

Bell Laurum

BELL Aircraft NEWS

**'You Have Won
Undisputed Leadership
In Your Chosen Calling'**
UB Citation to Larry - 1947

**'He and His Company
Have Paid Tribute
To Our Comrades'**
Handicapped Vet's Award - 1951

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AVIATION MOURNS LARRY

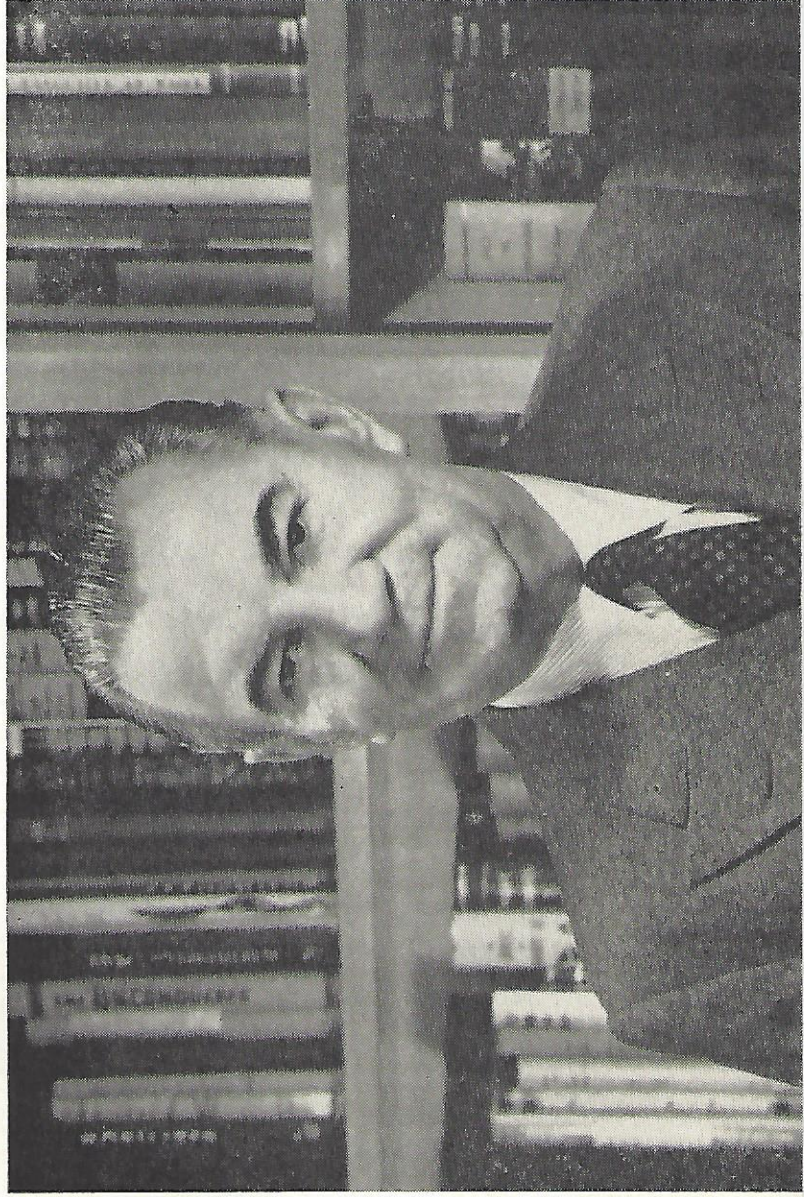
AF, Nation Suffer Loss, Says Quarles

The death of Larry Bell is a "loss to the Air Force and the nation," Donald A. Quarles, secretary of the Air Force, said Oct. 22 in Washington, D. C.

In a telegram sent to the Wheatfield Plant from Headquarters, U.S. Air Force, Quarles expressed deep regret at the passing of the board chairman and founder of Bell Aircraft.

"I am extremely sorry to hear of the death of Lawrence D. Bell," he said, adding, "I wanted you to know of our deep regret at this loss to the company, the Air Force and the nation."

Paying tribute to "one of my oldest friends and associates in the



Death Ends 44 Years of Leadership

The aircraft industry and people the world over are mourning the death of Larry Bell, 62, who rose from an airplane mechanic to president and then board chairman of one of the nation's foremost aircraft firms.

