

Helicopters Cop the COLLIER

The nation's top aviation award goes this year to the industry, the Coast Guard and the military services for developing and using the craft in air rescue work. In Korea alone, over 10,000 UN wounded have been evacuated with "whirlybirds"

By WILLARD B. CROSBY and TODD WRIGHT

This year's Collier Trophy Committee was headed by Frederick C. Crawford, president of Thompson Products, Inc. The committee named by Donald D. Webster, president of the National Aeronautic Association, included: Dr. John F. Victory (vice-chairman), Executive Secretary, National Advisory Committee for Aeronautics; John M. Redding, Assistant Postmaster General; Vice-Admiral John Cassady, USN, Deputy Chief of Naval Operations (Air); Malcolm P. Ferguson, president, Bendix Aviation Corporation; Frederick Lee, Deputy Administrator, Civil Aeronautics Administration; S. Paul



Since 1911 it has rewarded progress

Johnston, director of the Institute of the Aeronautical Sciences; Brigadier General M. W. Arnold, vice-president, Air Transport Association of America; Glenn L. Martin, chairman of the board, The Glenn L. Martin Co.; Honorable William P. MacCracken, Jr., general counsel, National Aeronautic Association; E. B. Newill, general manager, Allison Division, General Motors; Admiral DeWitt C. Ramsey, president, Aircraft Industries Association; C. J. Reese, president, Continental Motors; Ansel L. Talbert, past president, Aviation Writers Association; General Nathan F. Twining, Vice-Chief of Staff, USAF

THE battalion was trapped, completely surrounded by Communists in the Korean hills near Choksong. Its commander had radioed for help, and reinforcements were on the way—but there were 23 men badly wounded, in need of immediate hospital care. Their situation was desperate, and it might be hours before a hole could be ripped through the Red lines and the way cleared for ambulances.

In any other war, most of those injured men probably would have died. But not in Korea.

Suddenly, out of the south appeared four small helicopters, elusive targets in their low, darting flight along the sides of the ridges. Braving intense ground fire, they landed beside the stretchers of the wounded and swiftly unloaded ammunition and food for the beleaguered troops. Then, in a matter of minutes, the most critical hospital cases were aboard and the 'copters sprang skyward, mounting rapidly beyond the reach of small-arms fire, before heading for a hospital 25 miles away.

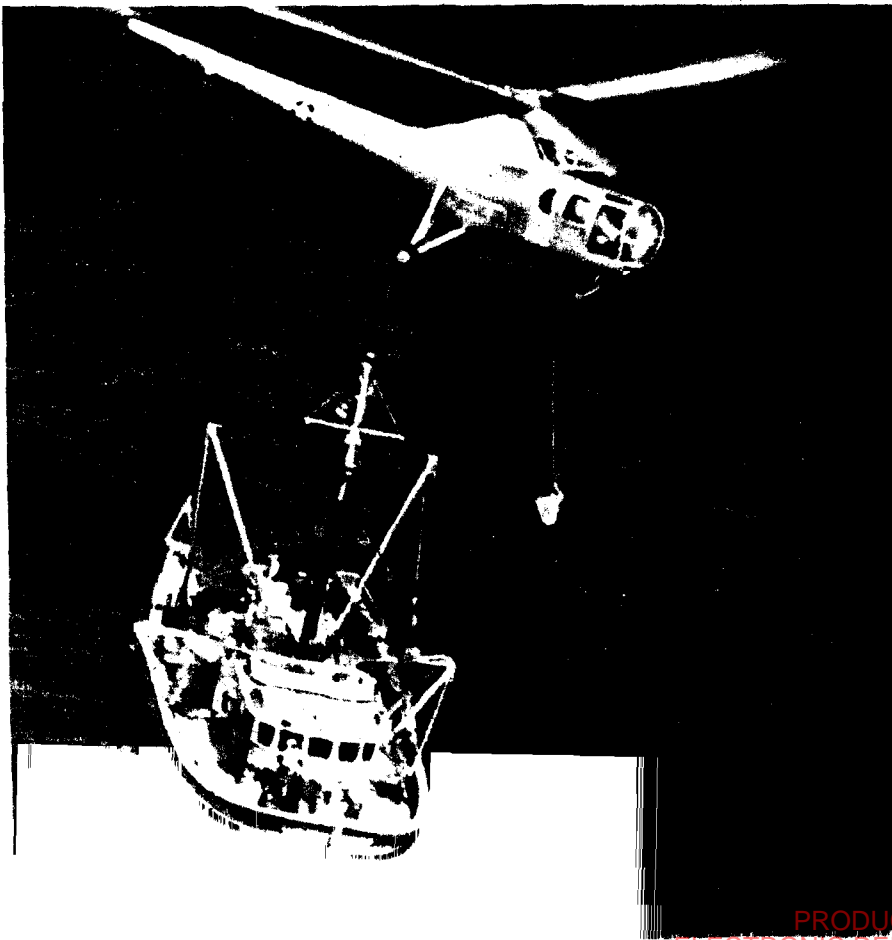
In two and a half busy hours, all 23 of the wounded soldiers had been air-lifted out of the trap—and 10,000 rounds of ammunition had been carried in, enough to keep the pocketed battalion in action until reinforcements could drive back the Reds.

