



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.

- 1952-1954 Back to HU-1, Service Test at NATC Patuxent River, MD.  
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 territories, 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 different companies, many hours on forest fires, etc., in Washington & Oregon.



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.

### 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).