



Floyd Carlson prepares to hover the wheel of Ship 1 into the palm of Arthur Young's hand during a demonstration in Buffalo's Civic Stadium.

Would this sophisticated machine, created from the results of a marketing survey, save the day?

At the same time the engineers were developing the Model 42, the Gardenville group had other plans — the construction of a third Model 30.

"Ship Three wasn't exactly authorized," Bart Kelley reflected. "In fact, management wasn't even aware of it. There was no particular purpose in building this aircraft other than to straighten out the things that were wrong with the first two ships.

"A major change was to forget all about the looks of the fuselage which on ships one and two had resembled an airplane or an automobile. We simply concentrated on making something that would perform the best we know how as a helicopter."

Improvements in the new bird would include a four-wheeled landing gear, an advanced instrument panel and a tubular tailboom.

Ship 3 was taking shape when Kelley received a phone call one night from a young management executive who had been assigned to keep tabs on the Gardenville group.

"We'd been caught," said Kelley. "He'd gotten wind we were building a third helicopter and reminded me that we weren't supposed to be doing this.

"I told him we needed it as a flying test bed — that it would be valuable in helping the production people make their larger helicopter. He finally said it would be OK for research, but if we planned to develop it as a product, Bell management wanted no part of it.

"I really don't blame him for his statement at the time. He was trying to separate products from research and like Larry Bell, he considered us a research department."

The Gardenville group soon discovered they had a pretty good flying machine when the ship was launched April 25,

1945. In addition to its smooth handling qualities, the helicopter was excellent in autorotation landings. "Ship Three's ride was like sitting in a chair and flying through space," Young observed.

The third Model 30 proved to be the best of the trio to demonstrate. A handicap, however, was that passengers had no protection from the wind and other elements.

Young gave the matter some thought. His idea was to take a large piece of heated Plexiglas and blow it up like a soap bubble to cover the dimensions of the cockpit. The ingenious bubble gave the pilot and passenger undistorted vision as well as a comfortable ride.