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Signs of Spring

See Page Four

President Eisenhower to Use 47J's

Bell Ships Chosen on Basis of Performance

WASHINGTON, March 4 — The White House today announced plans to put two Bell Model 47J helicopters into service for President Eisenhower, probably within the next two months.

Presidential Secretary James Haggerty said the president will use his helicopter at first for transportation between the White House and the Military Air Transport terminal. Later, he said, it is possible that the helicopter may be used for runs to the President's Gettysburg farm and for other purposes.

The second helicopter will be at the disposal of the Secret Service. Both machines will be maintained and flown by the U. S. Air Force and will be identified as H-13J's, which is the military designation for the 47J.

Selection of the Model 47J for the service was made by the Secret Service and the Air Force on an all-around basis of its performance, Haggerty said. The 47J normally seats four people (pilot forward, three passengers). The one planned for President Eisenhower will seat three — the pilot and two passengers. It will be equipped with the standard executive interior.



WORKING ON PRESIDENT'S 47J are Milton E. Fisk (left) and John Skaggs of Dept. 68-production flight. Ships for Ike are to be delivered late this month.

Both helicopters are in final stages of manufacture and extensive Air Force inspection and flight test at Bell Helicopter's Hurst plant. Delivery is expected in late March.

Most dramatic test of the 47J's performance and durability was a recently-completed 17,000-mile flight through 15 Central and South American countries.

Northrup Aircraft Starts 47J Service

HAWTHORNE, Cal. — What is believed to be the nation's first scheduled industrial helicopter airline has begun passenger and urgent mail service between Southern California plants of Northrup Aircraft, Inc.

A Bell 47J four-place helicopter has been purchased by Northrup for twice-daily flights between Hawthorne, Van Nuys and Anaheim, Calif.

As a result of this new operation, travel time from the main Hawthorne plant to the Radioplane Company of Van Nuys, a Northrup subsidiary, will be reduced from one hour to 18 minutes and Northrup's Anaheim division is now only 22 minutes flying time away from the Hawthorne plant.

Passengers aboard the inaugural flight of the new helicopter service were Whitey C. Collins, Northrup president, and Vice President C. H. Miller. T. E. Leete is Northrup's pilot.

Great saving in the time of Northrup executives is expected to result by using the helicopter to transport top management personnel on previously established weekly business visits to outlying company facilities.



Here is flight photo of Bell H-13J similar to one to be used by President.



Industrial Relations Director John Finn greets new assistant, Nate Molinarro.

Nate Molinarro Made Assistant to J. Finn

Nate Molinarro, 43, veteran of 20 years in industrial relations work, is Bell Helicopter Corporation's assistant director of industrial relations.

Industrial Relations Director John Finn announced Molinarro's appointment to the newly-created post last week before both left for Buffalo, N. Y. to participate in current company-union negotiations. Molinarro will be second in charge over all Industrial Relations functions except Security.

Molinarro comes to Bell Helicopter from Pollock Paper Corporation where he has been general industrial relations director with offices in Dallas since 1945.

Prior to his association with Pollock, Molinarro was in charge of industrial relations for the Texas Division of North American Aviation, Inc., at Grand Prairie. He joined North American in December, 1937 and came to Texas for that firm in 1940.

Molinarro, who attended the University of California at Los Angeles, is a member of the Society for Advancement of Management, the Big Brothers, the Industrial Relations Research Association, and the YMCA. As recreation, he enjoys handball.

He owns his own home at 6522 Northport Dr., Dallas.

Sympathy

TO R. FRED HOWARD (Dept. 80-labs on the death of his father.
TO HAROLD FERRIS (Dept. 81-engineering) on the death of his father.
TO VIC HAERTEL (Dept. 85-production engineering) on the death of his mother.
TO FAMILY OF HUEY WILLET (Dept. 36-maintenance) on his death.
TO RUTH MERKLE (Dept. 22-estimating) on the death of her mother.

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Oxley, Stewart Get 15-Year Pins; 81 Other Service Awards Presented

Two Bell Helicopter employees completed 15 years of service for Bell, two more received 10-year service pins, and 79 have been awarded five-year service pins from Feb. 15 to date.

The 15-year pin recipients are Les Oxley, supervisor of spares control, and Clarence (Stewie) Stewart, assistant foreman in Depts. 64-convertp-plane development and 67-experimental flight.

