



The Military Order of the World Wars

**The Association of All Military Officers
Chapter 131, West Valley, Arizona
P. O. Box 7938, Surprise, AZ 85374
WEB SITE-www.mowwestvalleyaz.org**



Bulletin No. 6

October 2023



The Preamble

*To cherish the memories and associations of the World Wars waged for humanity;
To inculcate and stimulate love of our Country and the Flag;
To promote and further patriotic education in our Nation;
Ever to maintain law and order, and to defend the honor, integrity, and supremacy of our National Government and the Constitution of the United States;
To foster fraternal relations among all branches of the Armed Forces;
To promote the cultivation of Military, Naval and Air Science and the adoption of a consistent and suitable policy of National Security for the United States of America;
To acquire and preserve records of individual services;
To encourage and assist in the holding of commemorations and the establishment of Memorials of the World Wars;
And to transmit all these ideals to posterity; under God and for our Country, we unite to establish*

THE MILITARY ORDER
OF THE WORLD WARS.

Commander's Message



**Linda Howry
Commander**

Welcome back to all of our members of MOWW Chapter 131. As I assume the Commander's office, I am blessed to have wonderful, dedicated and hard-working staff and members. Together, let's make this a banner year for our chapter. The past commanders held this organization together with their leadership and service during COVID and helped transition back to our normal meetings. With God's blessing I will endeavor to be an effective leader.

This summer Arizona was extremely hot, but it remained a busy summer for AZYLC. Fred Garnett served as director and Ann Garnett was his assistant during the four-day, 6 am to 10 pm AZYLC leadership conference which took place 11-14 July. Sixty-seven students attended the

SPECIAL FEATURE (Page 6)

The First Helicopter Rescue



Breakfast Meeting

An in-person meeting is planned for October 14, 2023 at 0930 at **Fellowship Square**

Address: 16477 W Bell Rd, Surprise, AZ 85374

Directions: Take Bell Rd and turn south onto 165th Avenue. Continue on 165th Avenue straight through the stop sign and then turn into the east side of Sam's parking lot. We must park at Sam's, as parking is limited at Fellowship Square.

conference at Arizona State University. The focus was on leadership. Later in the summer, Buz Isban, Mel Howry and myself attended the National MOWW Conference in Annapolis. It was very enlightening and informative. At the conference, our chapter received two 3rd place awards in the small chapter category; one for our Public Safety/Law & Order Program and one for our Patriotic Education Program.

Plans are now under way for our essay contest headed by Fred Garnett. We continue to support our 17 schools with awards under the directorship of Randy Meyer. Thank you to all who assisted with these endeavors. The MOC will be Feb 20th and the meeting place, band, and speaker are all locked in thanks to Jerry Wojtas.

Our membership grew by 11 new members thanks to Jerry Jenson and his committee. Our goal is to obtain at least 10 new members this year. Please invite your friends and family who are veterans or patriotic supporters. We need younger members to carry out our purpose of instilling patriotism and leadership in youth. I think our motto says it best: *"It is nobler to serve than be served"*.

Linda Howry
Commander MOWW West Valley 131

October Meeting Details

Companions:

Welcome back to our first MOWW meeting after the summer break on Saturday October 14, 2023. It will be held at Fellowship Square.

Speaker: Business Meeting. No Speaker.

Payment should be made in cash or check payable to "MOWW Chapter 131" and given to Buz Isban treasurer. We will know the cost of the cold breakfast closer to the meeting time, and I will email this information. If you are bringing guests, please provide their names, military

branch, and rank, so I can provide name tags for them.

Hope to see you there,

Linda Howry, Commander

Email: lindahowry@aol.com or call 928-252-6340

Surgeon's Note

By Chris W. Schmidt, MD

Significant Contributions by Military Physicians, #1
Benjamin Rush

As your new Chapter Surgeon, I would like to begin a series of brief articles on significant contributions made by military physicians to the Country, the military, and/or medicine. We will begin in this issue with a founding father.