That rescue, which could have been accomplished by no other means, is only one of thousands, in all parts of the world, for which the helicopter will be signally honored this month. America's highest aeronautical award, the Collier Trophy, will be presented to the men who make this wonderful machine, and to those who have used it to save so many lives. The citation reads:

"To the helicopter industry, the military services, and the Coast Guard for development and use of rotary-wing aircraft for air rescue operations."

Coast Guard: Ailing seaman Barney Staneete being taken off his ship in the Atlantic. His next stop: a hospital

WIDE WORLD



Army: Wounded at the Korean front, these UN troops were evacuated by a Bell H-13D helicopter. Hospitals are only a few flying minutes away



TROPHY

This is the sixteenth time in the trophy's 40-year history that it has gone to a group, rather than an individual. Established in 1911 by Robert J. Collier—former editor and publisher of Collier's and son of the magazine's founder—it is awarded annually by the National Aeronautic Association, the organization which supervises aviation competitions and certifies records. The trophy winner must, in the NAA's view, have performed "the greatest achievement in aviation in America, the value of which has been demonstrated by actual use in the preceding year."

In this era of supersonic flying it took a remarkable record indeed for so slow-moving a craft as the helicopter to meet that high standard. However, with its unique ability to fly straight up or down, to move sideways, back up or hover motionless in the air, it demonstrated its worth many times over in Coast Guard rescue operations—and then proved itself truly invaluable in Korea, where more than 10,000 UN wounded have been evacuated from battlefields by the precious few machines (their exact number is a military secret) in service there.

General Matthew B. Ridgway, Supreme Commander Allied Powers, Far East, put it this way, in a cable commenting on the trophy award:

"It is difficult to estimate the number of United Nations servicemen who owe their lives today to the gallant work of helicopter crews, and to the dependability of these machines in our operations in Korea.

"With gallantry unsurpassed in any war, our helicopter pilots—Army, Navy, Air Force and Marines—on innumerable occasions have gone deep into enemy territory, more often than not under close and observed hostile fire, to rescue our downed aviators and soldiers, cut off by enemy advances or too seriously wounded to escape without help.

"Literally hundreds of gravely wounded who have been lifted from rugged terrain and in an hour or two transported to a field hospital owe their lives to these pilots and the machines which American science and industry provided.

"Thus the engineering skill of our designers and the bravery of our pilots have fully earned a place of honor in the ceaseless effort to save human lives."

German 'Copter Makes First Flight

Although it is a very recent invention, the helicopter dates back to an ancient idea that was blocked for centuries for lack of an efficient power plant. Inventors of the nineteenth century, using steam for power, came close, but it was not until the late 1930s that they had any real degree of success. Finally, in 1937, a German company, Focke-Engel, built a machine that flew from Bremen to Berlin; this date may be said to mark the birth of the first practical helicopter.

The 'copter's career in this country centers around aircraft designer Igor Sikorsky, who had been devoted to the rotary-wing idea since 1908 when, in his native Russia, he built a helicopter that never left the ground. After coming to the United States in 1919, he became a leading manufacturer of fixed-wing planes, but he never gave up his early dream of a helicopter that would fly. In 1939, 11 years after becoming a citizen, he finally came out with the VS-300, whose design overcame one of the knottiest problems—the twisting effect of the rotor drive, which tended to revolve the whole craft.

