

With his objectives achieved in great part, and with the Bell Foundation established as a charitable, educational, and philanthropic trust, Larry Bell at long last seemed ready to sit down for a much deserved rest. But this was not to be. He had given too much of himself to too many others.



In May of 1956, he suffered a stroke, and his health rapidly deteriorated. Thus it was on September 18, 1956, he asked to be relieved of the Presidency of the Company which he had built and led for twenty-one years. He became Chairman of the Board, but that tenure was to be short. He died on October 20, 1956, at the age of 62, but at the end of a significant and rewarding life.



In his 62 short years, Larry Bell had left a mark equalled by few men in Aviation or any other field of effort, for that matter. He was, at his death, the dean of senior aviation executives in the Country. On the path that he had trod from a Mentone, Indiana farm to a small aviation factory in Los Angeles, to the second spot in the Glenn L. Martin Company in Cleveland, Ohio during the First World War, then to Buffalo to join Major Fleet in "Consolidated," and finally to the realization of his ambition to found and build his own Company, he had more than proved to be a pioneer with the courage and the ability to penetrate new frontiers and to leave to aviation a list of technological feats probably not yet achieved anywhere else by any one man.



While doing so, his fellow citizens were alert and generous in recognizing his contributions. Perhaps the wording of one of these awards does more to symbolize his career than any words I could coin or utter here in praise of him. When he was awarded the University of Buffalo Chancellor's Medal in 1947, the citation read in part:

"Manufacturer, indefatigable experimenter and zealous advocate of scientific research; pioneer in the creation of new types of aircraft; inspiring director of the efforts of thousands.

"By your contributions both to the Nation's protection in time of its greatest danger and to the further exploitation of the air for the peaceful pursuits of men, you have won undisputed leadership in your chosen calling and have dignified Buffalo in the eyes of the world."

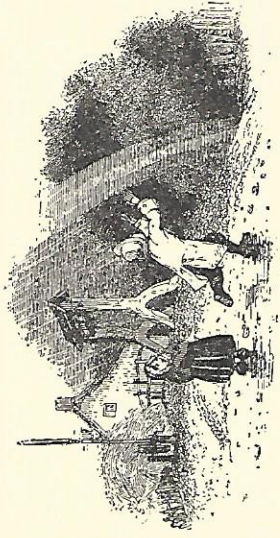


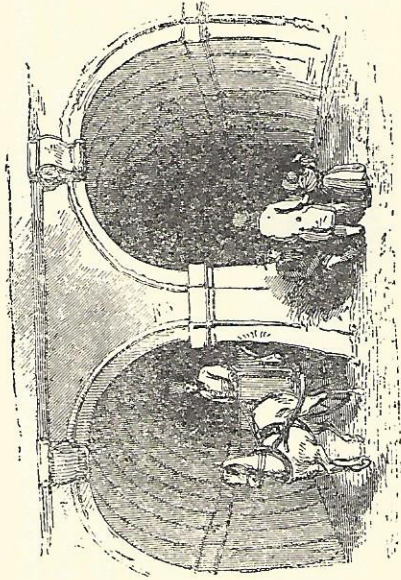
And so it is with deep appreciation that we, the friends, associates and followers of Larry Bell express to The Newcomen Society and to you, *Gentlemen*, our gratitude for this opportunity to participate in paying this honor to one who so richly deserves it.

THE END

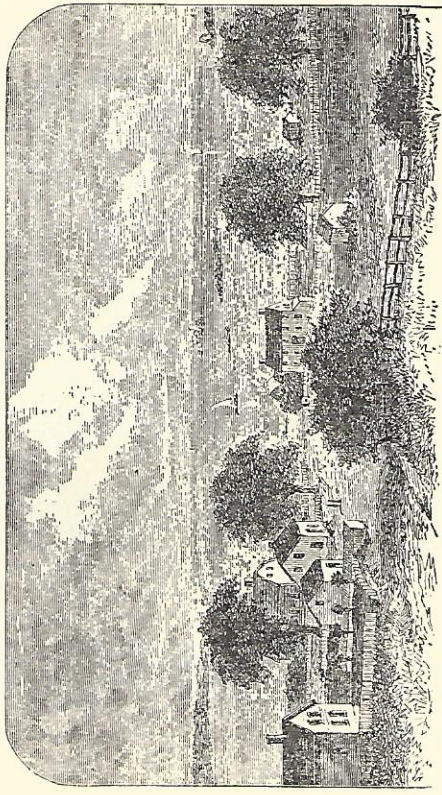


"*Actorum Memores simul affectamus Agenda!*"