Benjamin Rush was born in 1746 in Pennsylvania. His father died in 1751, leaving his widowed mother with seven children. Benjamin was sent to live with an aunt and uncle, where he benefited from an exceptional education. He

MOWW Chapter 131 Leadership

Commander: Linda Howry

Junior Vice: Randy Meyer

Adjutant: Mel Howry

Treasurer: Buz Isban

Marshal: Ken Blanchard

Surgeon: Chris Schmidt

Chaplain: Tom Troxell

Bulletin Editor: Carlton Bjerkaas

Web Master: Ken Coffman

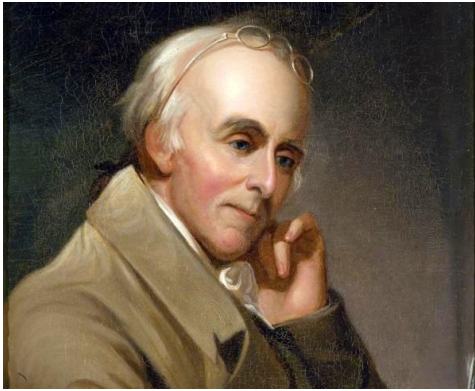
Historian (Archivist): Ken Coffman

Membership Chair: Ann Garnett

AZYLC: Fred Garnett

Immediate Past Commander: John Hannan

graduated from the College of New Jersey (now Princeton University) with a BA in 1760. He began a medical apprenticeship with a Philadelphia physician, who noted unusual promise and encouraged Benjamin to further his studies in Europe.



While studying abroad he witnessed the growing rift between Britain and the Colonies. He received an MD degree from the University of Edinburgh in Scotland in 1768. When he returned in 1769, he was one of the best educated physicians in the Colonies. He would become the most well-known American physician of the 18th century.

He was also a passionate author, teacher, politician, speaker, and social advocate. He wrote the first textbook on Chemistry in the Colonies and several essays supporting independence. During the early revolutionary period, Rush was active in the Sons of Liberty and was elected to represent Pennsylvania in the Continental Congress. He was a signer of the Declaration of Independence. He was a friend of Benjamin Franklin and regularly corresponded with John Adams, Thomas Jefferson and Thomas Paine. Paine consulted with him when writing the powerful leaflet *Common Sense* in support of independence. Still Rush was harshly criticized by some, who questioned why a physician was involving himself in politics.

Rush served on the medical committee of the Continental Congress. In this capacity, he accompanied the Philadelphia militia during the Battle of Princeton. He noted that the Army Medical Service was inadequately dealing with both illness and battlefield casualties due to infighting among the Chief Surgeons. He accepted an appointment as Surgeon General of the Continental Army, Middle Department, with the purpose of improving supply and leadership of the Medical Service. He crafted an order,

Directions for Preserving the Health of Soldiers, that formed the foundation of preventive military medicine and remained in publication into the early 20th Century. He adamantly supported vaccination against Small Pox, influencing General Washington to mandate vaccination for the entire Continental Army. The combination of nutritional and sanitary guidelines with vaccination was state of the art preventative medicine for the time.

Unfortunately, Dr. Rush became embroiled in political controversy when he was exposed to have repeated gossip critical of General Washington in private letters. He resigned as Surgeon General and returned to private practice. He later expressed regret for this incident and was often noted to be very complimentary of Washington as both a leader and an individual.

Rush continued to be a highly regarded medical professor and consultant into the 19th century, though many of his treatments are now viewed as archaic. President Jefferson appointed him as the medical advisor for Lewis and Clark's expedition. He provided a medical kit. Pills that were to be used as treatment for diarrhea contained more than 50% mercury. The often-contaminated drinking water and diet high in meat resulted in frequent use of the medication. As an interesting consequence, contemporary scientists have been able to trace Lewis and Clark's route by detection of the mercury in the soils.

Benjamin Rush, MD died in 1813. He is recognized today for significant contributions to the nation as a physician, civilian leader in the Revolution, and reformer of the Continental Army.

As an aside, Rush serves as an example of a founding father with some very human traits. Can you imagine him setting in a Philadelphia tavern during the Continental Congress with Franklin, Jefferson, and others sharing a tankard of ale and the latest juicy gossip about their fellow founding fathers? We will never know, but times and people probably haven't changed all that much.

Trivia:

Rush was an early anti-slavery proponent
Rush opposed the death penalty for all crimes except murder

Rush was an advocate for higher education of women

Rush taught future President William Henry Harrison at the University of Pennsylvania

Rush scientifically studied mental disorders and is considered the Father of American Psychiatry

Rush University Medical Center in Chicago is named in his honor

past by over \$150 each. We sponsored 20 students and 17 completed the program. This “perfect storm” resulted in about a \$6,000 reduction in our monetary resources as compared to last year at this time. The solution of course is to increase Arizona Tax Credit participation and limit the number of students we sponsor at AZYLC. More to follow next month.

