

Andrew Paul "Andy" Kelly

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Question: ok, so I get it on tape, you are Andy Kelly.?

Answer: Andy Kelly. Mmmm,hmmm. The infamous.

Question: The infamous Andy Kelly. K-e-l-l-y?

Answer: One e. And Andy, the traditional A-n-d-y? Actually, Andrew but we go by Andy all the time.

Question: Oklahoma Andy?

Answer: Andrew Paul Kelly, but I go by Andy.

Question: oh, and where did you grow up? Are you from here originally?

Answer: No, I was born in Buffalo, New York, and I grew up in Pittsburgh, Pennsylvania, and I came out to Seattle in '54, and the, I was with a corporation and they sent me over here in '66. It was American Standard Corporation Plumbing and Heating, you know.

Question: OH, I know that name. Famous name. So how did end up, and you were in what branch of the service? Army Air Corps?

Answer: I started in the Army in the National Guard in 1939. We were on maneuvers working on a new deal. Hitler had his tanks running through Europe, and I was in the field artillery. Of course, they had nothing to stop those tanks, so they started a new program called the Tank Destroyer Battalion, and I was in that in the National Guard. They put us in that. We were on maneuvers in the Carolinas in 1941, and it was December of '41, we were on maneuvers when Pearl Harbor happened, and of course, they sent us back to our bases and we got a chance to take exams to go to different things, and I took the exam to go to cadet school and fortunately, passed it and made it.

Question: So you heard the news about Pearl Harbor when you were back...

Answer: We were on active duty then in the Carolinas.

Question: How old were you then, do you remember?

Answer: I was 21.

Question: Just a kid, basically. What was your feeling of hearing about Pearl Harbor? Do you remember?

Answer: Well, we thought it was a laugh, because whoever thought a little thing like that would have a chance to get to the United States, so we paid no attention to it all. In fact, nobody even knew where Pearl Harbor was. But we went back to, I was at Ft. Mead, Maryland, we went back to Ft. Mead, and I got the chance to take these exams. In fact, we took the exam. 120 of us took the exam, only 12 of us passed it, and then on personal interviews, only 6 were accepted. I'd never have taken the test if I'd known what the odds were. We went from there to Maxwell Field and they gave us further, they sent us to school there for 9 weeks. In those 9 weeks we had 30 different subjects, and each of those subjects we had to

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maintain an average of 80.5 or they wouldn't accept us, see, and then they went through those, and after that they told us what you're supposedly qualified for. And they told me I qualified to be a navigator. So we all thought the navigators must be the best. We found out later on that, whatever they needed at the time, the top ones went to. We passed that, then after we were told what we were gonna do. I was sent to University of Miami Florida, where Pan American Airways would teach us celestial navigator. See, at that time of the war, we had no celestial navigators because there was no flying overseas. All they did was pilotage and radio and so forth on it. So they trained us (Pam Am), to become celestial navigators. See at that time, the Navy used sextants for taking their celestial navigation, and the horizon was a true horizon and everything you based on that, see. Well, then when they wanted to start flying. These sextants you couldn't use in the air because they'd have to have a false horizon. So Pam Am found a way to take the sextant and they modified it and they put like a 2-inch round disc in there with liquid in it, and in the center of that liquid, they put a little bubble, and they taught us to use it, where you'd have to find the stars, keep it in the center of the bubble, in the center of that what they gave us, then you keep that bubble in the center of the one we were shooting, so it was awfully hard to do, 'cause it was bouncing all over the place, see. But after you did it for a while, it just became natural. You couldn't get it out of there after awhile, you just got so used to doing it, see. But Pam Am was responsible for that.

