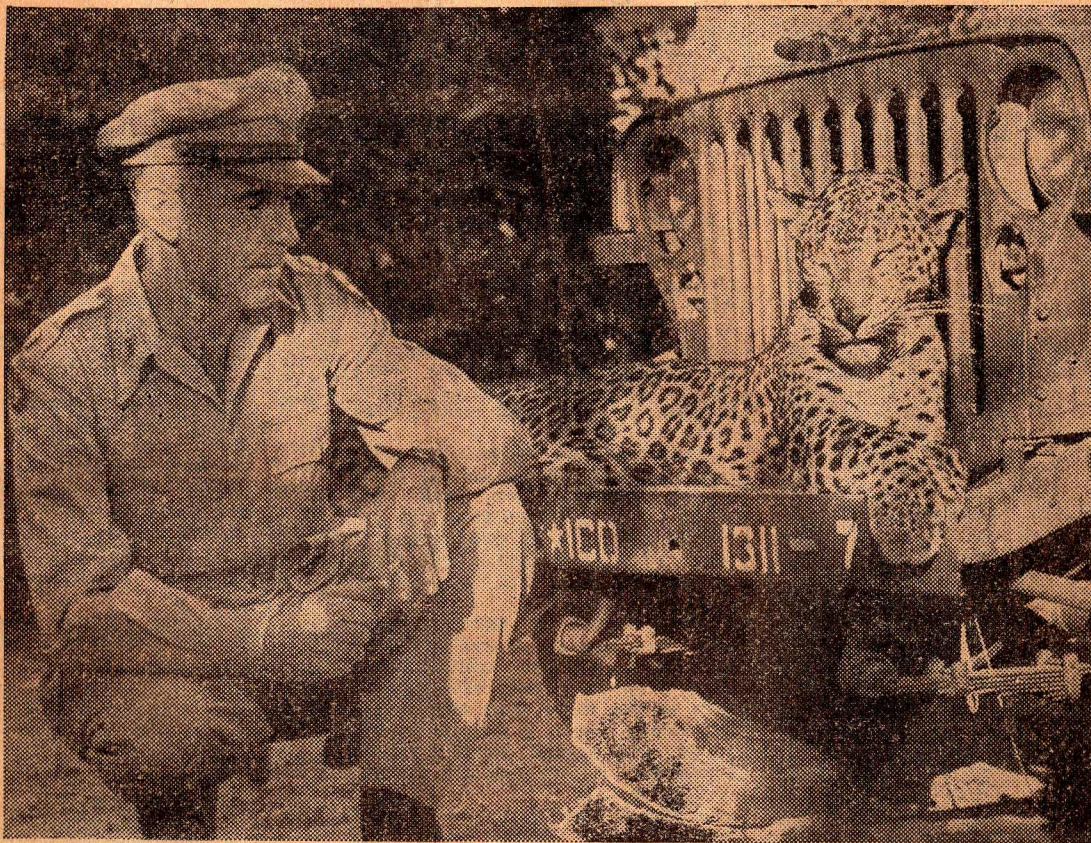


The Colonel Comes Home from the Hunt



The eyes are open, but the big cat isn't alive. Bagged in a hunt near the 1311th, he lies on the jeep of his killer, Lt. Col. Lee W. Willey. A veteran sportsman, the colonel calls the neighborhood of his field "one of the best hunting spots in the world."

Flew Under Bridge in Plane With Gal On Wing; Now Shows Pilots Safe Way

CO at 1311th Is Ex-stunt
Elier Pioneer Air

and treacherous winds.
Instrument flying has long

Flew Dogfights in Movie

P & T Offices Consolidated at Base in Assam

Combining of Passenger,
Freight Terminal Is
Feature Of Setup

1327th BU, ASSAM—The priorities and traffic section here, under the direction of Maj. Fred Strauch, Jr., has undergone a wholesale change in its physical makeup.

Formerly located in operations, one mile from its warehouse where trucks had to be dispatched, P & T now has been moved to the runway itself. Here each aspect of its function is in a centralized location.

The office, passenger and freight terminals, additional fuel loading ramps, weights and balances, and a repair shop for damaged tie-down equipment are all set up to facilitate quick loading and unloading.

Taxi Strips Built

Prime benefit of the new location is the ability of incoming and outgoing planes to receive and discharge loads from a ramp adjoining the terminal. Necessary taxi strips were constructed for the purpose.

Transient Facilities

In keeping with centralization is the nearly-completed modern passenger terminal calculated to suit the most discriminating taste. Set off by the striking mural work of Lt. Nicolai V. Kuvshinoff, a prominent pre-war artist, this room will boast indirect lighting, rugs, writing desks, lounge chairs and magazine racks.

Passenger planes, like cargo ships, discharge their loads at this consolidated freight-passenger terminal, enabling transients to obtain quicker transportation

Flew Under Bridge in Plane With Gal On Wing; Now Shows Pilots Safe Way

CO at 1311th Is Ex-stunt Flier, Pioneer Air Line Pilot

(Ed's Note: This is the third in a series of articles on ICD base COs.)
1311th BU, INDIA—The truant who grew up to be a truant officer has a counterpart in ICD. Here the once devil-may-care stunt pilot of "Hell's Angels" and "Dawn Patrol" is training pilots the safe way to fly the Hump route to China.

The ex-stunt pilot is Lt. Col. Lee L. Willey. His command is the check-out school for Hump pilots at 1311th BU. Lean and friendly Col. Willey, 42, is a familiar figure on the flight line, where he gives close personal attention to the instructional program, talking to his pilot-instructors and student-officers as one pilot to another.

