

Cannon
L.T. - SUNOCO. MAY 28, 1943 * FROM SIKORSKY HELICOPTER

GOOD EVENING EVERYBODY:

I doubt whether there has ever been a stranger news broadcast made or attempted, than this. I am sitting in the cabin of a U.S. Army Sikorsky Helicopter, in the Connecticut sky, a few miles inland from Long Island Sound. There are two of us in the plane -- if it's correct to call a Helicopter a plane -- and we not only are in the air, we are almost standing still -- hovering.

At the controls is Colonel Frank Gregory, a member of the Technical Staff of the Engineering Division of the U.S. Army Air Force. On the ground below us, watching the proceedings, is the inventor of the Helicopter, Igor Sikorsky, and a small crowd.

Before I go any further and before I get into my regular news broadcast, the first broadcast

by regular radio-wave ever attempted from a Helicopter, there is one bit of the picture that I would hurriedly like to give you:-

This is not short wave. Which means that up here in the air I actually am connected with the ground by a light cable. Down there below me, with Igor Sikorsky and a group of others, at his sending apparatus sits a Blue Network Field Engineer by the name of Al Weist. Al's heart is probably in his mouth, because if for any reason this Helicopter should stop hovering and suddenly start off in any one of five directions that it can go, left or right, forward or back, or up, then in just a moment we would come to the end of Al's cable and at that instant something would give way and I'd be off the air.

I just wanted to tell you that so you'll know what has happened if at any point in the next few minutes you no longer hear me.

And now Colonel Gregory let's peer out
from the window of this, the strangest flying machine
in all the world, and let's see what has been happening
to the strange human race today:-

BYRNES

Big news from Washington! Today's change in the war setup in Washington is one of the most important since the present conflict began. The new Office of War Mobilization is to have virtually absolute control of all war activities of the government -- save for the actual operation of the military forces at the battlefronts.

The big boss will be James F. Byrnes, the former Senator and Supreme Court Justice who, until now, has been Director of Economic Stabilization.

Jimmy Byrnes of late has been the president's right hand man on the home front, and now he becomes chairman of the Office of War Mobilization -- the O.W.M. as we'll be calling it in alphabetic fashion. James Byrnes is now the generalissimo on the home front.

The members of the Office of War Mobilization will be chairman Byrnes, Secretary of War Stimson, Secretary of the Navy Frank Knox, Harry Hopkins, who has so much to do with Lend-Lease, Chairman Donald

Nelson, of the War Production Board, and new Economic Stabilization Director Vinson; six members.

President Roosevelt stated today that he is restricting the Office of War Mobilization to a small group -- for greater efficiency.

There has been much demand for centralization and unified control -- with plenty of complaint against the present multiplicity of agencies, conflicting, quarreling, getting in each other's way.

In a formal statement, announcing the creation of the O.W.M., the President explained: "We are entering a phase of the war effort when we must streamline our activities, avoid duplication and overlapping, eliminate interdepartmental friction, make decisions with dispatch, and keep both our military machine and our essential civilian economy running in team at high speed."

That weighty presidential declaration is a frank summary of the causes for criticism.

So now a maximum of unified control is announced with the creation of the Office of War Mobilization headed by Jimmy Brynes.

HELICOPTER - TWO

I hope I'm still on the air -- as well as in the air. We still seem to be hovering in pretty much the same spot. And before I go on to another news item perhaps those of you who are listening in would like to have a little description of the Helicopter in which I'm flying -- and perhaps an explanation of why I'm here.

Recently we heard that Uncle Sam was going to build a large number of Helicopters. We had it in the news. But this week I discovered that almost overnight the American people have become Helicopter conscious. Yes, and that orders were coming in from folks wanting to make sure they are among the first to get one after the war. So I called up Inventor Sikorsky, and asked him if he would give me a demonstration. And then I got hold of Colonel Frank Gregory of the Army who is in charge of the whole Rotary Propelled Division of what we are doing in the air. The Colonel got in touch with his chiefs in Dayton, and maybe Dayton got

in touch with Washington. At any rate here we are actually doing the first news broadcast from a Helicopter, and the first long wave broadcast of any kind ever attempted from any flying machine.

What does it look like, and how does it behave? The Chief Helicopter pilot under Igor Sikorsky is Charles Lester Morris who holds the record for having made the first long distance flight in one, as well as the longest Helicopter flight -- from here at Bridgeport, Connecticut, to Dayton Ohio. On his way to and from Dayton he stopped at various cities and gave demonstrations. At one flying field he purposely overshot the field, then backed up and came down straight. One of the mechanics at the field said: "Mister, am I drunk or am I crazy? I'm suresssain' things!"

And that's the way you may feel when I tell you about this machine.

It has a fuselage about as long as a small airplane only the tail burns up in the air a bit. It

has wheels, for a landing gear. But, it has no wings. Colonel Gregory and I are sitting here in a two seater cabin, and above us - (no doubt you have been hearing the sound all the time,) are three huge rotary blades, sweeping around and round. Those blades are what lift us off the ground. And, they lift you straight up, without even ten feet of run. Behind us, attached to the tail, is another two-bladed propeller, perpendicular, up and down, instead of horizontal as the big three-bladed propeller ~~is~~ that is above us. That small tail propeller has two functions -- to prevent torque, that is, to keep the ship from spinning round and round; and second, it enables the pilot to steer the plane either one way or the other.