Sikorsky's helicopter had a tail propeller that revolved in the opposite direction from the main rotor, thus keeping the machine steady in flight. Other ways have been found for solving this problem, but the control of flight is generally the same: by varying the pitch, or angle, of the propeller blades, the pilot moves his craft up or down, or horizontally.

Today, utilizing these principles, a number of companies are producing helicopters in this country. With government orders pouring in, the industry is humming to fill the need, not only for many more but for bigger 'copters. Some 3,000 are being built over a two-year period for the combined services, whereas only 105 were bought in the fiscal year of 1950. The industry is now using three times the floor space it needed for production a year ago, and it has a backlog of more than \$400,000,000 in orders. Light helicopters, manufactured by Bell Aircraft Corporation, of Buffalo, and the Sikorsky Aircraft Division of United Aircraft Corporation, Bridgeport, Connecticut, are the ones most commonly used for Korean rescue duty. Each is equipped with two "pods," or litter platforms, at the sides, to carry stretcher-borne wounded.

Larger craft—such as the 10-passenger Sikorsky, which made its first appearance on the Korean scene only last spring, or the 20-passenger 'copters now being produced (Continued on page 51)

Collier's for December 22, 1951



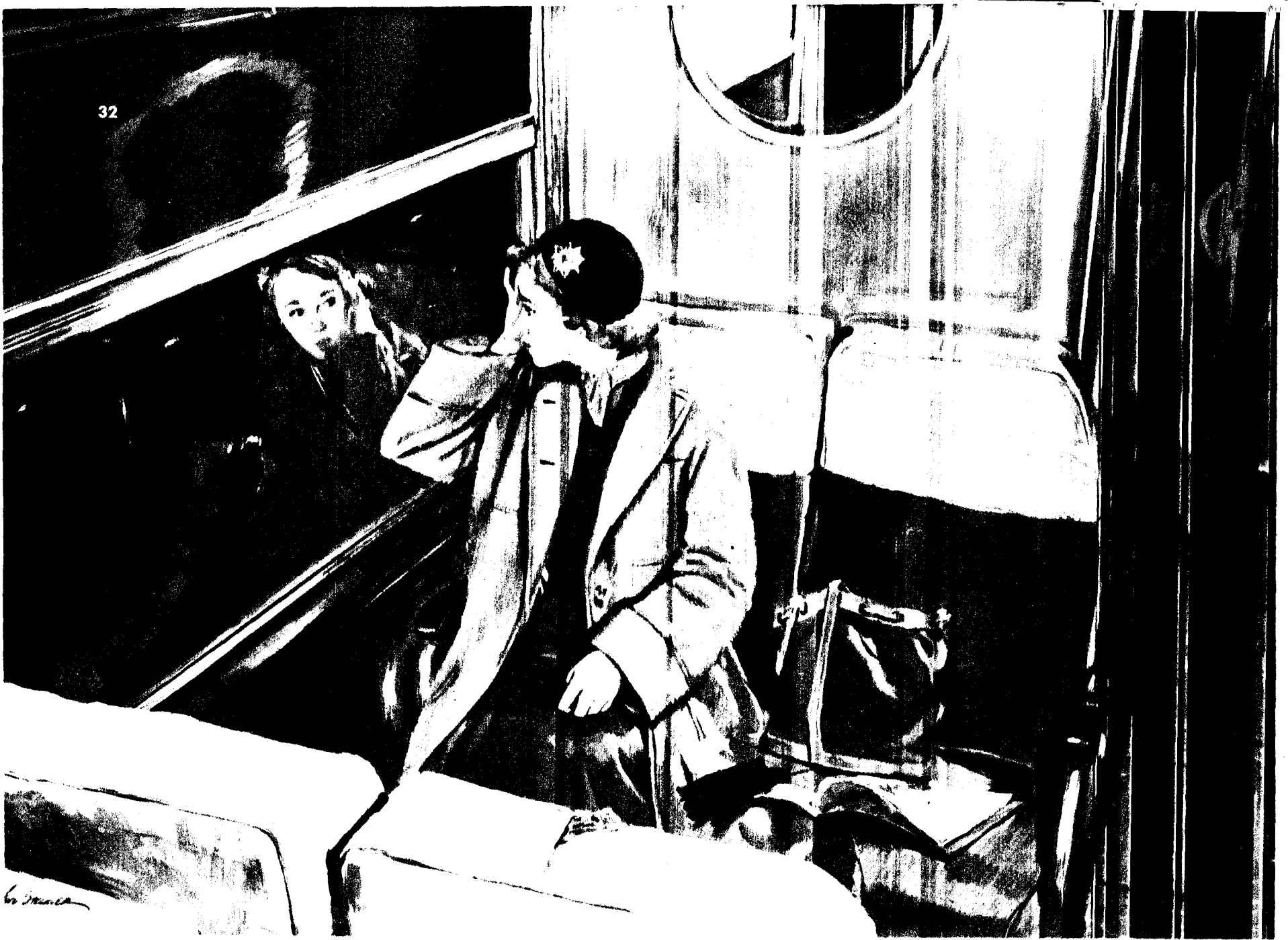
The arrival of a 3d Air Rescue Squadron 'copter can mean a saved life. Here stretcher-bearing medics and Koreans await landing