Question: It's interesting, 'cause I never thought about the fact that we weren't really flying overseas and

Answer: No, they had no place to go. And, of course, when the war started, then they had no way of getting this material to go overseas, because a ship, well ships took probably 8 --10 days at the best, and then they were subject to the German submarines, so they had to worry about that. So that's why they rushed us through school to start flying the material overseas, so we went immediately into what they called the ferry command. Later on they had to change that from ferry command to the Air Transport Command because they'd say, Oh, you got your own airplanes in the ferry command, see. Can you imagine nowadays if they'd do that? So they changed it to the Air Transport Command, see. And then from there, my first assignment was with the Air Transport Command, and I was given a C-87, which was a B-24 cargo version, and we flew that, we took off from Miami, Florida, 36th Street Airport, we went to Puerto Rico, and from Puerto Rico, we went into Trinidad, from Trinidad, we went into Paraguay, and from Paraguay into Belem, which is at the mouth of the river there, and then we went down to Recife, Brazil, and then from Recife they sent us out 100 miles offshore to Natal, so we could top off our tanks in order to make the long flight over into Acara. So then we did that, we went over from Acara, up through Casablanca, and from Casablanca we went into Khartoum, in Egypt, then from Khartoum, we went into Aden Arabia, then from Aden, we went into Karachi India, then from Karachi, we went up to Agra. While we were in Agra, we had the opportunity to go all through the Taj Mahal. Then we went from there into, we were sent Chabua, which was in the very eastern border of India, and on the western border of Burma. Then we were stationed at a little village called Chabua, and Chabua was in an area called Assam, and it was right on the Brahmaputra River. So we got there, it was actually built kind of into these tea plantations, you know. So then when we were there, they kept us there for a year flying the hump, and we would fly the hump from Chabua into Kunming, or also we could go into Chung King, too, but mainly it was into Kunming, see, but the big problem was, the route over the mountains. Right in the middle of it was Mt.

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Likiang. Likiang was the big cause of a lot of problems there, because these airplanes we had, the C-46 and C-47s would only go to about 15, 16, 18,000 feet, and on the charts we had their, it showed Likiang being at 17,000 feet. Well, I flew alongside of it one time at 23,000 feet. But most of the time you're on instruments, see. Well, what that caused, one-month over there, 30 transports hit that mountain, because of the maps were wrong. And it got, the name of the aluminum plated Mountain you see. We flew that for a year. We got to liking it.... rather routine. Why they needed us as navigators there, I don't know, because most of the time you're on instruments, and if you're on instruments you couldn't use it there, because you're very turbulent. You had low vision. You couldn't see any stars out. You were always on instruments, and if there wasn't any instruments, well then you just flew by piloting where you were, because we always knew it was what you had between you. We had four rivers; you had the East Irawadi, the West Irawadi, the Salween and the Mekong were four rivers which you use for piloting. And the Likiang, you could see a little bit to the north where you were, see.

Question: So what did you end up doing, then?

Answer: Well, most of the time we flew as co-pilots. We had several of our navigators check out as pilots from the experience we got there, see.

Question: And flying over the hump, what was your duty, what were you flying?

Answer: Well, we would. Once we knew what the altitudes were, if you were on instrument in those smaller planes, you kept way to the south of Likiang and then through the Salween Valley there, and then on into Kunming, See Kunming was about 6,000 feet itself. And that made the uh.. the air was extremely light, so it means the pilot was, had to land pretty fast landings, and pretty fast take-offs because the air was so much thinner and lighter there, see. And the runways were made out of gravel, and those gravel runways would just throw up gravel and it would be cuttin' the hell out of the tails of the plane and the fuselage, see. But you get used to it. Just kept the people over there repairing the planes a lot more. But after we flew that for a year, and then we went back to the States and my next, then they put us in the, that's when we really got into the ferry command. We would ferry planes to all parts of the world. Like my first trip getting back I flew a C-46, and the C-46 we went down the same route down through Puerto Rico, down through Trinidad, Saint Marita, down through Belem, then through Recife Again, out to Natal, but then we would fly in those, they were twin-engines. We would fly those out to Ascension Island, and Ascension Island was only 3 feet wide and 8 miles long. Well, the runway was a 6,000-foot runway, but it was all solid rock. The first 2,000 feet were uphill, then 2,000 feet level, and the last 2,000 feet were downhill again, see. So it didn't make it too easy for the pilots to do that, see. But they learned how to do it, you might say. And then we, again, on those, on a C-46, I took that up, we went into Acara and Acara again up into either Marrakech, or Casablanca, and from Casablanca we went into, I took those over into Tunisia. I mean, that was just one, Tunisia, there.