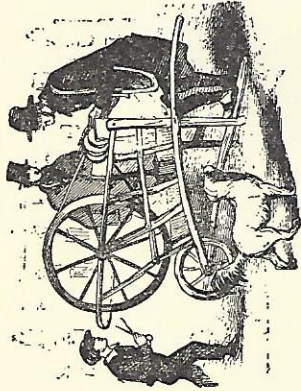
THIS NEWCOMEN ADDRESS, dealing with the history of BELL AIRCRAFT CORPORATION, was delivered at the "1958 Niagara Dinner" of The Newcomen Society in North America, held at Buffalo, N.Y., U.S.A., on May 15, 1958. MR. FANEUF, the guest of honor, was introduced by LEWIS G. HARRIMAN, Chairman of the Board, Manufacturers and Traders Trust Company, Buffalo; Vice-Chairman of the Niagara Committee, in American Newcomen. The dinner was presided over by BURTON L. GALE, Vice-President, Manufacturers and Traders Trust Company, Buffalo; Chairman of the Niagara Committee, in this international Society.



"While Larry Bell was not an aeronautical engineer in the formal sense of the word, nor was he a production genius of the type of William Knudsen, yet he, nevertheless, had that rare quality of leadership which inspires dreamers to dream and hard-headed mechanics to convert those dreams into hardware."

—LESTON FANEUF





“Larry always held human life in high regard and this regard ranged from a supersonic guided missile which can protect the lives of pilots in the air, to the ‘Bell’ helicopters whose record for saving lives is matched by no other vehicle in the world.

“In his lifetime, he saw the inventor and mechanic outgrown. He saw an industry that once depended exclusively upon the aeronautical engineer seek out the scientist specializing in electronics, metallurgy, physics, thermodynamics, fluid mechanics, space medicine, and many other facets of advanced technology.”

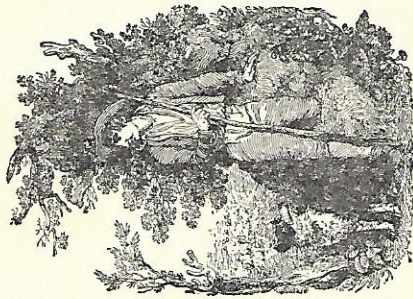
—LESTON FANEUF



“In his 62 short years, Bell had left a mark equalled by few men in Aviation or any other field of effort, for that matter. He was, at his death, the dean of senior aviation executives in the Country. On the path that he had trod from a Mentone, Indiana farm to a small aviation factory in Los Angeles, to the second spot in the Glenn L. Martin Company in Cleveland, Ohio during the First World War, then to Buffalo to join Major Fleet in ‘Consolidated,’ and finally to the realization of his ambition to found and build his own Company, he had more than proved to be a pioneer with the courage and the ability to penetrate new frontiers and to leave to aviation a list of technological feats probably not yet achieved anywhere else by any one man.”

—LESTON FANEUF





AVIATION, whether civil or military, represents the most forward step in Man's mastery of distance—through the ages! What you have read in these pages is, in effect, the life-story both of a man and of the corporate organization which he created. "Bell Aircraft" is nationally and internationally known. The memory of Lawrence D. Bell (1894-1956) long will be remembered wherever wings carry Man through Skies!



THE NEWCOMEN SOCIETY in North America

MORE THAN 30 years ago, the late L. F. Loree (1858-1940) of New York, then dean of American railroad presidents, established a group now known as "American Newcomen" and interested in Material History, as distinguished from political history. Its objectives center in the beginnings, growth, development, contributions, and influence of Industry, Transportation, Communication, the Utilities, Mining, Agriculture, Banking, Finance, Economics, Insurance, Education, Invention, and the Law—these and correlated historical fields. In short, the background of those factors which have contributed or are contributing to the progress of Mankind.

The Newcomen Society in North America is a voluntary association, with headquarters in Urichan Township, Chester County, within the fox-hunting countryside of Eastern Pennsylvania and 32 miles West of the City of Philadelphia. Here also is located The Thomas Newcomen Library, a reference collection open for research and dealing with the subjects to which the Society devotes attention.

Meetings are held throughout the United States of America and across Canada at which Newcomen Addresses are presented by leaders in their respective fields. These manuscripts represent a broad coverage of phases of Material History involved, both American and Canadian.

The approach in most cases has been a life-story of corporate organizations, interpreted through the ambitions, the successes and failures, and the ultimate achievements of those pioneers whose efforts laid the foundations of the particular enterprise.

The Society's name perpetuates the life and work of Thomas Newcomen (1663-1729), the British pioneer, whose valuable contributions in improvements to the newly invented Steam Engine brought him lasting fame in the field of the Mechanic Arts. The Newcomen Engines, whose period of use was from 1712 to 1775, paved a way for the Industrial Revolution. Newcomen's inventive genius preceded by more than 50 years the brilliant work in Steam by the world-famous James Watt.



Members of American Newcomen, when in Europe, are invited by the Dartmouth Newcomen Association to visit the home of Thomas Newcomen at Dartmouth in South Devonshire, England, where the festival of "Newcomen Day" is celebrated each year on the anniversary, August 16th, of his death.