Oxley started his career with Bell as a service representative assigned to the P-39 fighter aircraft. He later served as technical representative for the P-63 program and entered helicopter school in 1947. As a Helicopter Division service rep, Oxley worked in Argentina and the U. S. before transferring to Dept. 20-factory administration in 1948. After two years as supervisor in the missile lab at the Bell Wheatfield plant, Les transferred to Texas as chief dispatcher where he served until transferring into Dept. 96-spares.

When Stewart joined Bell, he went through training school and was then made instructor teaching the P-39 electrical system. He later served as a service representative for the P-39 and worked in service engineering on the P-63 program. At the end of World War II, he joined the Helicopter Division Experimental Department and later was transferred to Production

Flight. He has served in Experimental Flight Test since his transfer to Texas in 1952.

Henry V. (Hank) Kozak (Dept. 35-service representative) and W. C. Graham (Dept. 82-tech pub) are 10-year pin recipients. The 70 men and five women who received five-year-pins include:

C. B. O'Connor, G. W. Johnston, Jr., H. G. Woodruff, J. R. Mertens, R. Banks, G. A. Obenberger, J. F. Rehoders, Jr., L. H. Hochrieter and R. M. McRae (Dept. 81-engineering); R. Hall (Dept. 11-office services); G. M. Norris, F. S. Ratcliffe, E. F. Siratt, Jr., (Dept. 15-timekeeping); R. J. Broome, C. F. Driver, D. E. Seller (Dept. 27-dispatching); J. D. Murchison, (Dept. 35-service); O. Tomlin, W. M. Adair, W. A. Foster, W. R. Warren, H. C. Self, J. R. Boyd, J. W. Brownlee, B. D. Ferguson (Dept. 12-plant protection); J. W. Barfield, V. C. Smith, M. P. Smith, Jr., P. E. Furbush, O. W. Neal, A. L. Klein, C. O. Dinehart (Dept. 85-production engineering).

Also H. L. Fuller, J. K. Dial, (Dept. 32-stock cribs); A. Smith, A. C. Settlege, (Dept. 34-quality); J. H. Earl, (Dept. 61-modification); W. W. Clark, (Dept. 56-drop hammer); M. T. Matson, R. W. Hogard, (Dept. 71-spares stockroom); T. M. Cranford, J. L. Martin, O. J. Landers, H. Henry, (Dept. 36-plant maintenance); J. B. Davis, Jr., (Dept. 48-experimental machine shop); L. R. Rooks, W. E. Staples, (Dept. 69-wood shop); C. D. Smith, (Dept. 67-experimental flights); F. E. Topping, M. B. Morgan, Jr., (Dept. 19-industrial relations); J. A. Bertolina, R. L. Moore, E. J. Borden, D. L. Idell (Dept. 13-accounting); E. L. Howard, (Dept. 24-traffic); B. J. Walton, (Dept. 42-sheet metal sub-assembly); B. J. Runyon, (Dept. 49-electrical assembly), W. M. Woodward, (Dept. 59-Weld and Steel Bench); W. E. Purcell, (Dept. 42-sheet metal sub-assembly); E. B. Fuller (Dept. 16-purchasing); J. L. Whirley (Dept. 63-utility development); Mrs. Fran Snider (Dept. 05-public relations); B. P. Snow (Dept. 28-inter plant traffic); C. W. Strother, (Dept. 06-spare parts administration); O. H. Early (Dept. 65-metal rotor blades).

Also G. H. Fogle (Dept. 55-paint shop); T. L. Nunn (Dept. 40-tool room); J. W. Marshall, Jr., H. A. Stanger (Dept. 50-paint shop, Globe); G. B. Smith (Dept. 51-press and shear); B. J. Swink, R. W. Hoagland, (Dept. 47-finishing); E. C. Couch, W. P. Harden, (Dept. 14-contracts); A. Wilson, T. J. Cook, J. Psalms (Dept. 29-janitors and general labor); E. C. Donnelly (Dept. 21-plant engineering); R. L. Kendrick (Dept. 80-engineering laboratories).



MANUFACTURING Manager Roy Coleman (right) displays 15-year pins he is about to present to Clarence Stewart (left) and Les Oxley, helicopter veterans.