And then what you do, you had to find a way to get back home yourself. Now we were just kids, there wasn't airplanes just everywhere you went. So you would have to use the.. whatever they had there for transportation, and, of course, we couldn't speak their languages, buy that's what really impressed me, how much more the foreign educations are so far advanced to use. No matter where you went, you could always find people who could speak your language. In fact, a lot of the people there spoke 3 languages. They spoke English, they spoke French, and then they spoke

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whatever the native was there. It was Arabic, but you had to find your way back home again, and then the next ones I took, I took 4 C-47s the same route, but we went up to Casablanca, then from Casablanca we went up the coast into Scotland. I can't think of the name of the base in Scotland right now, but it'll come to me. Then we dropped the planes off in Scotland, and then I took a train up to Prestwick, and we flew back from there into Reykjavik and then into Newfoundland, and then back where we were again. And then my next ferry deal was, we were myself and a fellow by the name of Shoehuck. Shoehuck Had been one of our instructors at Pan Am Navigation School. He left 'cause he wanted to go back to the service of flying again. So we were each given four A-20s, and those A-20s, twin-engine plane, medium bomber, and we took those, but going down through, we took the same route again, but going across the jungles of Brazil, we were told not to do it, but Shoehuck figured we could make more time going across the jungle. Well, half way across the jungle, he lost an engine, and then he had to land and find an emergency landing strip to land on, and he found one there, but it wasn't long enough for him to take an A-20 to take off again, see, and they just have to chuck it out or something, see. So he called me and says, Andy, take over my three planes. So I had 7 planes there. But the biggest thing I never liked about it was the fact that we were taking the place of these navigators for these planes over there. They sent them all over by ship. They could have come along with us and picked up the experience, but that didn't happen. Every time we went up, the navigator went by ship, which was rather ridiculous, see. So I took these 7 planes down the same way, same route, over into Casablanca, then from Casablanca into Sicily, then from Sicily into Rome. Well, then there was a little air base right outside Rome that we had to take them to. Now at the same time, I had two brothers in the service. One was a pilot on B-24s in Italy, and he was at Cerignola which wasn't too far from where we were, so, you talk about the difference in age, how young they were in those days, the pilot who was in charge of all the planes was named Wilson. He was 24 years old, and they called him Pop Wilson. Well, when we got up to Rome, I told him I'd like to fly over to Cerignola to visit my brother. He says Sure. He took the whole 7 planes. We had 7 planes go to Cerignola, which didn't exactly make the CO very too happy, but I met my brother. I get there and my brother was, he was, like I say, a pilot of B-24s, and they gave us the number of his plane, and we were waiting for him to come in and his plane didn't come back. They found that they'd given me the wrong number, so he did actually make it.

Again, you find your way back to the States again back over to Casablanca, and you could usually pick a hop-up from Casablanca into Heathrow up there in London, see, and then find your way back again. Well, when I took these A-20s into the, I went to take off the next day, and they said uh.. Lt. Kelly that the Colonel wants to see you. So he met me and he says, We're short of navigators here, he said. I'm going to keep you here. He says, But, I'll get you all kinds of promotions. I said, Sir, I'm on detached service and you can't give me a promotion and you know it. But he did have me fly a couple of bombing missions with him. We bombed with these A-20s the marshalling yards up in Italy, see, and then next couple days, he says, Ok, you're right, I can't give any promotions but go on back and get me some more airplanes, see. So we made our way back home again. So then when we get back to our field.

We were stationed at Newcastle, Delaware, and at that time they had no air transport, no Army airline, see. This was the Army detachment, see, so what they did, they started an Army airline. I was one of the 33 original navigators picked on it, see, and we started out we were supposed to eventually work up to 12 flights a day, and we would load those, well, we had the best plane in the air. They gave us a C-54, which was brand new. Later, it was called a DC-6, but we had the C-54s,