Larry and the company he founded rewrote the aviation history book time and again by conceiving and producing aircraft that achieved feats once thought beyond the realm of reality.

From the time of his boyhood until Saturday afternoon, Oct. 20, when death ended his remarkable 44-year career, Larry retained his bubbling enthusiasm for airplanes.

Douglas, president of Douglas Aircraft Co., said of Larry: "I knew and admired his great ability and sterling qualities. His contributions to aviation's progress will long remain his finest monument."

Air Force Chief of Staff Gen. Nathan F. Twining sent expressions of regret to Larry's sister and brother, Mrs. Mary Mills and Vaughn Bell, in Santa Monica, Calif. Countless other messages of condolence have been received from all over the world. Excerpts from some of these follow:

Dr. Clifford C. Furnas, assistant secretary of defense for Research and Development: "...Am proud to have had him as a friend. His passing is a great loss to the aviation world and to the nation..."

Adm. Arleigh Burke, chief of Naval Operations: "...The contributions of the Bell Aircraft Corporation to the Armed Forces over the years have been in large part a reflection of the great patriotism and deep interest of Mr. Bell..."

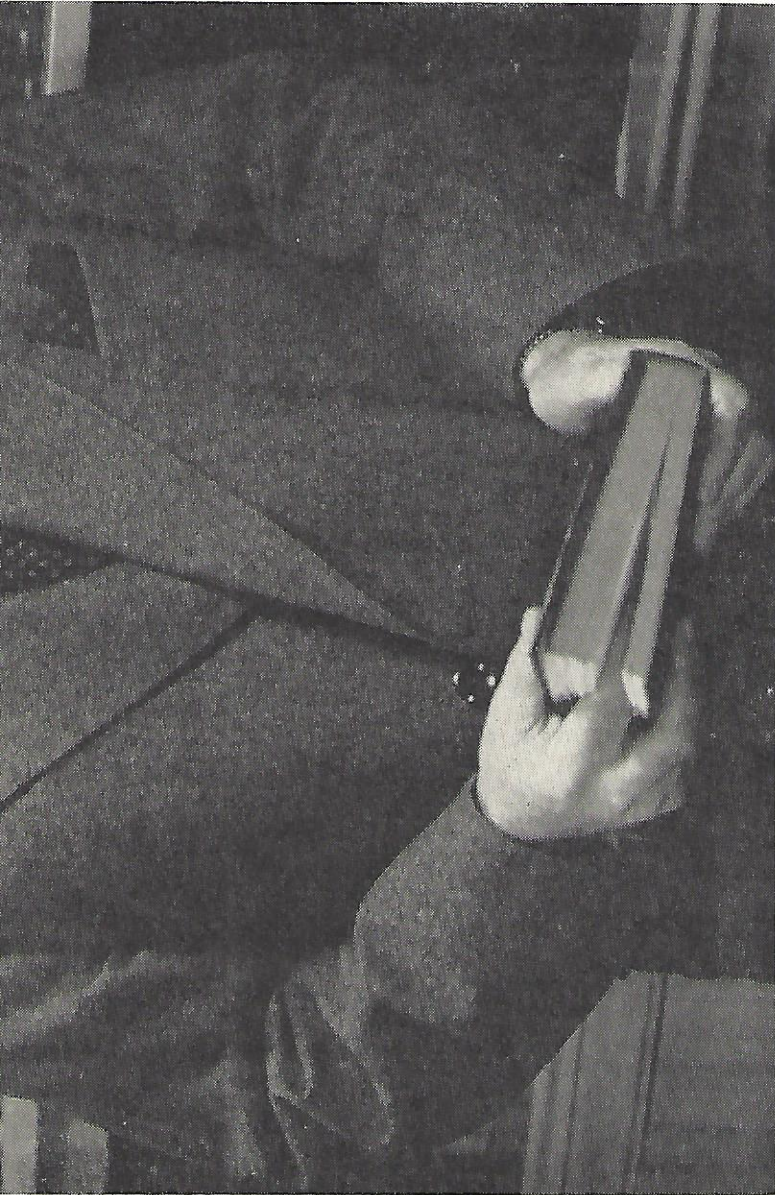
Reuben B. Robertson Jr., deputy secretary of defense: "... His many years of brilliant pioneering in aeronautical research and development have contributed significantly to America's leadership in this field."

