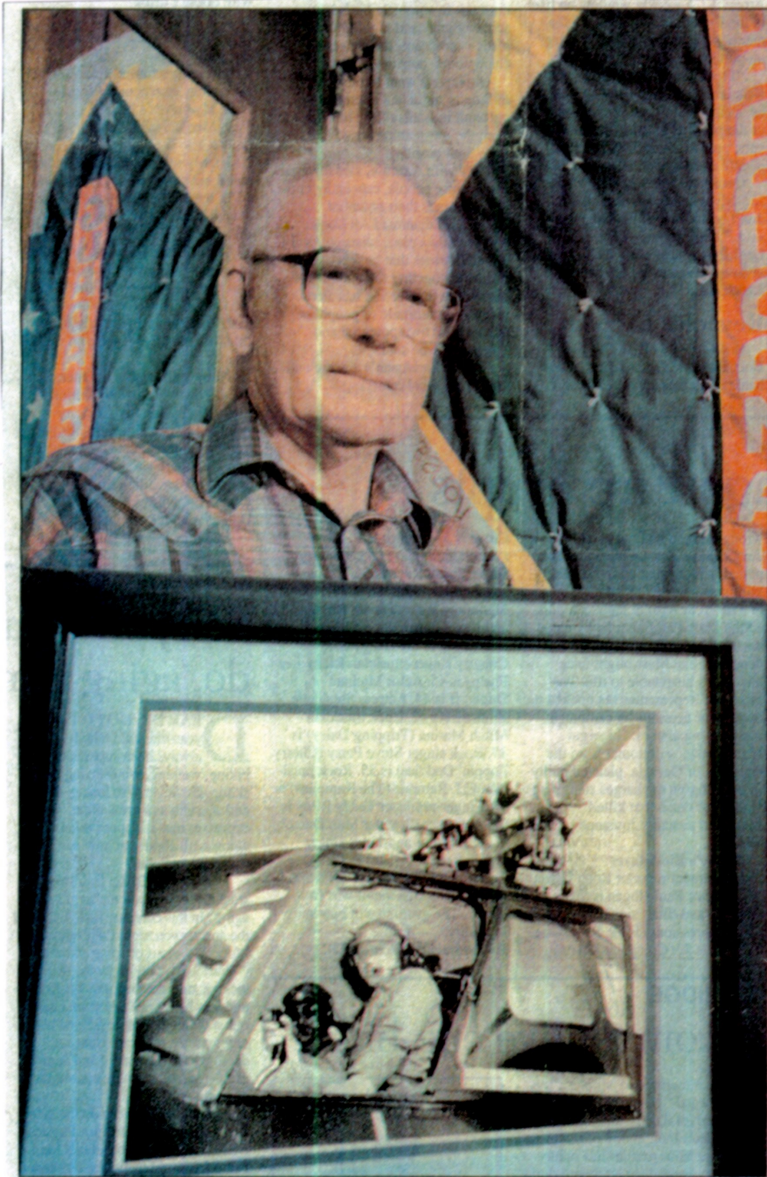


Soaring over a sprawling metropolis



The S-55 helicopter was the aircraft that Norm Larson spent most of his time flying for Los Angeles Airways.



Norm Larson sits with a photograph taken in 1951 of him sitting in an SRH helicopter when he was a pilot for the Marine Corps. Behind him hangs a banner commemorating the Guadalcanal campaign which he was a part of.

Helicopter pilot had a prime view of growing LA

Norm Larson's den is like a cockpit lined in wood. Framed black and whites of city views line one wall, his window on the world he knew so intimately during the '50s and '60s.

The aerial shots are of Los Angeles, a city of promise where anything was possible. The pilot is a young Larson, newly out of service for the Marine Corps and hoping to make a life for himself and his young wife by delivering the one thing the expanding "megalopolis" needed — quick and easy transportation for mail and passengers, high above the early stages of gridlock.

At one point, Larson's employer, Los Angeles Airways, was the fifth largest carrier operating out of Los Angeles International. They started as one of the early air mail carriers, delivering as far as San Bernardino and Newport Beach.

Then they hit the big time as a carrier of passengers from LAX to Disneyland.

It was a 16-minute trip, and it meant tourists and visitors could be put down by air almost in the parking lot of the Disneyland Hotel.

And that, says Larson, was one of the advantages of the helicopter service — it could put people down almost anywhere, and was still fast enough to turn a two-hour drive into a half-hour hop.

"We were the start of a new bunch of pilots," says Larson, a World War II veteran who also served as a pilot in Korea. "Fifty-one years ago today, our first flight took off from LA International. And we were the world's first scheduled helicopter airline. So it really was something."

"When I first started, my route was to go down to Newport Beach, and then down to San Pedro. We really did pretty good, and then we started carrying passengers in 1954. We'd carry five or six passengers, and then we carried cargo in the back."

The airline expanded rapidly, taking off starting from 5 a.m. at Los Angeles International, and working well into the night. Pilots would make a number of hops before the day was done, and before the airline — which Larson says was later imitated by ones on the East Coast and in Europe — would reach its seventh birthday, it had already seen 7 million passengers. That success continued until it met with financial difficulty in 1970 and was forced to shut down.