Chapter Dues is Due. Chapter dues is only one source of revenue. The other two sources are from the 50/50 raffle and MOWW National Headquarters’ annual dividend for our perpetual members. We need every bit to fulfill our Chapter’s financial obligations.

Treasurer’s Report

Buz Isban
Treasurer



Financial Report

As of 28 Sep 2023

General Fund	\$9,253.52
Petty Cash	\$50.00
TOTAL	\$9,303.52

Patriotic Savings Account	\$4,840.99
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Endowment Fund	\$14,810.62
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GRAND TOTAL	\$28,955.13
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Our dues remain the same as last year; \$15 for a member and spouse and \$10 for a member without a spouse. We hope all of you will see your way clear to help our Chapter remain financially sound. Make checks payable to “**MOWW Chapter 131**”. You can mail your payment to our treasurer Michael Isban at 8980 W. Runion Drive, Peoria, AZ 85382. Thank you in advance for your attention to this matter.

MOWW National Information

MOWW News and Information

Want to Become a MOWW Companion?

MOWW chapters provide opportunities to support veterans of all ranks and service, youth patriotic education, college ROTC and high school JROTC, Scouting, monuments and memorials, public safety/law & order, national and homeland security programs, and stimulate love of our country and flag.

[Click for More Information](#)

“It is nobler to serve than to be served.”

Financial Audit. Jerry Wojtas has volunteered to be one of the two auditors necessary to complete the audit of Operating Year 2022 (1 July 2022 – 30 June 2023). I am requesting a second person to assist. It only takes about an hour.

Financials. The grand total is substantially down from last year at this time. This is due to three reasons. First, the number of people that took advantage of the Arizona Tax Credit was less than a hand full. Second, the annual National P & M Dividend we receive was down to about 15% of years past (\$400 verses \$2500). And third, the price per candidate sent to the 2023 Arizona Youth Leadership Conference (AZYLC) was substantially higher than years

AZYLC 2023



AZYLC Class of 2023.



Joe Harris and Bill of Rights Discussion



Tom Kirk Speaking at AZYLC

Future Events

- 14 October 2023 – Chapter Meeting
- 18 November 2023 – Chapter Meeting
- 9 December 2023 – Chapter Meeting
- 13 January 2024 – Chapter Meeting
- 10 February 2024 – Chapter Meeting
- 20 February 2024 – **Massing of the Colors**
- 9 March 2024 – Chapter Meeting
- 13 April 2024 – Chapter Meeting
- 11 May 2024 – Chapter Meeting

Bulletin Deadline

The deadline for submission of articles for the November 2023 Bulletin is the 22th of October.

Email articles to carltonbjerkaas@gmail.com



AZYLC Orange Team ice cream.

SPECIAL FEATURE

The First Helicopter Rescue

Where the special operations combat rescue mission began

BY [ROBERT F. DORR](#) - JUNE 21, 2022



An R-4 Hoverfly of the type used for the first helicopter combat rescue mission. Robert F. Dorr Collection photo

Today's Air Force Special Operations Command (AFSOC) had their beginnings in the jungles of Burma during World War II. There, the upstart 1st Air Commando Group waged an unconventional and unorthodox war against the Japanese, often operating behind enemy lines. The Air Commandos were an irreverent, unruly band of mavericks who cared little for the spit and polish of military life but fought courageously. They operated independently of the rest of the military chain of command and felt free to introduce new ideas to warfare – among them, a new kind of flying machine called the helicopter, one of which would perform the world's first helicopter rescue.

In 1943, when new pilot 2nd Lt. Carter Harman and a few others accepted an unusual assignment to the Sikorsky plant in Stratford, Conn., the new craft was being routinely called a “whirlybird” or an “eggbeater.” Harman learned to fly one of the newfangled machines, called the YR-4B, and then took it halfway around the world to Burma.

The Air Commandos' chance to test the new machine came when Tech. Sgt. Ed Hladovcak, the intrepid sergeant-pilot known as Murphy ("Do you see anybody around here who knows how to pronounce Hladovcak?") crashed in an L-1 Vigilant liaison plane, along with three British soldiers.

Hladovcak and the trio of His Majesty's soldiers were miles behind Japanese lines. Another liaison plane, an L-5 Sentinel, pinpointed their location but could not land in vegetated terrain crisscrossed by paddy fields. Harman and his crew chief, Sgt. Jim Phelan, were 500 miles away in India when they received the message: "Send the eggbeater in." The R-4 would have to carry extra gas and would be able to lift only one survivor at a time.