Lt. Gen. Thomas S. Power, USAF, commander, Air Research and Development Command: "... His support and contributions to the U.S. Air Force have been of primary significance..."

Brig. Gen. J. Stanley Holtner, commander, Air Force Flight Test Center: "... He shall long be respected and remembered for his illustrious and pioneering role in the field of military aviation."

Maj. Gen. David H. Baker, director, Procurement & Production, Hq., Air Materiel Command: "Deeply saddened to learn of the passing of Lawrence Bell. His untimely death is a great loss to your company and to all in the aviation business..."

(Continued on Page 4)



LAWRENCE DALE BELL - - - - - APRIL 5, 1894—OCT. 20, 1956
" . . . Aviation Has Lost a Great Leader "

1,500 Attend Services for Larry

Funeral services for Larry were conducted in Delaware Baptist Church Oct. 23 with 1,500 mourners paying tribute to the Indiana farm boy whose name became synonymous with aviation's greatest achievements.

Civic and business leaders, officers from all branches of the Armed Forces and Bell employees filled the church to capacity to pay their final respects to the man who often chatted with employees on the production lines and who was known everywhere as Larry.

The Rev. Robert N. Zearfoss, pastor of the church, told the overflow congregation:

"Life has purpose beyond what we can see and touch and hear. We

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quest of space. "Lawrence Bell," the pastor continued, "believed the greatest horizons are beyond the physical life and now he has entered that frontier."

Following the service, Bell employees formed an honor guard outside the church and the cortege proceeded to Forest Lawn Cemetery, where brief committal rites and a Masonic service were held.

Among the many dignitaries who attended the services were:

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once said, "at home or elsewhere, when an airplane flies overhead, I'm going to go outside and look at it; I don't think I'll ever get over that."

Born Lawrence Dale Bell, but known to fellow employees and business associates as Larry, he displayed an uncanny knack of delving into the future for new ideas to strengthen America's air power. It was through this courage, vision and wisdom that Larry became one of the country's foremost aviation pioneers and leaders.

In 1935, with 56 employees and one corner of the sprawling former Consolidated plant on Elmwood Avenue, Larry started Bell Aircraft, a firm that later was to produce such significant aviation contributions as the nation's first jet propelled airplane, the world's first commercial helicopter, the world's first supersonic airplane, the world's fastest and highest flying airplane and the first jet propelled VTOL (vertical takeoff and landing) airplane.

When the original Airacuda was flown in 1937, Bell Aircraft had about 100 employees and occupied 40,000 square feet of rented floor space in the Elmwood Avenue Plant.

Bell's employment jumped to 55,000 in 1944 and Bell facilities were located in Buffalo, Niagara Falls, Burlington, Vt. and Marietta, Ga. By 1955, Bell and its subsidiaries occupied 3,250,000 square feet of floor space.

The company now operates nine plants, a laboratory and the Bell Test Center in the Niagara Frontier Division. There are three plants in the Helicopter Division in Texas.

During World War II Larry served as president of the National Aircraft War Production Council and the Aircraft War Production Council, East Coast, Inc. In these two capacities, he spearheaded interchange of