By that time, the pilots had already seen a lot of Los Angeles history, some of which Larson is able to show on his wall.

"This is the skyline of Los Angeles, this is city hall, and at the time the Harbor Freeway was under construction. This is the Coliseum, and this is the old Sports Arena."

Explains Larson, who is now an Arroyo Grande resident, "You would take off from the roof of the terminal annex, and then you would fly back to International, and you would be flying right by the Coliseum."

"But we had to keep our eye on the parking lots. With one engine, if you had a failure, you'd always have to have a place to go."

"Some of the times, it would have been fairly difficult to get down."

■ See PILOT, back page



Norm Larson is shown reflected in a 1954 picture of himself flying a S-55 helicopter over the Los Angeles Memorial Coliseum when he was a pilot for Los Angeles Airways.

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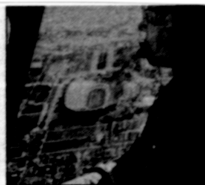
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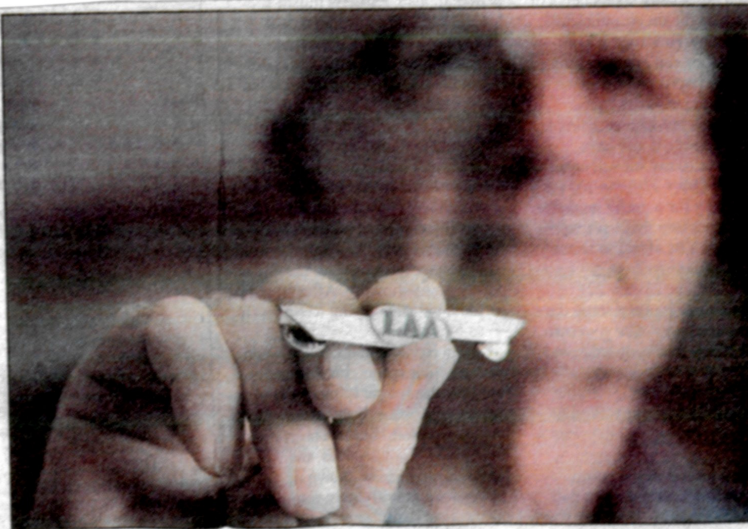
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Norm Larson holds the wings he wore as part of his uniform when flying for Los Angeles Airways.

Story by Jennifer English • Photos by Joe Johnston

In This Section:
Editorial Page
Movies-Drama
Churches
Vitals
Louella Parsons
Patterson Greene

2nd FRONT PAGE

Section B H★

LARGEST EVENING CIRCULATION
IN THE ENTIRE WEST

HERALD EXAMINER

VOL. XCII SAT., SEPT. 1, 1962 NO. 159



Passengers from Anaheim are shown leaving a Los Angeles Airways helicopter at International Airport. The Los Angeles Airways is one of three FAA-licensed scheduled helicopter air transport lines in the country.

**2nd
FRONT
PAGE**

Section D 5
LARGEST EVENING CIRCULATION IN THE WEST'S LARGEST CITY
LOS ANGELES EVENING
HERALD EXPRESS
VOL. LXXXVIII THURSDAY, NOV. 20, 1958 NO. 205

A THE DESK OF . . .
Otto K. Olesen
 December 12, 1958
 DEC 18 1958
 Dear Mr. Belinn:

Russell

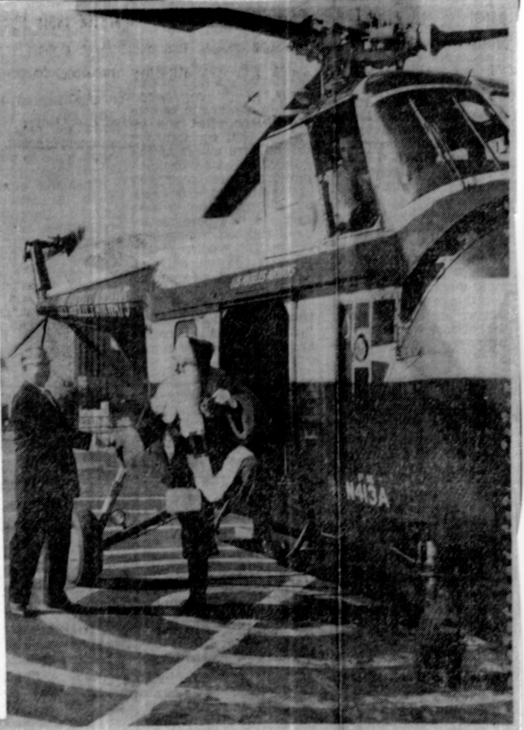
I am enclosing some of the pictures taken on the Terminal Annex Post Office roof, the day I greeted Santa Claus (sponsored by the Downtown Business Men's Ass'n.) on his arrival by helicopter.

Two copies of one of these is enclosed. Will you please give a copy to the pilot of the helicopter for me.