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which were 4-engine, could carry twice as much cargo as we could on the other ones, but they were the first tricycle landing gear plane, and it made it real nice. And the navigator's section was beautiful. You had your own desk, you had your own sextant built right into the ceiling there, and everything was just in favor of the navigator, but it was really great. So they started us on that. We went up to Mitchell Field on Long Island and we would load on Long Island, where it was cargo or troops or personnel or anything, what they needed there, and we would go from there into Stephenville, which was on the western side of Newfoundland, see. And then from Stephenville, our next stop, what we'd do, the plane would go there, we would get off, and the plane would go on to the next route. We started the first airline, see. The plane would go on and then we would wait till the next day to get that same route, same plane again for your route. So we'd go from there into Reykjavik in Iceland, then from Reykjavik either into Heathrow in London, or we would go down through from Newfoundland down into the Azores, and then from the Azores we'd go into Casablanca, see. Now at that time, Paris was still captured, see, so when they, I was very fortunate. The first time get over there, they sent us, we landed at Heathrow, but they sent us into Paris the day after Paris was recaptured, see, so it was very interesting, 'cause the French... man, they went out of their way. We were great people for about 6 months. Then after awhile they wanted everything their way, so they didn't quite get it, so it created a lot of ill feeling with them there. But then, after that, most of our runs were into Paris. In fact, I had 70 route trips in from New York to Paris alone, see. On that.. The way it took us about 45-hour flight time to make a round-trip, because you go up to Newfoundland, and from Newfoundland into Reykjavik or else in the Azores, and then go down into mainly into Paris. In the beginning, we went into Casablanca and then over into Cairo. That's where it ended up. We hit quite a few areas there, but it was very, very interesting.

Question: So prior to starting the Army airline...

Answer: I was in the field artillery.

Question: But I mean, when you flew, when you were with the ferries flying over and you'd drop off your planes and stuff, the just said, Ok, find your way home?

Answer: Yeah.

Question: So what were ways that...

Answer: Well, busses and so forth, but then sometimes you'd catch, they might have a small plane going to another air base that would take you, but you had to be there at the time the plane was there, see.

Question: So was it usually a group of people, or is it just...

Answer: Well, no, just ourselves, because the navigator would get off, the pilot and co-pilot and everybody, they were with that crew. We just augmented the navigator, see, so wherever we went we got off and found our way back home. So, like I say, I don't know if teenagers nowadays could do it. I think they could, because we were given a challenge and we lived up to it. But it was interesting as hell, so I never regretted it in the least.

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Question: I'm always amazed, that you said Buffalo, New York, is where you grew up. Here's a kid from Buffalo, now seeing the world and to hear you talk about all the cities and countries and everything like that, I mean.

Answer: Yeah. We've been in just about every country in the world. Like I say, you meet so many dignitaries like over there, when we were flying the hump Chenault was there. Now he started the Flying Tiger, but see, Chenault had been given a rough deal by the military. In 1937, he was up at West Point and he had a thing he called, a little group himself. He had 4 of these bi-planes, and he called himself the Daring Young Men in the Flying Trapeze, see. He had a group of 4, and they were flying all these different types of things. He'd take these planes, put a 20-foot piece of rope between the wings, and they would take off and do loops. He was the first one to start doing the acrobatics, see. But a number of people back.. for some reason or another didn't care for him. And they actually, through medical discharge, forced him out of the Army. Chang Kai-Shek had heard about this Flying Trapeze deal here, so he took them over there in 1937 and he went to Kunming, and he worked with putting Chang Kai-Shek's air force he had there back into, make some sense out of it, see. He did, and where he got some of his men on that at that time, the Italians had some of the wealthier families. Their kids would go through flying school and learn how to fly, and they went and they joined up also with Chenault over there, see. But Chenault didn't get the planes or the stuff or the men he needed there. It just so happened that Madam Chan Kai-Shek's Brother, now he worked in the White House with Roosevelt. So they found a way of getting Chenault a visit with Roosevelt back in the White House to explain what he wanted to do with the, over there in China, see. So they get back there and he was able to convince them that they could really end the war quickly. So, what happened, they started the, you've heard about the AVG, the American Volunteer Group. Everybody thought it was, that's what they first started, the Flying Tigers were mostly volunteers. But people all thought they were civilian volunteers. They weren't. Chenault was given permission to go to the Navy, the Marines, and the Army, and see how many of those pilots they had would join as volunteers to go with him. So they were put, see they couldn't go into China at that time because they were active duty and we weren't at war. So that's why they took them as civilians, start the AVG, and I guess it worked out real well for them, because they gave him 100 planes, and he got 150 men, 100 pilots and 150 men to work his ground crews from the various bases and they took them all over to, well they went by, actually went by Norwegian ships and boats and they landed in, down in Burma, right on the coast of Burma and that's how they forced them up through there and got them into there, see. But we got, I guess it was Chang Kai-Shek had come into Chabua quite a bit, 'cause Chabua was, at that time, the gateway to China. There was 4 fields there. We had Chabua, we had Jorhat, old age gets me, but we had 4 different airfields. We were the biggest and it was only one runway there, but it was built kind of out through the tea plantations, and we would fly from there out over into there, but Chang Kai-Shek. We were the base where they would put most, when they finally got the 14th Air Force going, they kept all their fuel at our place there and a tent there for us, and Chang Kai-Shek would come in to meet various people, plus he had friends on the Ledo Road which was right there by us, so we'd get to see him come in quite a bit. 'Cause when you weren't flying, you had to work as a Aerodrome Officer. Aerodrome Officers, you had a Jeep, you patrolled the runway, or you went out to greet, to bring passengers in, so you would meet all the various people come in. We had diplomats and we had a lot of our high military would come into there, and you'd meet an awful lot of people like Tommy Harman, or we even met people like, coming in from the after the Doolittle Raid, they worked there in China. And Butch Halstrom