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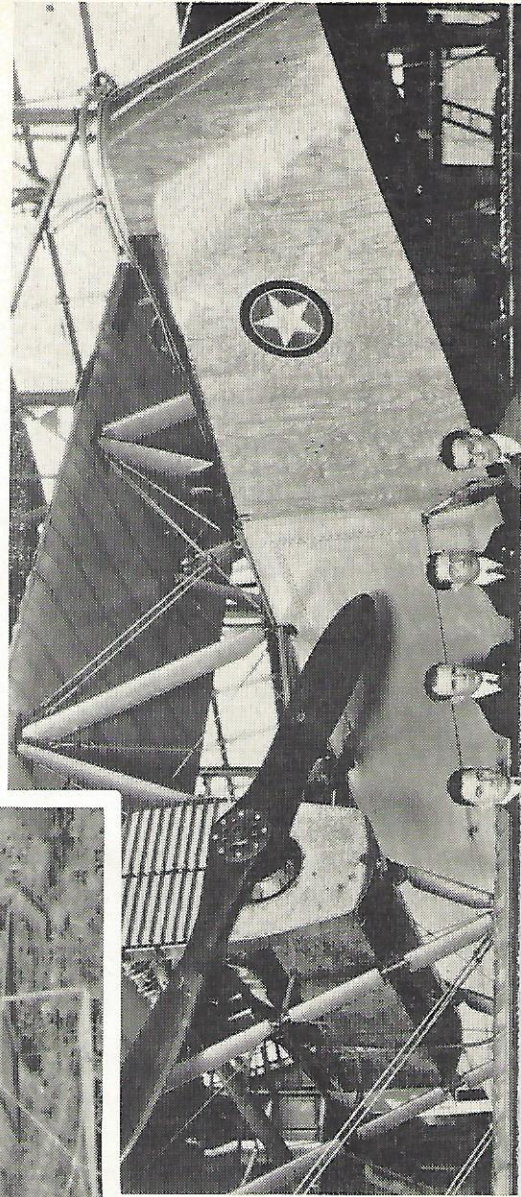
Larry's Enthusiasm for Airplanes Dated Back to 1910



LARRY AND BROTHER IN 1910—Larry, lower left, and his brother, Grover E. Bell, right, work on model airplane. Grover was killed in plane crash in 1913.



AT CONTROLS OF BI-PLANE IN 1911—Sixteen-year-old Larry takes wheel of pusher bi-plane with tricycle landing gear. Larry, who entered the aviation business in 1912, read practically everything available to him concerning aircraft.



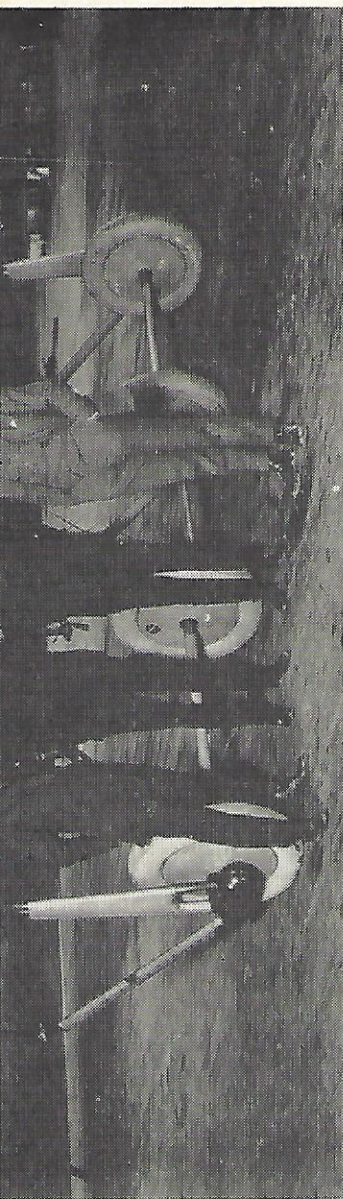
**'Do Kind of Job
He Would Have
Wanted' Emerif**

The final tribute that each of us can pay to Larry is to dedicate ourselves to do the kind of job for his company that he would have wanted us to do," President Leston Faneuf said in a memo to employees Oct. 22.

Expressing deep personal sorrow over the death of Larry, Faneuf asserted:

"While the loss of Larry Bell brings grief to the hearts of every one of the people at Bell Aircraft, we should be grateful that rest and peace have come to him after long months of illness and suffering. No words of mine can add to the respect and honors already paid him by governments, organizations and individuals throughout the world.

"For a period of 30 days, from Oct. 20, 1956, all American flags at all Bell Aircraft facilities will be at half mast."



AVIATION PIONEERS—The early 1920s brought together four men who were destined to become top executives in the aircraft industry. From left, are Larry, Eric Springer, now vice president and general manager of El Segundo Division of Douglas Aircraft Co.; Glenn L. Martin, and Donald W. Douglas, president of Douglas Co. Larry hired Douglas as an engineer for the Martin firm. No other airplane manufacturer had ever before employed an engineer. Larry, Martin and Douglas thus became the "big three" of aviation.