The Helicopter, this one, will do around eight miles an hour. The new models to come will do one hundred. It has an extremely small engine compared to the modern airplane, so the fuel capacity is small; about the same as a big automobile. The

Army has ordered them put into mass production. As you probably have heard they are going to be used at sea, operated from decks of tankers and other ships to combat the submarine menace; as an Army project.

As a result of the recent publicity the Helicopter has had, because of what the Army has been doing, the public imagination has been so fired that a stream of orders have been pouring in from people who say they want to be the first to have a Helicopter when the war is over. I've just asked Igor Sikorsky to add my name to that list.

Now to return to the news of the world.

ESSEN

In the bombing news today the big name is -
Essen, home of the historic Krupp armament plant.
The British R.A.F. in its town-by-town devastation
of Nazi war industry has just smashed Essen with a
thousand tons of bombs. For fifty minutes, just past
midnight, wave after wave flew over the giant Krupp
armament works and dropped cargoes of high explosives.
Ten waves in all.

Today the German High Command admitted that
the bombing did huge damage, and R.A.F. pilots tell
of tremendous explosions and tempests of fire.

Right now Essen, the home of Krupp, rates
as the most heavily bombed city in Germany. It has
been hit fifty-six times, the Krupp works blasted by
a total of more than ten thousand tons of bombs.

And there was still another R.A.F. raid
against a Nazi target last night -- this one made by
light bombers, those fast Mosquitos built of ply wood.
The Mosquitos flew to the City of Jena, that historic

site of one of Napoleon's greatest victories.

At Jena are the Carl Zeiss optical instrument factories. The whole world knows about Zeiss lenses, famous for their precision. Optical instruments are vital in this mechanized war, and the bombing of the Zeiss factories represents a telling blow. The Mosquitos assaulted the place heavily, the Zeiss factories, and a big glass-production plant, hitting at the enemy's war lenses.

On the Mediterranean air front the news tells of two more attacks against the Island of Pantelleria. That rocky stepping stone between Sicily and Africa is becoming a second Malta, taking Malta's place as the most bombed locality -- the shoe being now, of course, on the other foot. And the big Sardinian air fields were smashed badly -- on the tenth day of the consecutive bombing of Italian targets.

From the enemy side we have an interesting mention. An Italian communique describes a raid by

Axis planes. These are said to have bombed the captured Tunisian ports of Bizerte and Sousse. The interesting mention tells of invasion barges. The enemy communique claims bomb-hits on boats mobilized for landings. This is the first reference to an invasion fleet on the African shore, Tunisia, so close to Italy.

I wish you were all up in this Helicopter with us. How about it Colonel?

COLONEL G.: Yes, I wish we could drop the Blue Network cable that reaches down to Al the engineer!

L.T.:- It's hard to believe that we are up here standing still in the air. Anyhow, I wish you could all see Sikorsky, or Colonel Gregory or Les Morris fly one of these incredible machines: forward, sideways, straight up, straight down, and backwards. To see it is to realize that here before our eyes is one of the miracles of all time. For, at last the dream of airmen has come true; and here is the flying machine that will do everything. If you live in a small house and it has a flat roof you can easily land on that -- or, in your front or back yard.

Tom McKoy, an aviation enthusiast who came up here with me, believes the time will come and almost immediately, when these Helicopters will be made with the rotary blades designed so they'll fold back, so you

can drive it along the street, and park it. Then when you get away from the business section of your town you'll open up the blades and take off and fly to wherever you are going. Colonel Gregory has just passed me a note asking if there is any more important news tonight. So let's see.

HELICOPTER FOUR

Oh, Oh, Sikorsky is waving to us. Someone has just handed him a paper. Apparently a bulletin for me. Colonel Gregory is dropping us down to the ground. Okay! Mr. Sikorsky! Thanks! Now we're rising in the air again. Let's see what is is:-

RUSSIA

Let's see. News from Russia. The Red Army is smashing against what is called the Kuban Bridgehead. The Black Sea peninsula which is all the Germans have left of their one time large conquests in the Caucasus.

News about the Soviet attacks against the Kuban Bridgehead comes from Berlin, which tells of attacks day after day, an all-out assault. The Germans claim what they call -- a complete defensive victory.

Moscow speaks of great air battles on the Kuban front, the Soviets shooting down a hundred and thirty-one German planes in two days -- the Red air force losing thirty-three planes.

Berlin is paying a lot of attention to the northern end of the line, the Leningrad area. A violent artillery duel is going on there, and the Germans say they have spotted large concentrations of Russian forces presumably for a major attack.

HELICOPTER - END

This afternoon Inventor Sikorsky told me part of the fantastic story of how he evolved this machine. He said that when he was a boy in Russia, only eleven years old, he dreamed that it could be done. He says his only explanation is that it was intuitive, because he hadn't reasoned it out. So he tried to build one and failed.

Then in Nineteen Hundred and Nine when he was twenty years old he raised some money and built two Helicopters. But he says he didn't have enough finance and again he failed. Then he went to designing conventional airplanes, which he did with great success. He gave up the Helicopter for the time being. But after thirty years had gone by, and he no longer had to worry about money, he went at it again. This time with success. And a moment ago he proudly showed me his U.S. Government license -- Helicopter Pilot Number One!

Wemay be living in a mad world, a world in

which nearly all the peoples of the earth are warring with each other. But it's also a wonderful world.

And how strange it seems to be sitting here, sitting up here almost motionless in the air, in a Helicopter, ending this broadcast and saying to you.

So Long Until Monday.



US ARMY YR-4A
ARMY AIR FORCES SER HQ-1000
CREW WT 600 LB