A Vultee L-1 Vigilant like the one that went down in Burma, making it necessary to launch the Air Commandos' Sikorsky R-4 Hoverfly on its rescue mission. Robert F. Dorr Collection photo

It was the sort of thing these early, special ops airmen were good at. Independent, untidy, at times arrogant, and commanded by a mere colonel who answered only to Washington – Philip “Flip” Cochran, the real-life model for Terry and the Pirates – the Air Commandos constituted the personal air force of Brigadier Orde C. Wingate, the unorthodox British commander in the CBI. Their tools were the P-51A Mustang fighter, B-25 Mitchell bombers packing a 75 mm cannon in the nose, the L-5 Sentinel liaison aircraft, the Waco CG-4A glider, the trusty C-47 Skytrain and, now, the R-4.

“There was a small group of us, three pilots and half a dozen crew chiefs and others, including Jim Phelan, and this new gadget called a helicopter was pretty interesting. Sikorsky acted as a training school and graduated the first class of Army Air Forces helicopter pilots. In October 1943, I became the seventh Army pilot ever to solo a helicopter.”

Upstarts who would have failed a white-glove inspection were the norm among the Air Commandos. “Irreverent?” asked Col. Fleming Johnson, an Air Commando veteran: “Hell, we were damn near in-subordinate half the time. We wouldn’t have shined on anybody’s parade ground. We weren’t good at snapping salutes or saying, ‘sir.’ And regular Army officers didn’t understand that we were different.” In fact, Cochran, Johnson, and the other Air Commandos were more than different: They were the point of the spear.

The L-1 Vigilant crash took place on April 21, 1944. “Maybe the L-1 had been flying too low,” Hladovcak acknowledged later. “Who was to say? The L-1 was a sturdy aircraft used for operations behind Japanese lines. It performed well. But when my L-1 went down in a rice paddy, an embankment caught the plane’s fixed landing gear and snapped it off, ending any prospect of that particular L-1 ever flying again.”

SURVIVAL STRUGGLE IN THE JUNGLE

“Murphy” and the three Brits crawled, thrashed, and climbed until they were deep inside jungle foliage half a mile from the wrecked plane. For hours, it seemed there was no one friendly in the area. Murphy and the Brits hunkered down, watching as Japanese soldiers scoured the wreckage of the L-1, secured the crash site, and fanned out. As the day progressed and the heat became insufferable, the voices of patrolling Japanese came closer. Their uniform leggings were visible through the undergrowth.

In mid-afternoon, one of the 1st Air Commando Group’s smaller L-5 Sentinel liaison planes flew overhead and dropped a note. The message referred to the sharp slope behind Murphy. It read: “MOVE UP MOUNTAIN. JAPANESE NEARBY.”

In the crashed L-1’s cargo pit were three Japanese ceremonial swords Murphy had picked up from a battlefield in a souvenir hunt. If the Japanese found those swords first and then captured Hladovcak, there was going to be hell to pay.

Every bit as unlikely as the Air Commandos around him, Harman must have seemed an improbable person to salvage the situation. “I was a journalist before the war,” Harman said. “I reported on music for *The New York Times*. When the war started, I had already done some flying in a Piper Cub and a Waco biplane. Not eager to be in the infantry, I joined the Army Air Corps and went to Texas. I was in flying class 43-C, and after getting those silver wings I became an instructor in biplane trainers.”

Harman's undoing was an opportunity to be assigned to Stratford, Conn., close to home. "I figured I could see my mother and do some writing," he remembered. "Someone said, 'You want to volunteer?' I said, 'Yes.' I went to the Sikorsky plant at Stratford to learn about the R-4 helicopter.



2nd Lt. Carter Harman accepted an assignment to the Sikorsky plant in Connecticut because it was close to his home and to his prewar job as a music critic for The New York Times. But as soon as he learned to fly the R-4, Harman was on his way to a destination halfway around the world – Burma. Robert F. Dorr Collection photo

Harman's hope to be close to home was short-lived. The Air Commandos asked for and got three YR-4B helicopters, transported halfway around the world on C-46 Commando transports, with Harman and Phelan part of the team that traveled from Stratford to the China-Burma-India theater.

"The YR-4B helicopter came with a canvas-covered stretcher that you could slide inside the aircraft to carry a litter patient," said Harman. "To prepare the helicopter for what was going to be a marathon journey, I threw four jerry cans of extra fuel in the unused co-pilot's seat. (There was no one in India or Burma who could serve as a co-pilot, and the weight of another crew member wasn't going to help, anyway.) I put the litter stretcher behind the seats."