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and Youngblood were through there, they were part of ones from Doolittle's Raid, so they come back through there, but you meet all the diplomats and so forth there coming through. Then you'd also later on get some of these uh. As troops they had for entertainment at that time, I can't think of the name they called it now.

Question: USO?

Answer: Yeah, USO, yes, but they had a different name for it at that time. And they would come in, you'd get a lot of movie stars come over there coming through there going through the place, but it was quite interesting. We lived in little bamboo huts, and the bamboo huts. The ones we had were little bigger than a regular hut, be about 10 rooms and 3 officers to a room there, and you have 3 cots in there and you have the mosquito netting, they called it mosquito bar, in there because mosquitoes were very prevalent there, see. But you had no lights. We had no electricity over there, see. And what you would do, everything was kerosene, and then in the mess hall, everything they served us was dehydrated or canned, because even though there were a lot of vegetables around there, the flight surgeon wouldn't let us use them because the natives, everything they grew there was fertilized with human excrement, see, and you could get their diseases real quick. So the only two meats we had, we had spam and corned beef. And what you would do, we had a very imaginative cook, we'd get spam 3 times a day for a month and then corned beef 3 times a day for a month, see. But then you'd have dehydrated potatoes. The only flour we had there we bought from the British, and it was all full of bugs, and when you first saw it you wouldn't touch it. And then after awhile you'd pick the bugs out and eat it like that, and then after awhile, hell, you just ate it like it was for protein. But the mess hall, we had it was just another big bamboo building, but the food they had wasn't the best, and I went. When I got there I was 6'1" and weighed 180, and when I left I was 135 pounds. That was in a year, but not me alone. Everybody was the same way, we had a forced diet, but that's just the way you get used to it, see. But we come back when our time was up in December, we come back on the SS Lauralaine which was a, I guess, a tourist ship, a very beautiful ship, but it was manned by the Navy, and the Navy ran everything on there, and when we got on board, we had to take turns at duty, too, on her, as duty officers, same as, I forgot the same of what they called it, but we worked, walked all over everything, make sure everything's in good shape, and so forth. But we had on there 1500 Italian prisoners of war. They had been captured from up in Italian, they were, oh, in Northern Africa, and so forth. And they captured them, but they had no place to put them. So they sent them to Australia to work the fields. So we had those 1500 on board with us going down. In charge of them was a major from the, Irish major in the British Army, and he asked the captain on board there, he says he wanted permission if they got out of hand, to flog them, see. The captain of the ship said flogging went out of the U.S. Navy in the 1800s, we won't have it, see. But the only thing he did have. They had the use of the deck. Every day they'd be lying on the deck all by themselves, 'cause otherwise they were down in the hold, see, but it was interesting to see them all there, but. This old major, he wanted things a little bit different and they wouldn't quite do that for him see. So when we were ready to go, we went down to Melbourne. It took us about 3 or 4 days to get down to Melbourne, the SS Lauralaine and we went ashore. We spent 3 days in Melbourne while these prisoners were unloaded and so forth there. And we had a bunch of Marines on board, but they wouldn't allow the Marines ashore. And we found out why, before that a whole division of Marines.. 6,000 was sent up to Australia for R & R, Recreation and Rest and so forth. Well, at that same time, most of the Australians were up in Africa fighting for the British, which left an awful lot of wives around and

