Roger Newcomb**, **Bill Searles** and **Mike Chalk**, with many hours of assistance from **Ray Clausen** corrected these issues and are cleaning the engine, removing old paint, replacing leaking gaskets and hope to paint the engine very soon. They also plan to install the clutch components and bolt the transmission and transfer case to the engine, after they have also been cleaned, and paint this part of the drive train at the same time the engine is painted. It will then be ready for re-installation in the frame.

Inspection after sandblasting the frame revealed that some areas were badly compromised by rust but **Gary Gates**, who sandblasted the body and frame, has also volunteered to perform the needed repairs to the frame. Before the frame can be returned

to his shop for repair the springs and axels will have to be removed.

After the Jeep body was returned from being sandblasted and we had the opportunity to inspect the remains it was disappointing to find that the years of lack of proper maintenance had taken its toll on the sheet metal. There is not enough intact sheet metal remaining to weld replacement panels in with any hope of accomplishing a seamless and permanent repair. Replacement of the complete body tub and fenders is beyond the scope of the original restoration budget developed by **Ray** and Dennis so we are hoping for Jeep Sponsors to assist in raising enough funds to purchase a new body tub and fenders. Jeep restoration sponsors will be listed on the information sign that will accompany the Jeep during static display. There are also plans to list sponsor names on a brass plaque that will be permanently mounted in the jeep. There are other proposals for sponsors, such as only sponsors will be allowed to drive the jeep on the airfield or in parades or other patriotic functions.

A restored WWII Jeep would be an excellent complement to the aircraft in the care of the CenTex Wing and useful for posing with these aircraft for static photo sessions. It would be a useful tool for visitors to the hanger for personal photographs, could serve as a "Follow Me" vehicle in an airshow environment and as authentic transportation for crew. The proposed sponsorship amount is \$100.00. Currently three members have committed for sponsorship and some for multiple sponsorships. If you missed it, there is more information on the Jeep restoration and the sponsorship program in the article by **Ray Clausen** in the November 2011 CenTex newsletter.

If you are interested in becoming a Jeep Restoration Sponsor please provide the information on the form below and send in with your check.

Your sponsorship will make this worthy project a reality and a valuable asset to the

hangar for years to come. Thank you for your continued support.

### Jeep Restoration Sponsorship

Name: \_\_\_\_\_

Colonel Number: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Amount Enclosed: \_\_\_\_\_

Mail To: Central Texas Wing – CAF Attn: Finance 1841 Airport Drive San Marcos, TX 78666, or just drop the form and the check in the finance box at the hangar.

CENTEX HIGHFLIGHT



## Yellow Rose News

### BRIEFINGS

January 2012 *The Yellow Rose Squadron, CAF*

*"Concentrating only on news relevant to Squadron activities!"*

Official Squadron Website: [b-25yellowrose.com](http://b-25yellowrose.com)

#### YELLOW ROSE SQUADRON STAFF FOR 2012

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Operations Officer	Richard Hall	<a href="mailto:rlhall@zakcompanies.com">rlhall@zakcompanies.com</a>
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Briefings newsletter: Attn. Editor of Briefings, 1841 Airport Dr., San Marcos, TX 78666; phone 512-396-1943



#### SQUADRON LEADER

By: Col. Greg Young Squadron Leader

Squadron elections were held at the last meeting with **Kelly Klaus** remaining as executive officer and **Kelly Garvin** remaining as finance officer. **Randy Smith** is the new safety officer succeeding **Buzz Perez** who did not run again. I want to thank **Buzz** for his service as Safety officer, often he pointed out safety procedures at our meetings. Of course, I always appreciate the work your squadron staff does on behalf of the squadron.

Speaking of contributions, I want to again thank the **Tora Group** and their leader, **Mark Allen**, for their \$3500 sponsorship of our airplane. Needless to say that is a great

positive step in the right direction to gaining some financial health. I also want to thank **Bill Fier** for coordinating this effort as he is a member of the Tora Group.

It looks like we have overcome the hurdles to gaining the proper certification to do Rides for Hire. Hopefully by the time you read this, we will have done or will soon have done some rides.

In case you missed it, a new DVD has just come out called **THE RESTORERS**. It has a theme centered around the appearance of the Minnesota B25 MISS MITCHELL at the 2010 Doolittle Reunion in Ohio which the Yellow Rose also attended. I bought one and it is a great DVD and includes footage of the Yellow Rose there at the Dayton-Urbana Ohio event. The website for this is [www.TheRestorers.com](http://www.TheRestorers.com). Greg Young.



### EXECUTIVE OFFICER REPORT

By: Col. Kelly Klaus

Happy New Year!



### OPERATIONS OFFICER'S REPORT

By: Col. Richard Hall

Happy New Year!

"Keep them flying, lest we forget!"



### ADJUTANT'S REPORT

By: Tim Black

Meeting commenced at 1805 hours.

"At this time of year, Grizel and I would like to say we hope everyone has had a great holiday season with Christmas and New Year's activities.