DISCUSS WAR II PRODUCTION—Larry chats with Gen. Henry H. (Hap) Arnold, center, commander-in-chief of U.S. Army Air Corps during World War II, and William Knudson, formerly of General Motors.



F.D.R. VISITS LARRY—Gold model Airacobra is presented to President Franklin D. Roosevelt by Larry during President's visit to Bell plant.

Dynamic Larry Friend of Presidents, Military Chiefs



CHATS WITH GEN. DOOLITTLE—Larry confers with Lt. Gen. James (Jimmy) Doolittle in 1945. Doolittle led first carrier takeoff aerial bombing attack on Japan.



LARRY AT WHITE HOUSE IN 1948—Larry looks on as President Harry Truman congratulates the then Capt. Charles Yeager, USAF, pilot of Bell X-1. Truman presented Collier Trophy to Larry, Yeager, now a major, and John Stack, extreme left, scientist for National Advisory Committee for Aeronautics. Award was given in recognition of achievements of Bell X-1.



Larry Was Superintendent Of Martin Factory at 20

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plans, materials and key personnel to aid the war effort.

Larry was awarded an honorary degree of doctor of science from Hobart College in Geneva in 1943 and a year later he received the Daniel Guggenheim Medal for "achievement in design and con-

nautics Administration issued its first commercial helicopter license to Bell and nine months later the company made its first commercial delivery.

Larry's unshakable faith in the helicopter was justified when more than 15,000 wounded GIs were evacuated from the

rocket-propelled Bell X-2.

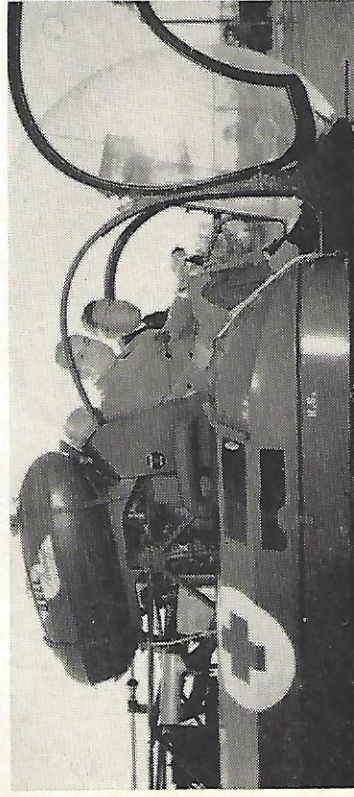
Larry was born in Mentone, Ind. on April 5, 1894, the youngest of 10 children of Issac Evans and Harriet Sarber Bell.

He began his outstanding career in aviation in 1912 as a mechanic for two exhibition pilots, his brother, the late

LARRY, WORLD WAR II PLANE—Larry prepares for flight in TP-39, World War II training craft.



NEW CANINE FRIEND—Larry interrupts 1951 tour of Helicopter Division's Forth Worth, Tex. Plant to meet "Lady." A canine enthusiast, Larry once owned four dogs.



LARRY IN 'LIFE-SAVER'—Larry sits in litter-equipped Bell helicopter, one of many Bell whirlybirds that saved lives of hundreds of GIs wounded in Korea. At controls is Bill Gallagher, Bell helicopter pilot.

for outstanding contributions to the methods of production."

The University of Buffalo Chancellor's Medal was bestowed on Larry in 1947 for his "dynamic and creative leadership" in aviation and for his contributions to military and peacetime aeronautical progress.

Other honors received by Larry included: Honorary doctor of engineering degree, Clarkson College of Technology, 1947; French Legion of Honor, 1950; the Collier Trophy, aviation's highest award, 1948, and Air Force Assn. Citation, 1950 and 1956.

In March 1946, the Civil Aero-

front lines of Korea by helicopters bearing the Bell Aircraft trademark.

Under the brilliant leadership of Larry, the company made the Bell X-1, the nation's first rocket propelled supersonic airplane. The ship traveled 967 miles an hour in 1948 and reached an altitude of 70,140 feet in 1949.