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there were 6,000 Marines there for 6 months. There were a lot of problems. It got so there was getting to be too many women pregnant. Then they finally got the Marines out of there, they weren't allowed back in there again. But how somebody forgot a whole division of Marines for 6 months and left them there! I never saw that in the paper anywhere.

Question: One of those things the history books left out.

Answer: That they did leave out, yeah. So then from there we went back and the Marines, the navy tried to pull a couple of tricks on us there on board. They had a deal that would tell us if they knew where they had a stream of water just like the jet streamers in the air. I guess they do have the Bermuda Current go through there, but they told us one they had, they could put all the mail in the water and it would get into Hawaii before us. It was quicker. We often wondered why if it was quicker why didn't they just get in that stream themselves, you know, but what they wanted to do was, they asked us all to write letters home and so forth, and they would see if they got there. Well, all they intended to do was take up, on the last night we were there, read all these letters publicly and make asses out of the Air Force any way they could, see. Well, it just so happened, we had a Navy captain who had spent a year with us flying out, and he told us what they were doing, see, so we all wrote letters praising the Navy and so forth, how great it was, but down in the bottom, put But nothing can stop the Army Air Corps! So he worked on our, we liked that very much. But on the way they had a volleyball court on top deck there, and we would play every day, but they would leave the enlisted men play ball. Why not? The Navy always seemed to be upper-rated, and down below didn't count. But this captain told them there, he says, You're a bunch of bastards. He says, I don't want anything to do with you. I'll stay with the Air Force. But like I say, it was very interesting. One of the interesting aspects to flying the hump, we had a Captain Spurlock there and, of course, when you took off, you were normally in bad weather, but Captain Spurlock was in bad weather with a fully loaded C-46 transport, and he hit some rough weather, flipped upside down, and here he was upside down with a fully loaded plane, which means anything he's gonna do now is gonna be in reverse, because if you wanted to go to the left, you had to turn to the right. If you wanted to pull, wanted to go down, you had to pull up, so he finally did, pull a reverse chandelle and got himself corrected and came back and didn't want to fly anymore, see. But what he actually found, we ran into the jet stream. That's when they first found the jet stream up there, see. Nobody ever heard of it before, see, but that's when they first found it, see.

Question: How long did it take them to figure out that's what it was? Was it long after?

Answer: I don't think it took them long after to figure it out, yeah.

Question: That's always interesting. All the things that were discovered through World War II from events like that.

Answer: Yeah. It was very interesting.

Question: You talked about the Flying Tigers and Chenault. At the time, historically, we can look back in retrospect and say, Oh, that's the Flying Tigers.

Answer: Yeah. They were good.

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Question: At the time...

Answer: They were civilians. Actually, they were listed as civilians, but they were actually pilots from the Navy, and Army, and the Marines, see.

Question: But did they stand out. I mean, or just in history did they stand out?

Answer: Oh, they stood out because what they did with Japan, Japan had been over in our area quite a bit, but I think they averaged for every 31 planes the Japs lost, they only lost one. They didn't lose very many planes the whole time there. They were very good flyers. But, and they would make quite a few of them, 'cause they'd come over our base at times to pick up fuel and so forth. 14th Air Force would do the same thing, and the 10th Air Force was there, also.

Question: Did you ever get to meet Chenault

Answer: Chenault

Question: Yeah.