Recalled Harman: “Our mechanics assembled the helicopter out-of-doors in the heat and grit at Lalaghat, India, with few tools and no equipment. Tragically, on the first flight of a helicopter in India on March 21, 1944, the YR-4B crashed, killing one of our small group of pilots, the – first man to die in a U.S. helicopter in a combat zone.” Another of the scarce helicopter pilots was wounded in action while flying a conventional aircraft. As of April 1944, Harman was the only qualified helicopter pilot in the China-Burma-India theater.

On April 21, 1944, Air Commando boss Cochran sent radio instructions for Harman to proceed with a helicopter to Taro in northern Burma. It was a tall order. Taro was 600 miles from Lalaghat, way beyond the YR-4B’s usual range of 100 miles.

THE FIRST HELICOPTER RESCUE

Harman continued: “Once I was set to go, I took off to cover the first leg of the flight to Taro. That meant climbing above mountain peaks that loomed to 5,000 feet – in theory, the ceiling of the YR-4B – and visually navigating to Dimapur. I landed safely at Dimapur and filled the gas tanks from my own jerry cans before beginning the second leg of the trip, aiming for Jorhat. That was a bomber base where our boys were flying B-24 Liberators.”

Harman said he was comfortable operating alone. It took about 24 hours to reach Taro. “‘It’s time for a break,’ I told one of the soldiers there. I went for a dip in a mountain stream and washed my clothes as best I could. I was still wearing the summer khakis I’d brought halfway around the world.”

“It took me until April 25 to reach Aberdeen,” said Harman. “Previously, I had been stopping to refuel from jerry cans I was carrying. At Taro, mechanics installed an extra fuel tank borrowed from an L-5 inside the fuselage of my helicopter, but still I would have to set down whenever I wanted to transfer fuel, so this last leg might be an overnight trek. I didn’t know it yet, but Aberdeen-based L-5s were pinpointing Hladovcak’s location on the ground. The Commandos were planning to use the YR-4B and me for the pick-up.”

A radio message arrived from the 1st Air Commando Group base in Burma known as Aberdeen, a temporary airstrip deep inside Japanese territory. The base was home to L-1 Vigilant and L-5 Sentinel liaison airplanes piloted by sergeant-pilots like Ed “Murphy” Hladovcak and used for air rescues. Survivors who were brought to Aberdeen via L-1 or L-5 were transferred to larger aircraft for evacuation to India. It was all being done under the noses of the Japanese.

The message consisted of four words: “SEND THE EGGBEATER IMMEDIATELY.” That meant proceeding from Taro to Aberdeen, 125 miles to the south – beyond the limited range of the YR-4B.



The first R-4 helicopter in Lalaghat, India, in March 1944 being worked on by 1st Air Commando mechanics and a Sikorsky factory representative. U.S. Army photo

On the ground, Murphy's mind was racing with thoughts of being captured by the Japanese. "On April 24, a strange series of sounds cracked in the air," said Hladovcak. "It was gunfire, or was it? How difficult could it be for the Japanese to find one exhausted, hungry American sergeant-pilot and three injured British soldiers? But the sounds came and went. The Japanese did not appear."

The next day, the three British soldiers were much worse. Their wounds were becoming infected. The heat refused to subside. There were insects everywhere, especially mosquitoes, known to carry a virulent strain of malaria.

Harman landed the YR-4B at the Air Commando base at Aberdeen on the morning of April 25, 1944. He was told that the four downed men led by Hladovcak were holding out and had not been found by Japanese troops. L-5 Sentinels were dropping supplies and messages to Hladovcak, aiming at a white parachute he'd draped across the rice paddy. That brilliant white cloak, however, was probably going to make him visible to the Japanese.

An L-5 dropped a message to Murphy telling the sergeant-pilot about a spot where a liaison plane could pick up Hladovcak and the three British soldiers. It was a sandbar on a river nearby. British commandos had secured a small sector of the bank, enough space for an L-1 or L-5 to land. At

Aberdeen, they knew that none of the four men could reach the riverbank on their own power. They believed, however, that Harman could bridge the gap. It was an ad hoc solution, the kind of improvisation for which Air Commandos and their successors, AFSOC folk, would always excel.