The Bell supersonic X-1A, successor to the X-1, flew 1,650 miles an hour in 1953 and in 1954 it climbed to an altitude of more than 90,000 feet.

Both of these records were smashed this year by the stainless steel,

chy. By the time he was 20 years of age, Larry was factory superintendent for Glenn L. Martin on the West Coast.

Larry came to Buffalo in 1928 to join Major Reuben Fleet at Consolidated Aircraft Corporation on Elmwood Avenue. When Consolidated moved to California in 1935, Larry decided to remain in Buffalo and form his own company.

He resigned as president of the company last month and was elected chairman of the Board of Directors. Larry was succeeded as president by Leston Faneuf, former vice president and general manager.



LARRY WITH WORLD'S MOST FAMOUS TEST PILOTS—Listening attentively as Larry explains aeronautical principle are, from left, Lt. Col. Frank K. (Pete) Everest Jr., pilot of Bell X-2; Maj. Charles E. Yeager, who first cracked the sonic barrier in 1947 in the Bell X-1A, and Maj. Arthur Murray, who flew the X-1A to 90,000 feet in 1954 to set a world's altitude record.

Larry Always Interested in Employees' Welfare

Never Too Busy To Visit Bell's 'Jim Smiths'

Larry Bell was a true friend to the employe, to the man on the production line. Always interested in the welfare of his workers, it was a common practice for Larry to tour the factory and discuss problems with employes.

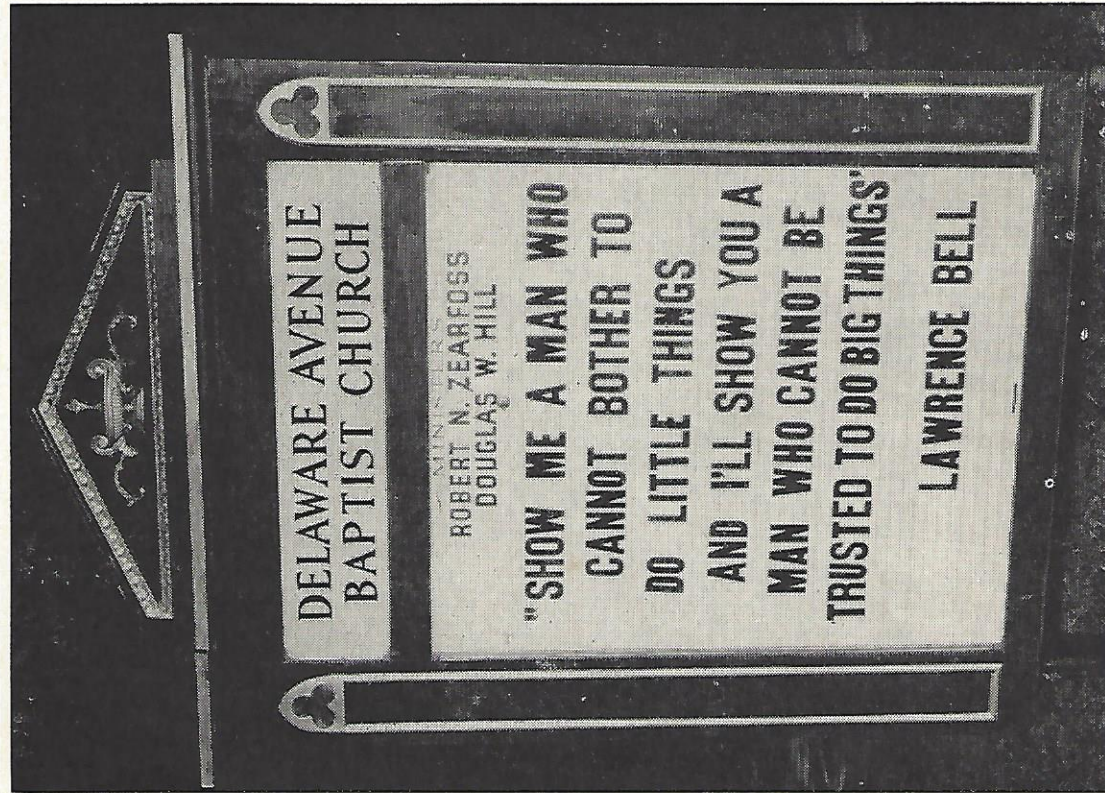
The affable president never was too busy to give a troubled employe a pat on the back and a reassuring smile.