Best wishes for a Happy Holiday Season.

Sincerely,
Otto K. Olesen

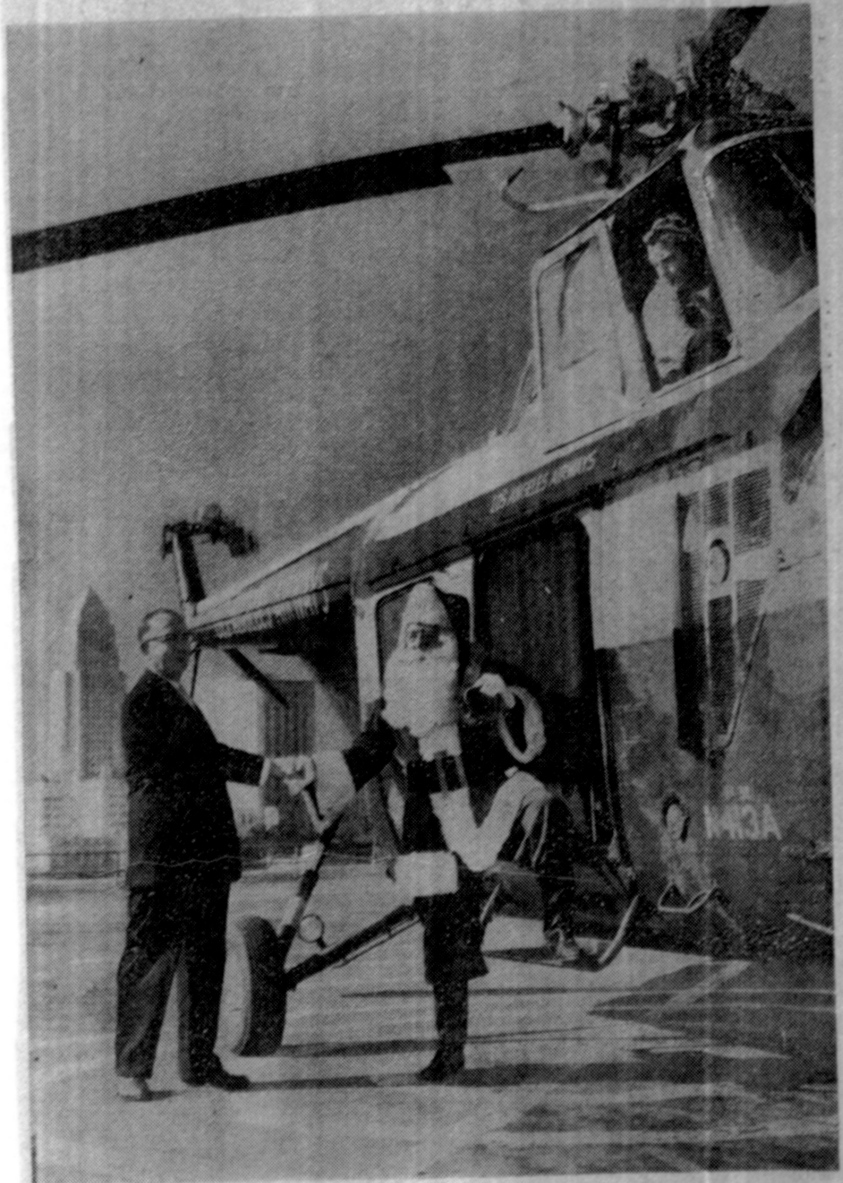
OFFICE OF THE POSTMASTER
 Los Angeles 52, California
 Tel. MADison 5-7411



—Herald-Express Photo
 'IT'S A LITTLE EARLY, BUT MERRY CHRISTMAS!' SAYS SANTA
 North Pole's Most Popular Citizen Debarks From Massive Helicopter Instead
 of Traditional Sleigh and Is Greeted by Postmaster Otto Olesen

Los Angeles Examiner Fri., Nov. 21, 1958 3 Sec. 1

Santa Comes to Town



—Los Angeles Examiner photo.

A HAPPY LANDING — Postmaster Otto Olesen welcomes Santa here as

he steps from helicopter on Terminal Annex post office. (Story on P. 18.)



ROOF-TOP LANDING—Postmaster Otto K. Olesen is on hand to welcome Santa Claus as the old gentleman lands on the Terminal Annex Post Office to reserve space in downtown stores. Looking down from cabin is Pilot Russ Cunningham. Times photo

Santa 'Copters Into L.A.

Santa Claus went modern today, parked Dancer and Prancer and the rest of the reindeer in the North Pole and traveled to Los Angeles in a helicopter.

He landed atop the Post Office Terminal Annex and was greeted by Postmaster Otto K. Olesen. Santa said:

"It's a little early, but I'll say it anyway, 'Merry Christmas.'"

Santa makes his first ap-

pearance in the downtown stores Saturday, and will be listening to children's request next Monday. Beginning Friday, Nov. 28, he will be in the stores day and night until Christmas Eve.

Santa, through the Downtown Business Men's Association, urged people to shop early and Postmaster Olesen reminded citizens to mail early.

Although Santa has become mechanized this year, don't worry, kids, when he delivers his Christmas presents, he will be traveling with his team of reindeer.

Santa Arrives Little Early by Helicopter

Guess who dropped the sky yesterday?

The old man with the long beard in the red suit.

He missed a chimney. But he did manage to land on a roof.

Santa flew in from the North Pole in a helicopter.

Made it to the roof of the Terminal Annex Post Office in 10 minutes.

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Santa disclosed that he will make his first visit to downtown Los Angeles stores Saturday.

"I'll be back again next Monday. Then beginning Friday, the day after Thanksgiving, you will see me in the stores daily until Christmas," he added.

"Santa, don't forget me," the Postmaster reminded.

"That's right, Otto," the merry old gentleman declared. "It's time to get those holiday gifts into the mail, especially if they are going overseas."



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Jet Helicopter Foreseen by L.A. Airways Head

24-Passenger Craft Predicted as Solution to Problem of Congested Ground Traffic

Advent of the jet-powered "copterliner" — a multi-engine, 24-passenger helicopter — was foreseen yesterday by Clarence Belinn, president of Los Angeles Airways, as part of the answer to the traffic problem in the greater Los Angeles area.

Such a 16,000-pound craft has been projected by the Southern California helicopter company and would have been ready for operation today had it not been for the Korean war which limited commercial design, Belinn told the National Aeronautic meeting of the Society of Automotive Engineers at the Ambassador.

Freeways Saturated

The greater Los Angeles area, he said, already has the largest concentration of surface vehicles in the world, with freeways that are fast reaching the saturation point.

"From the transportation man's viewpoint," he said, "this adds up to a king-sized day-to-day headache, a serious disaster or defense situation, throttling of our economy and impeding the growth of long-haul air traffic."

"We can't improve much on the ground and we can't go underground — subways would cost over \$20,000,000 per mile I am told—and the only recourse open to us is to take to the air and hop over this traffic congestion."

Belinn pointed out that the greater Los Angeles area, comprising Los Angeles and Orange Counties

and the western portion of San Bernardino and Riverside Counties, contains 200 cities and communities and embraces an area of 5000 square miles with a population of more than 6,000,000 people.

"Studies show," he said, "that the West is growing faster than the rest of the United States, that California is growing faster than any other State in the West, that the four-county area is growing faster than the rest of California and that the outlying areas are growing faster than the central section."

A multi-engine jet helicopter, he told the engineers' luncheon, will incorporate improvements that present single-engine types lack and which are currently holding up further progress.

These include all-weather flying, greater mechanical dependability, lower ton-mile, and seat-mile costs, greater passenger acceptance and increased safety.

Cross-Continent Trips

The future combination of jet transport and jet helicopter service, he said, will allow a passenger from this area to fly to New York and back to his bedroom in the same day, permit mail deliveries to the East and return replies in the same day and permit industrial concerns and retail stores to operate with smaller inventories.

Airlines feeder service, the helicopter executive said, is



LOOKS INTO FUTURE—Clarence Belinn, on left, who predicted the use of jet-powered, 24-passenger helicopters to help solve traffic problems, chats with Robert Wagner, chairman of the national aeronautic meeting of the Society of Automotive Engineers.

the first and most important service rendered in metropolitan areas, with intercity service second, but only because equipment limitations currently require subordination to interline service.

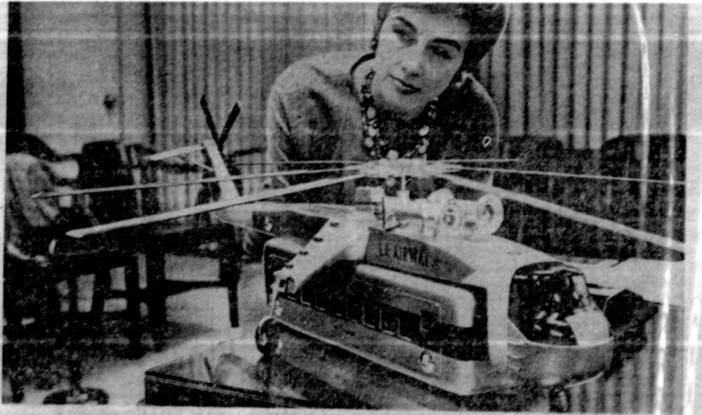
Commuter Service

Third in importance, he listed as commuter service — the transportation of passengers from suburban areas to the metropolitan center and back. But this service, too, must wait until helicopters are large enough and economical enough to bring

fares down to a commutation level.

Fourth and last major contribution is interairport shuttle service.

The SAE meeting ends today.



Ann Orbeck inspects a model of "flying bus" proposed for L.A. to-airport service.

Times photo

POD-CARRYING HELICOPTER

'Flying Bus' Service to Airport Studied

BY RAY HEBERT
Times Urban Affairs Editor

A "flying bus" may sidetrack the city's proposed monorail line linking downtown Los Angeles and the airport.

Cradling a detachable lounge, a unique helicopter resembling a giant spider could whisk passengers high above city traffic from a downtown terminal to planeside in nine minutes, its proponents believe.

It would take a high speed monorail train 15 minutes to make the same run.

The Department of Airports confirms it is exploring the sky lounge, which would be about the size of a large school bus, as part of the Downtown Air Terminal Project study undertaken last year.

Only a few days ago the project's monorail

phase—the actual link between the downtown terminal and International Airport — was termed feasible in a preliminary engineering report.

Now, according to Francis T. Fox, department general manager, the investigation has been broadened to determine whether a fleet of jet turbine helicopters, saddled with lounges, would be more practical than a point-to-point monorail.

The department also wants to know what effect the huge passenger and freight-carrying pods might have on the proposed monorail if the \$39 to \$55 million surface line is built.

The monorail—the studies call it a Skyrail—

Please Turn to Pg. 2, Col. 1

Continued from first page

would travel at speeds up to 70 m.p.h. in air space a few feet above city streets and existing railroad rights of way.

Union Station, on the edge of the Civic Center, has been pinpointed in the department's plans for use as a secondary terminal to drain off some of the vehicular traffic already clogging surface streets near the airport 16 miles away.

The helicopter-sky lounge concept was brought to Fox's attention as a possible substitute for the Skyrail by Clarence M. Belinn, founder and president of Los Angeles Airways.

Already operating the world's first scheduled helicopter airline, Belinn is convinced the "flying bus" could provide downtown-to-airport service cheaper, faster and safer than monorail.

"A monorail couldn't do the job at all," he says. "This is the answer. Why put millions into a fixed rail when you can lift those passengers above the city and set them down a few minutes later just steps away from their plane."

Air Force Development

The sky lounge Los Angeles Airways has its eye on would be a commercial version of the Air Force's flying crane built by Sikorsky Aircraft.

A gangling aircraft, rising more than two stories off the ground, the "crane" is built to settle down on a passenger lounge, snuggle it securely to its underside and lift off.

With passengers already aboard the lounge, the operation would take only a few seconds. The pod would be fixed rigidly, eliminating any possibility of sway.

Belinn visualizes an aerial transit system in which a waiting lounge, already loaded at Union Station, would be detached from the helicopter minutes later on an apron at International Airport.

difficult situation he says the freeway system has created.

"The freeway system at peak hours is already very near capacity," he points out. "Nor is it designed for primary benefits to the airport."

The Airport Department's downtown terminal project recognizes this shortcoming. Nearly 10 million passengers used the airport last year with 90% arriving and departing in automobiles.

Nearly One-Third

A secondary terminal at Union Station, drawing airport-bound passengers from East Hollywood, Glendale and the San Gabriel Valley, probably would be used by 30% of the air travelers here.

The department has remained non-committal on the sky lounge operation, either as a substitute or adjunct to a downtown-to-airport monorail.

Its answer will come late this summer when it makes a recommendation to the Board of Airport Commissioners on the downtown terminal and the best way to link it to the airport.

\$1.5 Million Each

Sikorsky's commercial model of the flying crane, now in the developmental stage, will carry 60 to 70 passengers at speeds of about 120 m. p. h. The cost for each would run about \$1.5 million.

"That's quite a contrast to \$50 million or so for a monorail line," Belinn points out.

Part of the advantage of the sky lounge aerial transit concept is its flexibility, he says.

For example, two smaller pods might be used, rather than one large one, to carry passengers, air express and air mail on the same run.

The lounge could also serve other points—Pasadena, Orange County and the Pomona areas as a starter—with a flexibility the monorail could never achieve.

Furthermore, on the downtown-to-airport run, the sky lounge probably could compete with the monorail's \$2 or less fare. Belinn says

The Whirly Bird, A New Dimension

By KEN JOHNSON

John Doe stepped out his back door, stepped in his helicopter and 15 minutes later parked at the roof-top heliport on his downtown office building as fellow workers flew in . . . Joe Doe parked his car at Lancaster heliport, entered the sleek, jet-powered 'copter and, again only minutes later, was

at his desk in the North American engineering department. . . Two hundred Does alighted from the New York-Los Angeles express at International Airport, were sped to waiting helicopters and away to their homes and business in San Bernardino, San Fernando, Long Beach, Santa Monica and many other communities . . . suburbanites, commuters by the tens of thousands take to aerial highways in helicopters . . . all this and more has been blue-printed. Foolish? Hardly.

Authors of both fact and fiction repeatedly predict the whirling aeronautical dervish will turn every garage into a hangar.

Proof of those flights of rotary wing fantasy exists. It exists in Los Angeles Airways Incorporated, with headquarters in the backyard of the southwest at International Airport. **BEGAN IN 1947**

Los Angeles Airways was incorporated May 11, 1944. It began operations October 1, 1947, with five single place Sikorsky helicopters, carrying air mail from Los Angeles area post offices to the airport.

Today, Los Angeles Airways has but two of those single place helicopters, has added five later models capable of carrying seven passengers and air mail and air express.

LAA started carrying express December 17, 1953, and passengers in 1954.

During 1955, LAA carried 7,000,000 pounds of air mail, 1,000,000 of express and

passengers like it, will be transportation giants.

BUSY SCHEDULE

With headquarters and offices in the old Mines Field administration building on the south side of the broad and long International runways, LAA serves 135 southern California communities from 20 heliports, making 98 flights a day. They operate from 5 a.m. to midnight.

The heliports stretch from Santa Monica to San Bernardino and from San Fernando to Long Beach. LAA is licensed to operate within a 50-mile radius of its base.

While it is true that LAA operates primarily to carry mail and express, future expansion will depend on passenger service that can be developed.

Company officials speak of tomorrow fondly, caress its possibilities gently. One pointed out in awe that more than 1,500,000 passengers arrived and departed at International from major carriers. According to company estimates, 80 per cent of that total live 10 miles or more from International. LAA considers every one of those a potential passenger.

Most of the passengers LAA carries today are connecting passengers who avail themselves of the rapid, comfortable helicopters to speed them on their way.

With a fleet of 50 helicopters capable of carrying 20 passengers, baggage, mail and express, LAA could carry 1,000,000 pas-

The Whirlybird... A New Dimension

(Continued from Page 1)
Most LAA employes are southwest residents.

Every helicopter, vehicle and terminal of LAA is connected by radio. It is the only radio net of its type. The tight web insures rapid, efficient and eco-

nomical operation of the entire organization.

The motto of LAA is "Siempre Primero" or, according to their translation, "Forever First."

Not only was it the first organization of its type but it was the first to fully develop night flying helicopters, receive certificate for night flying, develop instrument flying receive certificate for instrument flying, achieve scheduled helicopter operating dependability comparable to fixed-wing aircraft, attain air mail ton-mile costs comparable to fixed-wing aircraft, design and contract for complete rooftop passenger facilities, develop and operate a complete system of heliports inde-

pendent of public utilities, and, at a nominal cost, be certified by the Civil Aeronautics Board as a scheduled helicopter service and first to be renewed, create and develop inter-line field transfer of mail, express and passengers as a feeder to all trunk lines, carry air express by helicopter, and many others.

Air mail is operated in three main circular segments and one shuttle segment. One covers the San Fernando Valley, one covers the San Gabriel Valley, one covers the coast, including Orange County, and the shuttle is the service between the main post office and the airport.

The Post Office Department estimates helicopter service expedites mail at a minimum of 12 hours and in some cases as much as 48 hours. Cost to the government is about 3 mills of the 6 cent revenue per letter. The use of the helicopter actually increased locally the use of air mail, many taking advantage of the extra speed now offered.

Passenger service was begun only after many months of detailed study of all possibilities. In the final analysis, the job appeared to one of supplement-

tal and feeder serve to the other air carriers. That job is being performed by offering two classes of service, a combination service for passengers, mail and express on regular flights and shuttle service for passengers from those points where heavy passenger demand exists.

Looking ahead, the company planned the "metropolitan system of helicopter operations," utilizing helicopters as connecting transportation for airlines, trains, buses and ships, other terminals and the 153 communities and 6,000,000 people of the greater Los Angeles metropolitan area.

The company feels it is the helicopter function to complement, augment and improve other forms of transportation, by linking them together and extending their service far beyond their terminal points of departure and arrival.

To Clarence M. Belina, president, and the handful of visionaries who incorporated Los Angeles Airways and started operations eight short years ago with but \$250,000, tomorrow holds a lot of promise.

Advancements in helicopter design, fuels and engines that would give the commercial operators at least a 25-passenger helicopter that would be economical is one hurdle. Requirements are stiff.

Presently, passenger response to helicopter commuter service is limited because of the high cost. Hoped-for advancements in design will help bring that cost down and make commuter service and helicopters carrying as many as 100 passengers feasible.

LAA does not, however, expect to develop this suburban commuter market for years.

Flying time from Los Angeles to San Francisco is now only 85 minutes. It takes more than that to get to and from Los Angeles Airport from most outlying communities.

Calculations show the helicopter is the fastest form of present-day short or medium distance transportation—city center. At relatively short distances, such as San Francisco, the helicopter can beat a 300-mile-an-hour airliner because of slow ground connections at both ends of the flight.



Since some 60 percent of all airline passenger travel is 400 miles or less, the potential usefulness of the helicopter is evident.


Even now, the helicopter is saving connecting passengers hours. A passenger boarding a helicopter at an outlying city is

The Bulletin

Since 1933

PUBLISHED EVERY THURSDAY AT 3074 FLORENCE AVENUE, HUNTINGTON PARK, CALIF.