1,000 Hours On Instruments

You won't find Col. Willey doing any Immelman turns, spins, and barrel rolls to-day. His full time is devoted to showing pilots how to get there and back, how to fly with instruments over 20,000 foot peaks, defying icing conditions

and treacherous winds.

Instrument flying has long been of keen concern to Col. Willey. He has logged over 1,000 hours on instruments in actual weather, out of a total of 14,000 flying hours. At one time he was instrument flying instructor for Eastern Airlines and later served on a board of officers which rewrote AAF Regulation 50-3 and set up the AAF Instrument Flying school at Bryan, Tex., after making a study of instrument flying proficiency.

"But, I am even more concerned with the general handling of the airplane," he says, "because instrument flying won't help you unless you can get the plane back on the ground."

Col. Willey learned to fly in California in 1924. After completing the course he bought the school. His partners in this early venture were Jack Frye and Paul Richter, later president and vice-president of TWA. With the slogan "guaranteed to solo for \$250," the school, known as Aero corporation of California, soon was training 160 students a month. Col. Willey was chief instructor, with five pilots to assist him. Their ships were the old Jennies (JN4D), Thomas Morris Scouts, SE5s, and old Standards—all ships developed during World War I.

Movie Pilot

It was during this period that Col. Willey became interested in stunt flying, teaching acrobatics to the more daring students. He was a member of "13 Black Cats," a group of movie stunt fliers, who flew the photographic ships or participated in movie dogfights. He flew in "Dawn Patrol," "Lilac Time," "Hell's Angels" and "Wings." He flew for newsreels for stunts such as exhibition parachute jumps and plane changes in mid-air. One of his greatest thrills was the time he flew Art Gobel under the Colorado bridge at Pasadena with a girl on the wing.

In 1926, the Willey-Frye-Richter combination expanded operations to air lines by pioneering the Los-Angeles-Tucson run as Standard Air lines.

In the fall of 1926, Western Air Express bought the school and the air line. Col. Willey stayed with Western and flew all their lines during the ensuing eight years. From 1932 to 1934

Flew Dogfights in Movie Thrillers; Conducted Test Flights

he was chief pilot for the line and handled all pilot check-outs.

In August, 1934, he transferred to Eddie Rickenbacker's Eastern Airlines, flying various runs until 1942.

Conducted Test Flights

Commissioned in the Air Corps in 1942, he was assigned to the Office of Flying Safety. For six months he represented that office at the big C-54, B-24, and B-17 plants on the west coast. He conducted test flights and made factory follow-ups on each aircraft accident in which

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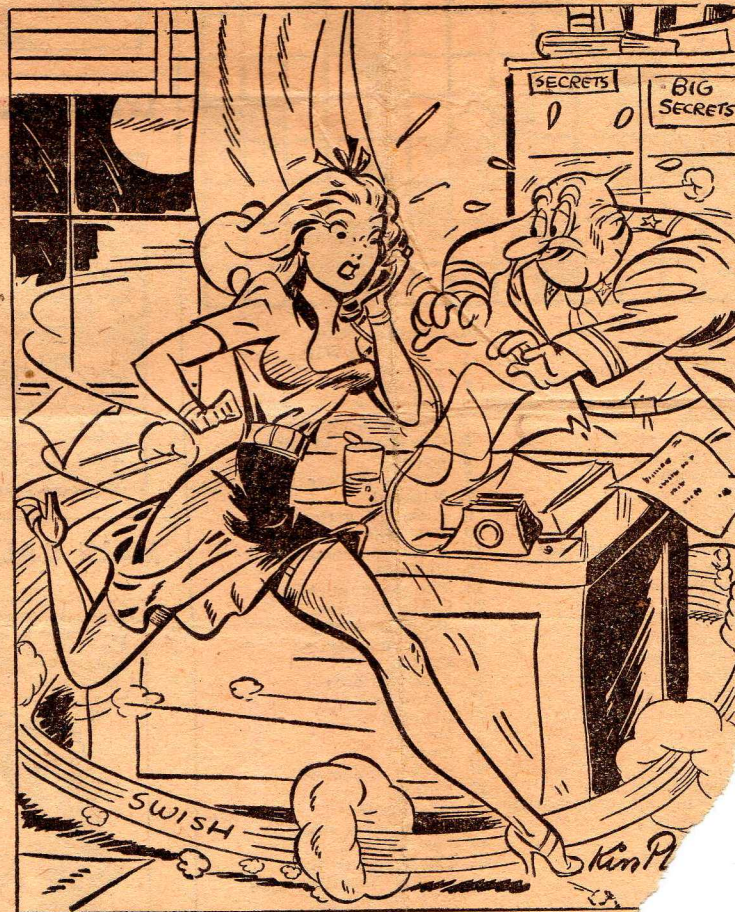
Passenger planes, like cargo ships, discharge their loads at this consolidated freight-passenger terminal, enabling transients to obtain quicker transportation to billeting and mess facilities. In the event time does not permit leaving the terminal, passengers will be supplied K rations and fruit juices.

factory responsibility was probable.

The Flying Safety office next sent him to the 2nd Air Force as flying safety officer, where he demonstrated the B-24 and B-17, including all emergency procedures. He conducted accelerated service tests on a bombsight and on automatic pilot. In November, 1943, he was transferred to the 20th Bomb Squadron as check-pilot on B-29s. He flew the super-forts until May, 1944, when he was transferred to the ATC.

BROAD VIEWS

By Pvt. Kin Platt



"Hello... Yes... This is the office of Strategic Pl...

Autograph



ronic injury gets an autograph
ily Pons and Andre Kostelanetz
Lee Dobyns, of Golden, Colo.,
BU. and left their autographs.