This Sikorsky R-4 Hoverfly, pictured here in March 1944 being piloted by 2nd Lt. Carter Harman, flew history's first helicopter combat rescue mission. U.S. Army photo

MECHANICAL ISSUES

Said Harman: "I worried about the often unreliable 200 hp Warner piston engine that powered my YR-4B. I wondered if I could get to the clearing where the men were waiting. My YR-4B would lift them to the riverbank, where liaison planes could take over. Since I could only carry one man at a time, I would make four round trips. Helicopters were still new and we were still learning that they did not like hot weather. They didn't like Japanese soldiers, either. My YR-4B was exceedingly vulnerable to any kind of gunfire.

"I flew from Aberdeen to the sandbar riverbank, where I made the rendezvous with an L-5 Sentinel. Then, the L-5 led me to the clearing where Hladovcak and the three British were struggling to stay alive. I did not see any Japanese troops, but was told they were all around us. I wondered if the engine

and helicopter would hold together trying to pull off a job that was more rigorous than anything they had been designed for.”

“I got there first,” said Harman. “Hladovcak climbed on board. I put the aircraft into a hover. Now, the troops swarmed directly beneath us and for a moment the YR-4B threatened to seize again. The helicopter sank back toward the jungle. Then, I was able to get the YR-4B to full power and we climbed away from those men with rifles.”

Later, Harman was told that Hladovcak “went crazy” when he saw the “eggbeater” arriving. Murphy had, of course, never seen a helicopter before. Harman was pushing the YR-4B to the limit when he landed in the clearing in a swirl of flying dust and pieces of greenery. Murphy loaded the most seriously injured British soldier aboard. The YR-4B strained, vibrated – and took off. Harman was able to make it to the sand bar where a liaison plane flew the British soldier to safety.



2nd Lt. Carter Harman, standing at left, and ground crew pose in front of an R-4. National Archives photo

Said Harman: “I hauled out a second British soldier, still searching the jungle canopy for Japanese troops. We reached the riverbank, and that’s when everything went wrong.

“The Warner engine seized. There was a clunking sound and a lot of vapor around the engine. It had overheated on me and it wasn’t going to start. I was going to have to spend the night on the sand bar. I didn’t see how our luck could hold out much longer, and I wondered if that was the night the Japanese would overrun Hladovcak and the remaining British soldier.”

It was a long, lonely night for Harman. The liaison pilots warned him there might be weather problems on top of everything else the next day. When morning came, there was low cover, but nothing to prevent flying if only the engine would start. It did. Harman was able to pick up the third British soldier and get him to safety. Edward “Murphy” Hladovcak was now alone in the clearing in the jungle.

Murphy held out. Harman was able to go in again. As the YR-4B approached the lone Hladovcak, soldiers broke out of the tree line about 1,000 feet from him, some with their rifles held in the air. “It’s too late,” thought Harman. “After all this work, it’s too late.” Hladovcak was shouting out loud about Japanese troops bearing down on him.

“I got there first,” said Harman. “Hladovcak climbed on board. I put the aircraft into a hover. Now, the troops swarmed directly beneath us and for a moment the YR-4B threatened to seize again. The helicopter sank back toward the jungle. Then, I was able to get the YR-4B to full power and we climbed away from those men with rifles.”

Harman took Murphy all the way back to Aberdeen. There, they were told that the troops who’d swarmed beneath the helicopter were, in fact, friendly Chindit irregulars who had been intent on rescuing Murphy. There were Japanese nearby, but Harman never actually saw them. “When I bounded off the ground with Murphy on board, we were escaping from our own guys,” Harman said.

The first helicopter rescue was the beginning for rotary-wing aviation, for the Air Commandos, and for what would become Air Force Special Operations. Harman spent several more weeks with the 1st Air Commando Group and retrieved several people who needed rescuing. Then, the last R-4 helicopter was damaged beyond repair. But in early 1945, another helicopter arrived in the theater.

That helicopter performed yet another rescue, one that sometimes is erroneously cited as history’s first helicopter rescue. On Jan. 26, 1945, Capt. Frank Peterson flew an R-4 to evacuate a wounded weather observer, Pvt. Howard Ross, from a 4,700-foot mountain ridge in the Naga Hills of Burma. Peterson flew with a co-pilot, 1st Lt. (later Lt. Col.) Irvin Steiner. That was a very early helicopter success, but it came eight months after Harman flew the first such mission, paving the way for the special operations helicopter missions of today.

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West Valley Chapter 131, Arizona
P. O. Box 7938
Surprise, AZ 85374
RETURN SERVICE REQUESTED

TO: