



Dallas News Staff Photo.

Millions for military machines are being spent erecting this plant now near completion on Highway 183 between Dallas and Fort Worth. Bell Aircraft will hire 2,000 men here to turn out helicopters for

defense. Bell is concentrating its helicopter operations in the Dallas-Fort Worth industrial area after a nationwide study,

## ★ BARS WILL BE TOUGHER FOE

### Errant DP's Criticized by Dallas Czech

A 41-year-old man with a flaming temper was cooling off Saturday in city jail.

He staggered into a barber pole in front of the Trigg Barber Shop, 1305 West Davis, late Friday and knocked the striped pole into the shop's plate glass window.

The crash of broken glass apparently annoyed him, police said. He sat down, took off a shoe and attacked the remaining portion of the glass, knocking the rest of it out.

When the man refused to pay for the damage. Owner

A Czechoslovakian displaced person in Dallas, Charles Walek of 4707 Gaston, does not want his countrymen to be judged by the actions of the one millionth displaced person who recently left his job in Midland.

In fact, Walek, who is working as a laborer in the warehouse of a toy distributing company, doubts that the millionth DP, Alexander Ranezay, is a Czech.

(Ranezay told the Associated Press in Los Angeles, Calif., Saturday that he was born in Hungary and was educated at the agriculture school of the University of Leipzig, Germany, but maintained that he was a Czech citizen.)

Walek's doubt of Ranezay's citizenship stems from two reasons:

Ranezay claimed to operate a large farm (200 to 250 acres) in Czechoslovakia during German occupation of the country. Walek believes that a Czech would not have been permitted by the Nazis to run a farm that large.

And Ranezay claimed he and his family fled Czechoslovakia in 1945 ahead of the Russians. Walek maintains that there was no cause for a native to flee Czechoslovakia before 1948, because the Communists were not in control until then. The Russians liberated the country in 1945, however, and Germans fled from them.

Ranezay, his wife and two daughters, Lydia and Erika, arrived in Midland Nov. 18, sponsored by Geologist William Y. Penn.

Under the original plans, Ranezay was to do gardening at the Penn home and his wife was to do housework. But Ranezay said he had hoped to become a farm manager, and that his wife was unable to do the housework because of her health.

So on Dec. 1, they left the Penn home at Midland and went to the West Coast for work which they said would be more suitable to their needs.

However, Saturday Ranezay said he plans to take a truckdriver's or gardener's job in Los Angeles Tuesday. Lydia will work as a store clerk while studying fashion designing on a scholarship.

# Bell Sees Area Plant Making 'Copters Soon

By WALTER ROBINSON

Helicopters for Army and Navy will begin flying early in 1952 from Bell Aircraft's big \$3,000,000 plant twenty-one miles northwest of Dallas.

Backed by defense millions, the makers of these military machines are busy recruiting a 2,000-man working force in Texas. Fifty Texans are in training at Bell's plant in Buffalo, N.Y.

Already housed, mostly in homes of their own in Dallas, Arlington and Grand Prairie, are 114 families shifted to Texas from Buffalo. After the Christmas holidays, 136 more New York state families composing key personnel will move into the Dallas-Fort Worth area, E. J. Ducayet, a Bell executive, said.

The vanguard of Bell's administrative personnel is at work in the big office building which adjoins the plant.

At this new plant on State Highway 183, near Hurst (population: 175), Bell will build the HI-3-D, the Army helicopter which this year evacuated more than 8,000 wounded troops in Korea. It is a helicopter with a skid landing gear.

Bell also will build the Navy's HTL-4 which is equipped with wheels so that it can be pushed back and forth on carriers.

The YH-12, which can carry ten civilians or eight fully-equipped military, or six litters, also will be turned out at Hurst.

Bell will use part of its 55-acre site, too, for test-flying of its HTSL-1, an experimental ship built in Buffalo for the Navy. It is used for anti-submarine flights.

Cocontractors at Hurst are the Wigton-Abbott Corporation, Plainview, N.J., and the Tellyson Company, Houston. The plant has 175,000 square feet of floor space, the administrative building 40,000 feet.

Bell's Jim Fuller said the company expects to get "beneficial occupancy" (interior work will still be under way) "early in 1952." And that a big open house is tentatively set for early in April.

"The Korean war advanced the helicopter ten years," explained Fuller. "Bell's Buffalo plant and other installations are so busy with

guided missiles, supersonic aircraft, radio-controlled bombs and electronics experiments, that the helicopter had become a sort of step-child."

"Our vice-president, Harvey Gaylord, felt that the helicopter would do better as an autonomous operation," said Fuller. "So we began a nationwide hunt for the best plant site. We found it in the Dallas-Fort Worth area which I think is sitting on an industrial bombshell."

Fuller listed eight reasons for which the Dallas-Fort Worth area was selected:

1. Availability of land accessible to a metropolitan area (Dallas-Fort Worth). "In most sections of the country you must get about fifty miles out to find a site."

2. Proximity to highway, rail and air transportation. Bell's site is on Highway 183, Rock Island Railroad, and five miles west of Midway airport.

3. A terrain that is excellent for helicopter flying. ("You can sit one down anywhere.")

4. Manpower available in a metropolitan area as large as that of Dallas-Fort Worth. ("Here there are plenty of people who can be trained.")

5. Availability of good housing and living conditions for employees, not only in Dallas and Fort Worth but in Hurst, Arlington, Grand Prairie, Irving. ("You can actually get here as quickly from the Love Field area of Dallas as you can from Fort Worth.")

6. Flying weather: Here the helicopter can fly nearly every day in the year.

7. Nearness to Midway Airport. ("Our plant is far enough away (five miles) to be out of the flight pattern but near enough to get the fullest benefit of air express service.")

8. The success of other aircraft companies in this area (Chance Vought, TEMCO, Convair)" with whom Bell has had a very fine association."

Fuller stressed that the new Bell plant is not government-owned, was built by Bell and not with government money.

"We hope this plant will become identified as 'The Dallas-Fort Worth operation' because our people will be living in both cities. Also they expect to participate in civic activities in both cities, as well as in Hurst, Grand Prairie, Arlington and Irving.

## BUDDIES FIND SEPARATION JUST A 10-MILE MATTER

Pfc. W. H. Sterling Jr., son of Mr. and Mrs. W. F. Sterling, 1618 Nolte Drive, and Pfc. Tom Pope, son of Mr. and Mrs. W. F. Pope, 3211 Ramona, went through Sunset High School together.

They also took their basic training together at Fort Knox, Ky. and at Camp Kilmer, N.J. Then they went overseas in the same transport.

But in Germany they were assigned to different units. Neither knew where the other one had been sent. They wrote their parents, asking for the location of the other.

Sterling obtained a map of Germany and located the small German town where his son is located and the Pops located the town where their son has been assigned. The towns are only ten miles apart.

The parents wrote their sons where the other fellow was stationed and, although they have received no replies yet, are sure the friends found each other.