VOLUME 27 — No. 29 THURSDAY, JULY 16, 1959 PHONE LU 4400 8-5141 ★ PRICE 10¢ PER COPY ★



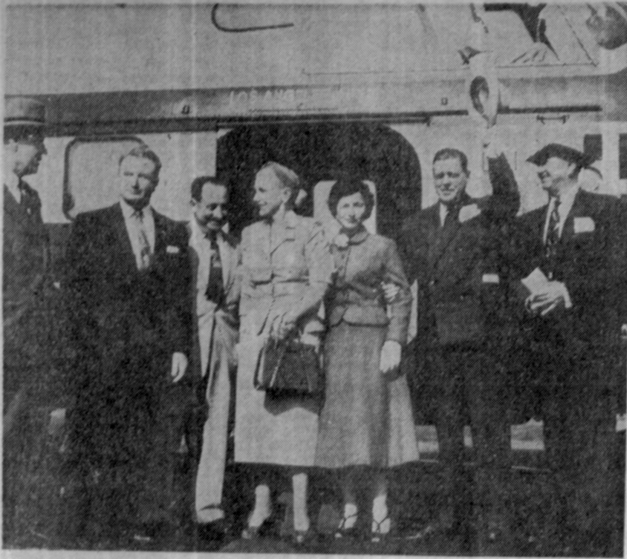
HELICOPTER MAIL — Huntington Park Postmaster George Nevin is here shown third from left, atop the roof of the L.A. Terminal Annex inspecting the Helicopter "million dollar mail flo". Helicopters regularly fly mail from the roof of the building to and from International Airport in the largest operation of its kind in the country—back to rights for James J. Butler, Arcadia postmaster; Elmer Dean, Santa Monica postmaster, also

is also president of the L.A. County Postmaster's Association. George J. Nevin, Huntington Park postmaster; Mrs. Elmer Dean, Santa Monica; Mrs. James Baillif, Arcadia; Mrs. Richard Baldwin, Los Angeles; Harold E. Lull, South Gate postmaster; and Richard Baldwin, Los Angeles. Standing in the doorway is Otto K. Olesen, Los Angeles postmaster. The pilot is Russell F. Cunningham.

2 Part III—WED. NOV. 23, 1933 * Los Angeles Times

INVITATION TO SALT (from Santa Monica Charity League will be delivered by Pilot Don Latham in a Los Angeles Airways, Inc., helicopter. He receives the letter from Mrs. Marshall Hickson as Miss P. Woodard King, John L. Hall, Phillip Shipley and Ralph Hofland, with her from left, look on. Festive walk to decorate the helicopter on its way to the North Pole is led by Miss George Ford, left, and Sydney Witcoff. (Taken photo by Paul Calton)





Inglewood Chamber of Commerce photo
JUST BEFORE TAKE-OFF of the first helicopter, passengers gather at entrance. Shown are (left to right) Oswald Ryan, senior member of the civil aeronautics board of Washington, D. C.; Brig. Gen. William J. Fox, a director of Los Angeles department of airports; Woodruf De Silva, manager of International airport; Mrs. Clarence Belinn; Mrs. James G. Lombardi, wife of a director of Los Angeles Airways; Clarence Belinn, Los Angeles Airways president, and Charles Tanner.

Helicopters Start Passenger Hauls

Los Angeles Airways, the world's first certificated helicopter airline, Monday inaugurated helicopter passenger service between Los Angeles International airport and downtown Long Beach. Ceremonies featured Oswald Ryan, senior member of the Civil Aeronautics board, who as representative of

the federal government felicitated LAA for becoming the nation's first helicopter airline to carry simultaneously passengers, air mail and air express.

Others participating were Clarence M. Belinn, founder-president of LAA; Charles DeJoy, president of Los Angeles Chamber of Commerce; William Fox, county engineer; John Gibson, city council; Claude L. Moyes, superintendent of U.S. post office; and George Vermillion, Long Beach mayor.

Five hostesses from airlines using International airport performed a ribbon cutting ceremony.

Helicopter Port Dedicated in Long Beach

A paved rectangle on the Long Beach ocean front within a stone's throw of the surf was dedicated yesterday as the Long Beach Heliport.

Eighteen-year-old Betty Baize, Miss Aviation, smashed a bottle of champagne on the fence that surrounds the heliport to climax the dedication.

Participating in the ceremony were Mayor Lyman B. Sutter of the beach city, Acting Postmaster George J. McMillin, Clarence Belinn, president of Los Angeles Airways which serves Long Beach with helicopter air mail, Ward Johnson, president of the Long Beach Chamber of Commerce, and Kenneth Farrar, manager of the Long Beach Douglas plant.

The heliport, 202 feet long and 150 feet wide, marks several years of planning and will be utilized for helicopter passenger service beginning some time this year, according to Belinn, whose company has been carrying air mail and express in and out of Long Beach for almost seven years.

48,000,000 Pounds

Vikki Dougan, in a sheath dress, sealed a letter for Olsen, a letter sent from the Terminal Annex heliport to the new Deputy Postmaster General Edson O. Sessions in Washington.

The helicopters have carried more than 48,000,000 pounds of air mail, shuttling between the airport and the Terminal Annex and 25 other branch post offices in Southern California in the 10 years they have been in operation.

Flight time between the airport and the Terminal Annex is 11 minutes. Eighteen round trips are made daily.