There just seems to be something in the air at this time of year that makes one feel better. With the Rose back in the air again, we look forward to a great 2012 show season. Thanks to all those who come out to help keep her flying as your hard work is greatly appreciated."  
Cheers, Tim



### FINANCE OFFICER'S REPORT

Col. Kelly Garvin

Happy New Year!



### YELLOW ROSE MAINTENANCE REPORT

By: Col. Ray Clausen

There was no Maintenance report this month.



### SAFETY OFFICER'S REPORT

By: Col. Randy Smith

I appreciate this opportunity to serve the Yellow Rose Squadron in the capacity of Safety Officer.  
Happy New Year!



### PX OFFICER'S REPORT

Col. Greg Young

Happy New Year!



### NEWSLETTER EDITOR'S REPORT

By: Col. Ernie Lee

Thank you all so much for allowing me to be your newsletter editor this past year. I appreciate all of the articles, pictures, and materials you have sent me. I have tried to find space for all of them. For 2012, I continue to encourage you to send me pictures (I always need pictures), notes, articles, reprints, and items of aviation history and interest. Those items you share help make this newsletter informative and entertaining. I hope you have enjoyed the newsletters in 2011, and I'm looking forward to editing your newsletter again in 2012. Please help by sending your articles in on time to make the deadline. Our deadline is the 25<sup>th</sup> each month.

Thanks for your continued support, and here's to a fantastic 2012!  
Ernie

Edited from Denver Post article by Sara Burnett  
05/29/2011

70 Years Ago

John Yee was just 19 when the Japanese began attacking his hometown of Kunming, China over 70 years ago. The air-raid sirens would sound and the people would run for cover, defenseless against what happened next. Bombs exploded upon impact littering the streets with bodies and body parts. With no electricity, the night skies filled only with sound of weeping.

By then, Japanese forces had rolled through much of China, and the outmatched Chinese military seemed unable to stop them. But half a world away, President Franklin D. Roosevelt's administration had authorized a secret unit that would change the course of the war in Asia. Soon, Yee would find himself working as a translator to Claire Lee Chennault and the American Volunteer Group, the aviation legends who became famously known as the Flying Tigers.

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Yee is now an American citizen and a retired high school history teacher living in Aurora, Colorado. He is one of the last men alive to have served with Chennault and the original Flying Tigers. His unique spot in history – a member of the Chinese Air Force who served with a secret American Unit, then traveled to the United States and was allowed to stay for fear of reprisals in Communist China – means he has never been officially recognized as a veteran by the country he served and has called home for more than 65 years.

At 89, Yee unbothered by what the government says he is or isn't, he has made a remarkable life for himself here in America – a life that never would have been, if not for a critical, clandestine maneuver set in motion before the United States had entered World War II.

With Japan's brutal occupation spreading across China in the late 1930's, the leader of China hired Chennault, a retired U. S. Army Air Corps Captain, to serve as an adviser to the Chinese Air Force. In their World War I-era planes, the Chinese were heavily outmatched by Japanese military aviation. If China was going to stop the Japanese from bombing its cities at will, Chennault needed new planes and the pilots trained to fly them.

Chennault traveled to the U. S., Where Roosevelt recognized the danger of China falling to Japan and agreed to help. Word went out to U. S. Military Bases that pilots willing to volunteer would be handsomely rewarded and could have their posts back when they returned. So as not to rouse suspicion as the men shipped off to Burma for training in the summer of 1941, they carried passports with false names that stated they were missionaries and doctors. In Kunming, John Yee – then a student at Southwest Union University – heard the military was looking for translators. Having seen his country, and now his city, falling to the Japanese, he didn't hesitate to join.

Chennault, who had also secured planes intended for the British, began studying and strategizing. The P-40 fighters the Americans would be flying were slow but had good diving speed. He knew the Japanese Zeros were lighter and faster, but not well constructed. Chennault created hard and fast rules for his fliers. Never engage in a dogfight, fly in pairs to increase firepower and protection, and fly high above the enemy, then dive and shoot.

Yee worked mostly in flight control, listening to messages radioed in from farmers across the countryside who spotted Japanese planes, then plotting them on a grid to determine in which direction the fighters and bombers were flying and how soon they would arrive.

On December 20, 1941 – just two weeks after Japan bombed Pearl Harbor – 10 Japanese bombers left Hanoi, in what was then French Indochina, headed for Kunming, unaware of what awaited them. Alerted to the Japanese approach, the American Volunteer Group Fighters flew high into the sky and waited. As the Japanese planes approached Kunming, the P-40's began diving into them and firing. From the ground, Yee saw one Japanese plane fall, then another and another. Soon the Japanese retreated, but in the end, only one of the Japanese planes escaped.

A newspaper reporter later wrote that the P-40's were "LIKE TIGERS FLYING THROUGH THE SKY." Someone approached Chennault with the name, and the "FLYING TIGERS" were born.