Answer: Yeah. We met him there one time, and also met Chang Kai-Shek, because in my class, I was in the class 427. I graduated in December of '42, and in my class was Peter Chu, who was Chang Kai-Shek's nephew, see, so they had an entree to meet him there, so they, you'd meet all these people 'cause, like I say, we traveled around as Aerodrome Officers and we met all these people 'cause we'd pick them up and bring them back in. And I had one other interesting experience. We had no lights and you couldn't fly at nighttime, so in this afternoon one time, we were given a call, 4 crews to come down to the operations office because Eric Severeid was on one of these 46's. Now at that time C-46s had lots of problems. They had been sent over to use to work out a lot of problems. The CAA at the time, or FAA, had 622 modifications they recommended before they gave them to the civilian airlines, see, but we were gettin' them. But the main problem was, they had no firewall. If you had a leak, fuel would go right up against the engine. They also had no, oh, they had electric props at the time, and they were changing the electric props over to hydraulic props, and as a result they had lots of problems. Now if you lost an engine on that, on a C-46, they couldn't maintain altitude. They had to get down. Well, on, unfortunately for Severeid, he was on one of those, so they get over Burma, and they had to uh, were going to have to crash land. And they called back and gave a mayday that they had problems, so what they did with us they called 4 crews and give them 4 sectors to fly. And the sector I flew was over where Severeid was, see, and he was down in the valley and they had the, just like a great big football stadium, but very, very big, but not enough room to land and take off, see. But it went up to around 9,000 feet on the side 8,000 feet on the end of it, and I had a pilot, Chuck Farrell, and Chuck Farrell had been with us on our first, he was along with one of our passengers that we took over on that first trip there, and he was the pilot and we had a captain, M.M. Jones from Brut came along as co-pilot because they were interested because it was Severeid. Well, then, what we had with us. We had a bunch of strips and we dropped our manifest of their crew, what we had in their plane, and once we had everybody in the plane, there was 19 passengers, and of course, crew, so we dropped material down to them, and told them the layout. We told them to list the passengers on board, one through 19, and the crew, and we told them if the passenger was fine, they'd put a check mark by it, see. Well, of

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course, that takes time, so that means one trip down through there, and then it was, if he had been injured, he was given an, let me see, they were ok, we had a check mark for if you were ok, x if they weren't, but I can't think of the other ones. If they were deceased, we had another mark, but I can't think of what the marker was, but there was only one guy deceased. The pilots on that plane was Lt. Felix and Lt. Spain, and Felix, when they were flying around on the tropics, they all bailed out, see. And while they were bailing out, Felix sat at his place until it was too late. Well he wanted to jump out, his parachute didn't open. It was too close to the time, so Felix was killed on it. But the rest of them were all ok. But, like I say, we had nothing to drop to them other than all this material down, and we did drop some, a few, we did have a few things we dropped to them, but not very much. We didn't know what their problem was at the time. All we were looking for was information at this time, see, so we flew over and we got all the information, and then we flew back to the base. Like I say, we had no electricity at all, no, so we didn't have any night landing. If we had night landing, you had to line planes up with the runway, faced down the runway and they would land that way, turn the headlights on, see. But on the, we couldn't drop them a radio of anything, 'cause we didn't know what we were going to find that would have a radio. But the next day, we had a Major Katz group come along. No, the lieutenant was back again. He brought along a radio with him, and he, we also at that time, we had 3, we had the flight surgeon and 3 medics come with us to drop down to them in case they had any injured so when they bailed out, they had this radio that this Captain M.M. Jones gave to them, and then he talked to them down there to see how everything was and they were all through check out how everything was, and he asked them, he says, What can we do, what do you want? They says, Fried chicken and ice cream. Well, we had no chicken and we had no ice cream at all. But the next day we had a major Cats come with us from Group, and he lived with General Alexander. General Alexander lived on base, and he had two containers. One container of fried chicken and one container of ice cream, so we knew how they were living compared with us. So crew says, We don't want to drop this, but of course, we had to give it to them. But they got their fried chicken and ice cream. But then after that we, each day we would fly down over there for reconnaissance to see how they were making out. And then when they got ground transportation in close to the jungle to take them out, we no longer surveyed them anymore there, see. But they did have problems, because the Japanese.. there were a lot of Japanese there in the jungle there in Burma.

