

Air Truckers Pioneering New Business With Newark as Its Potential World Center



AIR-TRUCKERS—Ex-Capt. Robert R. Terwilliger (above), 19 Wetmore ave., Maplewood, jockeyed B-29s over Japan. Now, he pilots cargo planes for Veterans' Air Express. Re-converting an Air Cargo Transport C-47 from Army to civil use (right), are ex-AAF mechanics Russel Schraft, 320 Chapman st., Newark, and Dominick Peterso, 453 South 11th st., Newark.



TEN MINUTE BREAK—Albert D. Martin, 109 Chelsea ave., Newark, co-pilot on one of the Veterans' Air Express passenger carrier runs, shares a ten-minute break with Stewardess Charlotte McFall, former Army flight nurse.

SKY-LANES OF TRADE: More Than 25 Groups Formed By War Fliers

By MICHAEL SULLIVAN
The sky's the limit. World trade is the prize. And more than 25 teams of alert, wide-awake ex-GIs are the participants in one of the nation's newest industries, a business which has already made Newark its potential world center.

The business is the infant of the transportation world, trucking by air. The boys engaged in the business are the veterans of our air forces, the lads who flew the B-24s and B-29s, the C-47s and C-54s, who jockeyed every type of U. S. plane through the air-lanes of the world while putting the kyo on Hitler and Hirohito.

Official estimates place the number of air-freight lines using Newark Airport as high as 28. There is no official count. Almost every week, adventurous groups of ex-airmen get together in some part of the nation, pool their resources, acquire a charter, a surplus Army cargo plane or two, and announce to the world at large that they are in the air trucking business to stay.

PIONEER GROUP
One of the oldest outfits in the field is the Air Cargo Transportation Corp. Operating just a little more than one year, this pioneer group has a total of 13 C-47s. Eleven of these huge planes are in almost daily use, while four of them, recently acquired from the Army, are in the process of being reconverted to meet civilian standards.

Newark Airport is home base for this building outfit. From Newark, the outfit flies to such points as Cuba, Miami, Havana, St. Paul, and Tampa. Green foods and flowers, a New York department store recently had a huge pre-summer sale of 1946 bathing suits. ACT had flown them in from California.

ACT is the brain-child of H. Roy Pennell, a Signal Corps officer in the early part of the war, who became a Civil Air Patrol squadron commander in its later stages. While flying over submarines in the Pacific, Pennell got a good glimpse at the tremendous jobs the transport commands of both the Army and Navy were doing.

"If the Army and Navy can do this, why can't civilians?" Pennell asked himself. And even before V-J Day, he was working out the answer.

CHOICE OF ASSISTANTS
The civilians Pennell picked to assist him were, naturally, the ex-air force men who were ideally trained for the task. Co-pilot on one of his first runs was Jim Berlinger, a skillful lad who had safely guided a B-24 through 30 combat missions over Germany.

Today, Jim is personnel manager of Air Cargo Transport. More than 85 per cent of the company's personnel are veterans. And these veterans are not all ex-air force boys, either.

"The men who do the cleaning work around our hangars were members of a famed colored battalion," Jim said. "One of them earned the Silver Star and the Purple Heart."

Purchasing agent of ACT is 22-year-old, friendly Vincent Suhr, an ex-major who flew a B-17 over Africa in the early days of the war, a veteran of five years in the Army. Head man at Newark Airport is



STRIP-ACT—Four ex-AAF mechanics strip the interior of this ex-AAF cargo plane. The lads, all employed by Veterans' Air Express, 11 Commerce st., Newark, are Abraham Glass, 127 Johnson ave., Newark; Samuel Puzzone, 911 Hillsyth rd., Elizabeth; William S. Hounsell, 123 Wyoming ave., Union, and Salvatore Carlazza, 7 Hayward st., Orange.



SKY'S THE LIMIT—One of four C-47s just purchased by the veteran-manned Air Cargo Transport Corp., is poised for flights to the world as a "trucker of the air."

Dog Goes Back For Family Cat

HIAWATHA, Kan.—The John Warren family moved from the country into Hiawatha, bringing with them their dog, but leaving the family cat on the farm. The dog was tied up for several days, but shortly after being released he disappeared. Several days later he returned—with the cat.

While Hoosier Air Freight was making its biplanial flight from Providence, R. I. to California.

YOUTHFUL ORGANIZATION
Veterans Air Express is bursting with youth. Operations manager is 22-year-old Jack Steiner, who jockeyed a B-24 in the CBI; chief pilot is 28-year-old Robert C. Chambers, ETO vet. Other key men include Robert Krohn, 24, who was shot down on his first mission in a B-17 and spent two years in a Nazi prison

He'd Use Ships For Housing

BOSTON (U.P.)—"Ahoy, neighbor" would be an accepted greeting between householders if Philip Nichols, chairman of the Massachusetts board of housing, had his way.

Nichols urged passage of legislation to permit communities to buy Liberty ships, carriers and other naval vessels to relieve the housing shortages.

He pointed out that housewives could use co-operative kitchens, and ideal playgrounds for children were the between-deck spaces. Furthermore, there'd be no snow if a shovel, no sidewalks to sweep, no laws to move.

Ex-servicemen who head these air-trucking firms are not only the former enlisted men. Former Brig. Gen. Rollins V. Carr, who CO'd the Seventh Bomber Command which played a vital part in the attack on Japan, is chairman of the board of Trans-Caribbean Air Lines. This company organized last October, has been operating from Newark since

MONTHLY ORGANIZATION

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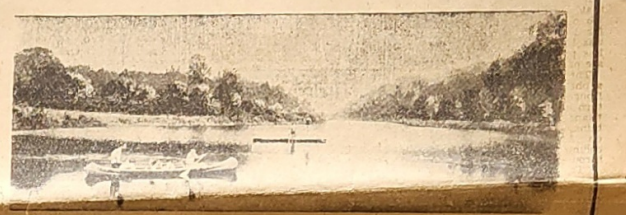
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HALF-ARMY, HALF-CIVILIAN—This ex-AAF plane still bears part of the inscription "Enlist in the Army Air Forces." Stripping the paint from this ACT plane are two ex-GIs, William Quinn, 373 Olcott st., Orange, and Frank Mayor, 20 Mission st., Montclair.

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DRIVE OUT THIS WEEK-END
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