

Lloyd W. Tracy, LCDR, USN(T) (Ret.) "Windy"

<u>Date of Designation</u>: 15 April 1943 NAP # 61-40 NA # 16628

Helo Pilot #25 Jet Pilot # 94

1948

Dates of Active Duty: 21 July 1931 - 1 March 1958

Total Flight Hours: 18,000+

Carrier/Ship Landings: Rotary: 1,000+

Approximate Flight Hours:

Jet: 15 Prop: 7,000 Helo: 10,000 VF/VA: 250

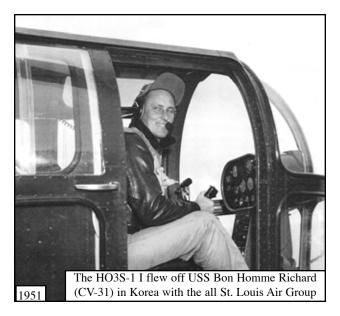
VR/VP: 1,200 VS: 100 VT: 200

Aviation Commands:

OinC, HU-1 Detachment, NAS Seattle (Sand Point), 1948 OinC, HU-7 Detachment NAS Whidbey Island, 1949

Duty Assignment Chronology

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6/27	First flight, summer of 1927. Flew a Curtis	
	Jenny (JN-4) for five minutes.	
11/29	Soloed a 150 horsepower Hisso A Eagle Rock,	7/49
	October 28, 1929, Chihalis, WA.	1/49
7/31	Enlisted in the U. S. Navy on July 28, 1931.	
4/39	Pensacola Flight Class 125E started April 15,	
	1939	
4/40	Designated NAP #61-40 by Captain A. C.	11/40
	Read on April 22, 1940.	11/49
4/43	Promoted from ACMM (NAP) to Lieutenant	2/50
	(Junior Grade), USN(T) # 16628 on April 15,	2/30
	1943.	
1944-1947	Electronics Test, NAS Patuxent River, MD.	
	Jet Pilot #94, P59-B1, on March 28, 1946.	
5/47-6/47	VX-3. Qualified as helo pilot #25 at NAS	9/50
	Lakehurst, NJ.	8/50
1947-1948	USS Burton Island (AG-38), arctic	



cruise. Senior Pilot - first Naval Aviator to fly North of the arctic circle in a helicopter. Was told first helicopter seen at Point Barrow, AK. Det 4 project, August 7, 1947. Back to Lakehurst to qualify in HO3S-1 helicopter. Relieved LCDR Chris Fink on USS *Edisto* (AG-89) for Antarctic expedition (Task Force 39). Was Senior Helicopter pilot for Task Force 39.

Had a glacier named for me - Aporn, 135 degrees West Longitude, below the tip of India in the antarctic.

Transferred to USS *Burton Island* from USS Adisto (AG-89), Port of Lima, Peru, May 1948

Back to HU-1 at NAS Miramar in April 1948. HU-1 just formed. Made another trip to arctic to resupply Det 4 and eye the sights. Returned to HU-1 and transferred to NAS Sand Point as Officer in Charge of HU-1 Detachment, Seattle, WA. Winter expedition to USS *Pine Island* (AV-

12). Returned to Sand Point and HU-1. Detachment was moved to NAS Whidbey Island, WA., because NAS Sand Point was turned over the the reserves.

HU-1 Detachment was placed aboard USS *Salisbury Sound* (AV-13) on July 9, 1949 for Alaska expedition and returned to San Diego. Flew helicopters from NAS Miramar to NAS Whidbey in 1949.

Transferred back to HU-1 at NAS Miramar,

November 1949.
On February 3, 1950, reverted back to Chief so I could keep flying rather than be a deck officer on a surface ship. Transferred to NATC Point Mugu at Oxnard, CA. Went to Korea aboard USS *Sicily*, and later Wonsan. August 17, 1950 - temporary duty at Camp Pendleton, CA., to assist the 1st Marine

- Continued -

Division in getting ready for deployment to Korea. Marines wanted me to go to Korea but Navy wouldn't let me go. They wanted them to take a Marine helicopter pilot. Back to HU-1, now getting a Detachment ready to board USS *Bon Homme Richard* (CV-31) for Korea. Departed May 1951 - November 1951. Back to HU-1, Service Test at NATC Patuxent River, MD.

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 AMO School, Memphis, TN.
 Maintenance Officer, HS-4 and HS-8, Reem Field, San Ysidro, CA

1/59 Transferred to AEW-3 on Guam. (VW-3 Maintenance)

3/1/58 Retired from active duty.

1958-1959 Quality Control, Boeing Aircraft Co.

1959-1961 Flew helicopters in Canada, Northwest territo-

ries, Arctic Isle, and British Columbia.

1962-1965 Flew for four different companies in U. S. and

3 in Alaska.

1/65-9/67 Chief pilot putting 6 and 8 inch pipeline

through the Grand Canyon. Over 6,000 round

trips in Grand Canyon.

9/67-1981 After Grand Canyon flights, flew for six dif-

ferent companies, many hours on forest fires,

etc., in Washington & Oregon.

Summary of Significant Career Events

(1) One of the most interesting times was with the U. S. Forest Service during the Mt. St. Helens explosion and needed flights three days after the eruption.



On Island in Spirit Lake which was formed during eruption of Mt. St. Helens on 18 May 1980. That's me in pilot's seat of Bell Jet Ranger, the first to set foot on the island approximately 4 miles from the eruption. It was estimated that the eruption was 100 times the Nagasaki bomb. I say 90-200 times Nagasaki as I was there after the bomb was dropped).



Pilot Lloyd Tracy flying helo in Antarctic, January 1947 at point 135 degrees longitude, South of the tip of India. Picture was transmitted from USS *Burton Island* (AG-38) to Washington, D. C., approximately 11,500 miles which was a record for a radio telephoto then. Photo was published in many U. S. newspapers before I returned to the states.