That's why Stillwell was there, see. And Stillwell was another guy that hated Chenault. He didn't like him because he was back in Washington, D.C. with Roosevelt at the same time, and Roosevelt asked him what he thought of Chenault. He said he's the most overrated, called him a big bum and everything else, and then they asked Chenault. Chenault says, I'm sorry. I disagree. He's one of the finest military men in the world, and he's very truthful and very honest. Anything he says he'll do, he'll do. So Roosevelt, of course, heard the two sides, and Stillwell was quite embarrassed by it, so he hated him after that. And the theater commander we had at the time was a General Bissell. Bissell had been a major at West Point at the time that Stillwell was flying those planes. And at that time, they invented a bomber and made it a 200 mph bomber, and Bissell, he was so foresighted, he said This is going to outlaw all pursuit planes and so forth for pilots. He said, we don't need them. They can't keep up to them, see. So he made an ass of himself, I guess, in the eyes of Chenault, but he became the commander of the whole area, and he was stationed in, right near Agra, and I can't think of the name, but he was stationed, that's where his command was over there. Oh, New Delhi. He was stationed in New Delhi, but he was 2,000 miles away from us, the theater he was running, see, but every time he had a chance to thwart Chenault on supplies and so forth, he would do

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it, see, and he got so that, 'course the 14th Air Force and all were there, too, but they hated his guts. So one time they had this greeting, Stillwell was going to command, not Stillwell, Bissell was going to come in, make a trip over there to do an inspection of Kunming so over there they had a whole group of Chinese civilians lined up outside the plane there when he landed, and they thought they were saluting him, and they were bending over saying, Piss on Bissell. Piss on Bissell, and that's the way he was greeted. Of course, he blamed in on Chenault, Chenault didn't know a thing about it. But it was interesting, yeah.

Question: What did you do after the service?

Answer: Well, I stayed in for a while, then I went to work in 195, see I started in '39, then I got out after the war was over. I was only on active duty for 8 years, see, and I went to work for American Standard, and American Standard shipped me out to Seattle, and I worked for them for many years, and then American Standard shipped me over to Spokane, and then I retired from American Standard in '74 and started my own company I called the Spokane Sales Agency. I was manufacturer's rep, which I ran until last January. I figured I better, hell, I was 83, I better quit work, but had no reason to quit, see. I enjoyed business. I spent 20 years with them, but the military. I had a great time.

Question: What was the best part of the military?

Answer: Oh, I guess it was under the bad conditions you were flying in and so forth. Plus you would occasionally run into a bunch of horses asses in the Air Force. Most of them were out to take care of themselves, but the average guy was real good. The average officer was a good one, but occasionally you get just enough to screw it up for the other ones. I guess that's pretty common, even like in business, too. People overestimate themselves, you know.

Question: Do you think there's a message to be left for future generations from World War II from your perspective?

Answer: Well, I think they should spend more time... patriotism is great, but I think Bush, I hate to make politics, but Bush is overdoing it a little bit. The, people should be made more to appreciate what they got. When you saw these countries over there, India, people were dying, like we were in Casablanca, not Casablanca, Calcutta during the famine, and there'd be people dead all over the place lying all over the streets, and every morning trucks would come by, they call them lorries. They loaded all these dead bodies in, took them out of town for a funeral pile and just burn them. But I think the kids in those days were more patriotic, but I think that maybe nowadays if they had the same opportunity they would be, too, but there are too many other distractions for them right now. I think, you know, I got a daughter who teaches school over in Istanbul, and she says the people over there are very disgusted with us because they don't think what's going on should be going on. I don't want to make that part of this.

Question: Well, that's interesting that she's teaching school....

Answer: She taught in Beirut for 2 years, she taught in Mexico City for 2 years, and now she's finishing 2 years there. Next year, she'll be in Bahrain, that's over there in the Persian Gulf area. But she just likes to teach over there. She likes it very much. Like I say, what I've seen of those countries, the way they live, how

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little they have, you really appreciate what you have back here. And I don't think people are aware of that enough that we play up too much, how bad, we do have some of it, but not enough to really impress them. I don't know what kind of message to leave or how you get it across to them, but I do know I think that when they do want something done, they seem to get it done here. 'Course it depends on who's directing it.

Question: Well, thank you very much. Let me get you un-miched.