Larry had a deep personal regard for the 56 employes who started with the company in 1935 at the old Elinwood Avenue Plant. Recalling those early days, Joe English, a recent retiree and the 26th employe hired by Larry, said, "Mr. Bell was in the shop every day to look things over and converse with the employes."

If Larry had heard that statement he undoubtedly would have ordered Joe to "drop that Mr. Bell. Call me Larry!"

Jack Sinatra, editor of the Bell Organizer, and the board of directors of UAW Local 501 recalled that Bell has many Jim Smiths on its payroll but one is a maintenance worker who started with the company in 1935.

Paying tribute to Larry, they said: "To several, Jim Smith is just another man in coveralls who totes a lunchbox to work each day. To Larry Bell, Jim Smith was a personal friend who helped open his first plant.



Many Diaritaries Attend

'We Have Lost a Fine Friend'

(Continued from Page 1)
William M. Allen, president, Boeing Airplane Co.: "Terribly shocked to learn of Larry's death. He was a great pioneer of aviation and his place cannot be filled... We have lost a fine friend."

Wilber M. Brucker, secretary of the Army: "... We recall with gratitude his service as a member of the Mobility Sub-Panel of the Army Scientific Advisory Panel. He surely will be missed by all those who had the pleasure of working with him."

Lt. Gen. Laurence C. Craigie, USAF, (Ret.), vice president, Engineering Hydro-Aire, Inc.: "...Larry personally made a very great and lasting contribution to the advance of aeronautics in this air age. My associates at Hydro-Aire, Inc. join me in a sincere feeling of regret at the passing of this truly great pioneer."

James S. Ricklefs, president, Rick Helicopters: "We join you in mourning the loss of one of the greatest men our country has ever been blessed with."

Reuben H. Fleet, former president of Consolidated Aircraft Corp. in Buffalo: "Badly shocked. My deepest sympathy."

J. R. Kerr, Avco Manufacturing Co.: "... Know this is a great loss to the company."

Rev. John E. Pallas and Dean C. Staphacos, pastor and dean respectively of Hellenic Orthodox Community of Buffalo: "... He was a man of vision and progress, a philanthropist and humanitarian whose mark will remain indelibly fixed in the minds and hearts of those who

untimely passing of Lawrence D. Bell will be a great loss to his many friends and associates not only in the Buffalo area, but also the United States and throughout the world. He was a man of great vision and accomplishment..."

Robert B. Hotz, editor, Aviation Week: "You have lost a great pioneer and vigorous leader..."

Louis Fenn Sperry, New York City banker and former Bell treasurer: "... I feel a deep personal sense of loss in his passing..."

Rear Adm. P. H. James, USN, (Ret.): "Very much saddened... I wish to express my sincere sympathy."

Baldwin Mauli, president, Marine Midland Corp.: "... My associates in Marine Midland join in extending to you and all Bell Aircraft our sincere sympathy..."

S. Paul Johnston, director, Institute of Aeronautical Sciences: "We have lost not only a great aviation pioneer but a good friend."

Count Domenico Agusta of Milan, Italy: "... Mr. Bell's death is a great loss to us also and we join with you in heartfelt grief."

Dr. Harry H. Shapiro, New York City physician and head of an agency devoted to the welfare of the disfigured: "I was shocked to learn of the passing of Larry. I had learned to love our imaginative, generous-hearted friend..."

Hydraulic Research and Manufacturing Co.: "... His leadership in the aircraft industry to which he has contributed so much will certainly be missed..."

J. Lee Johnson Jr., president, First

Funeral Rites for Larry Bell

(Continued from Page 1)

Lt. Gen. Thomas Herren, commander of the First Army, representing Gen. Maxwell Taylor, U. S. Army chief of staff, Maj. Gen. William M. Morgan, representing the Air Research and Development Command; Maj. Gen. William F. McKee, vice commander, Air Materiel Command, representing Donald A. Quarles, secretary of the Air Force; Brig. Gen. Clyde Mitchell, Air Materiel Command; Rear Adm. F. N. Kivette, representing Adm. Arleigh Burke, U. S. Navy chief of staff.