Navy: Hanging by his legs, Lt. Jim McGarvey, of Chicago, is returned to the USS Oriskany. He had injured an arm when his plane crashed at sea

Marines: In rugged terrain, a wounded Marine is taken to a waiting HRS-1 Sikorsky helicopter. 'Copters also have been used as troop carriers





She felt as if time itself were slowing down just to give her more chance to think of a good plausible story

That Long First Look

Now she was sure the miracle wouldn't happen. And if it didn't, how could she live through this visit?

By MITCHELL WILSON

THE train sped past Harlem rooftops and lighted tenement windows. As it plunged into the tunnel leading to Grand Central Station, Barby's heart lurched from misery to panic because she still hadn't invented her excuse for escape.

Back in September, when Ruth had asked her to spend part of Christmas vacation, Ruth had made New York sound as if there were parties and dances every night. Barby's imagination saw a crowd of tall, slender boys, dark and knowing, just in from college—the kind that surrounded Ruth all summer. As late as Thanksgiving, Barby was still counting the days until Christmas, because in the back of her mind had been the dreamlike confidence that before she left Boston to stay with Ruth, she would wake up one morning to find that magically her face had taken on radiance and her figure had become slender and supple, and all her young awkwardness would be gone. But, finally, here was Christmas, and the miracle hadn't happened yet.

The tunnel lights blinked past her window with decreasing rapidity, as if time itself were slowing down just to give her more chance to think of a good plausible story. Ruth would not be too hard to fool, and she couldn't possibly be told the truth. A pretty, flirtatious girl would never understand how Barby could be *used* to sitting out dances, be *used* to the pretense of unconcern as boys rushed past her to the more attractive girls.

From ten summers Barby knew that Ruth's mother would not be too hard to get around, so long as the story involved family. And Ruth's older brother Jeff didn't even count. Jeff would be home for the holidays too, but then Jeff was always off to some date, or museum or foreign movie; he wouldn't even *hear* the story. The main trouble would be the Judge, who seemed instinctively unable to swallow a lie. He chewed on loose ends in a worried way until the whole fabrication came apart. For the past two summers, Ruth and

Barby had given up lying to the Judge about anything. He had made it just too much trouble. But Barby couldn't face another failure. She simply had to go back home.

Suddenly she saw how it might be arranged. She'd swirl into the apartment, kiss them all, put down her coat and bags, saying, "Hello, everybody. I've got terrible news—"

"Let the news wait," the Judge would say. He was used to "terrible" things happening to girls, and he was genuinely fond of Barby. "Let's see you in city clothes. Well, well, Barby, you're really getting there. Another year will do it."

These were actually the unkindest words he could have said, if only he knew. To the Framp-tons, as well as to her own parents, Barby's "getting there" meant getting back to what she had been at eleven, for Barby had been a beautiful child. Then she had grown long, lumpy and awkward when all the other (Continued on page 44)

ILLUSTRATED BY LEONARD STECKLER