Bell Aircraft directors from out of town who attended were:

Elley C. Huntington Jr., David M. Milton, R. Sherrard Elliot Jr., Albert Fink Milton, Mr. and Mrs. Frederick F. Robinson, all of New York City; Mr. and Mrs. Harvey Gaylord, Forth Worth, Tex.; Mr. and Mrs. Otto A. Pfaff, South Bend, Ind. and C. S. Stuckenholt, Cleveland, Ohio.

Other dignitaries at the rites were:

Dr. William G. VanNote, president, Clarkson College of Technology; James Murray, vice president, Boeing Airplane Co.; William Davey, vice president, Vertol Aircraft Corp.; Adm. D.C. Ramsey, USN, Assn.; Mundy I. Peale, president, Republic Aviation Corp.; George A. Strompl, representing Donald W. Douglas, president of Douglas Aircraft Co., Inc.

Also, John DeForest, former Bell director; Arthur L. Fornoff of the Bell Aircraft Supply Corp., Glendale, Calif.; Charles Hall, Bell's Dayton, Ohio representative; Col. Stuart G. McLennan, Bell's Washington, D. C. representative; Peter Pinkernell, vice president of the Arthur Anderson Co., New York City.

21-Year Employes Serve as Pallbearers

Eight employes who have been with Larry since he founded the company in 1935 served as pallbearers at his funeral Oct. 23 in Delaware Ave. Baptist Church.

The pallbearers were, Ray P. Whitman, first vice president; Jack F. Strickler Jr., assistant vice president for Engineering; Robert J. Woods, airplane design consultant; Richard H. McKee, assistant secretary; Julius Ferrand, general foreman in Dept. 37 (Metal Preparation); Andrew Grojean (Dept. 40—Tool Room), Kenneth Frey (Dept. 82—Test) and James F. Smith (Dept. 36K — Maintenance).

Roy T. Hurley, president and chairman, Curtiss-Wright Co.: "The entire industry will miss his aggressive leadership and wise counsel."

Joseph T. McNarney, president, Convair Division, General Dynamics Corp.: "...He was a man whom the entire world recognized and respected as a bold and imaginative business executive..."

Hironaka, president, Dalichi Bus-san Kaisha Ltd. (via MacKay from Tokyo): "Shocked and grieved by news... My deepest sympathy..."

Cmdr. Frederick L. Hovde, chairman, Army Scientific Advisory Panel: "...The members of the Army Scientific Advisory Panel join me in this expression of our deepest sympathy..."

Lt. Col. Pete Everest: "Mrs. Everest and I were grieved to read about the death of our close friend, Larry."

Victor Emanuel, Avco Manufacturing Co.: "Shocked at Larry's passing. Cannot tell you how badly I feel..."

The Helicopter Council: "...Our sincere sympathies to you and all his associates who have lost a true leader and devoted friend."

J. H. Righter, publisher, Buffalo Evening News: "The regrettable,

"...Please accept the sympathy of our entire staff."

Don Larsen, secretary, Helicopter Assn. of America: "Our entire membership joins me in expressing sympathy to the Bell Aircraft family at the loss of a good friend and great pioneer in aviation."

C. J. McCarthy, president, Chance Vought Aircraft Co.: "...I have been privileged to know him for more than 30 years and highly valued his friendship. His passing is a great loss..."

Manufacturers Aircraft Assn., Inc.: "...He has always been a most loyal friend..."

Melvin H. Baker, chairman, National Gypsum Co.: "...Every American owes him a tremendous debt of gratitude for his many outstanding contributions to the defense of our nation..."

Don R. Berlin, president, Vertol Aircraft Corp.: "The death of Larry Bell is a great loss to the nation. His deeds and his skill and his personality have profoundly influenced the aircraft industry, to which he devoted his life..."

B. L. Whelan, general manager, Sikorsky Aircraft: "...Aviation has lost a great leader..."

News for Bell Employes and Their Families

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RICHARD J. HANLON

Editor

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