Copter Passenger Line Starts Service Nov. 22

Six Round Trips Daily Between Long Beach and L.A. Set by Firm Now Carrying Mail

Helicopter passenger service will be inaugurated in Southern California Nov. 22 when Los Angeles Airways, pioneer rotary wing mail carrier, starts daily schedules linking Long Beach with International Air Terminal.

Clarence M. Belinn, founder and president of the helicopter company, made the long-awaited announcement yesterday in a luncheon address before the Los Angeles Chamber of Commerce board of directors.

The service will start with six round trips daily in seven-passenger Sikorsky S-55 ships, luxury models of the transport helicopters used successfully in military operations.

Belinn disclosed also that tentative plans call for expansion of the service next summer to include Santa Ana, Anaheim-Fullerton, Alhambra, San Bernardino, Riverside and Pomona.

Next cities to be served would be Van Nuys, Glendale, San Marino, Fontana and other nearby communities as soon as schedules can be arranged.

For Airlines Travelers

Eventually, he added, will come high-frequency schedules to carry suburbanites to and from downtown Los Angeles rooftop heliports.

Initially the service, approved by the Civil Aeronautics Board, will benefit long-haul passengers boarding or disembarking from transcontinental transports. Schedules will be so arranged that travelers will step directly to or from helicopters in the immediate area of transport aircraft.

Belinn explained to the

Chamber directors that Long Beach was chosen for the initial operation because it is a city of nearly 300,000 population, but not directly linked to all key transcontinental airline flights.

Saving of Time

"... and because we can offer 12-minute travel over 19 miles of surface traffic that ordinarily requires 50 minutes for the trip."

He indicated, too, that passengers will be able to buy "through" tickets for coast-to-coast flights at Los Angeles Airways offices.

An additional feature will be a baggage arrangement whereby the luggage of helicopter passengers will be "last on and first off" trunk airliners to facilitate the speed of whirlplane travel.

The local company was the first in the nation to inaugurate helicopter air mail service and the first also to carry air express by helicopter.

Now, for the first time, passengers will be carried simultaneously in a complete package operation envisioned by the CAB a decade ago when the helicopter enabling action was considered.

The local company received its initial operations authorization in 1947 and won approval for passenger operation two years ago.

It has pioneered in night flying and all-weather helicopter operations, rooftop landings (at the Terminal Annex Postoffice) civilian training of military personnel, etc. and has established a record for regularity of schedules which now include 47 daily flights to 37 heliports serving 155 Southland communities.



SEES SEALS ON WAY—Walter Bill Cash, 5, national Easter Seal child, makes sure some of 1,805,000 Seal envelopes get in mail helicopter piloted by Norm Larson. Postmaster Olesen is at the left.



ANNIVERSARY—Clarence Belinn, left, head of Los Angeles Airways, and Postmaster Otto K. Olesen look on as Actress Vikki Dougan seals envelope marking the completion of 10 years of helicopter air mail service by the post office here.

**A. Airways
in Record Year**

Net income of Los Angeles Airways, Inc., for the year ended Dec. 31, last, amounted to \$448, equal to \$2.31 a share, compared with \$90,444, or \$2.50 share in 1955, the company reported yesterday. The 1956 income includes a capital gain item equal to 77 cents a share, the company pointed out.

The earnings are based on the mail rate established Feb. 3, 1957, for the period Feb. 3, 1956, through Dec. 31, 1957, providing retroactive mail pay of \$159,971 and taxable as 1957 income.

The combined total of all traffic for the year was the best in the company's history, according to Clarence M. Belinn, president. Revenue miles flown totaled 556,073, compared with 431,141 in 1955. Operating revenues amounted to \$1,237,252 during 1956, compared with \$1,091,160 in 1955.

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FRI., MAY 24, 1957—Part IV

**Financial
News Briefs**

**Passenger
Helicopter
Service Set**

Passenger helicopter service between Los Angeles International Airport and Orange County will start March 18, it was announced yesterday.

Clarence M. Belinn, president of Los Angeles Airways, said the communities of Orange and Santa Ana will be served.

Initial service will begin

**New Flights
Approved for
Copter Line**

Times Washington Bureau

WASHINGTON, April 11. The Civil Aeronautics Board today announced its approval of Los Angeles Airways' request to begin passenger helicopter service at Van Nuys and to add new passenger and freight flights at Long Beach, Glendale, Azusa, Monrovia, Alhambra, Pomona and Whittier.

The CAB order will become effective April 27.

The board explained that increased service was granted because the helicopter service holds a flat rate airmail subsidy for service within 50 miles of the Post Office Terminal Annex Building. No increase in subsidy is granted by the addition of routes to those presently au-

**Copter Mail
Anniversary
Hailed Here**

The 130,000th flight made by helicopters employed by the U.S. Post Office here recorded yesterday in recognition of the first air mail load ever carried by helicopter in the U.S. 10 years from the Los Angeles International Airport to the Terminal Annex.

Fred Milam, pilot and administrative officer of Los Angeles Airways, Inc., landed a Sikorsky S-55 on the roof of the Terminal Annex yesterday to receive congratulations from Postmaster Otto K. Olesen and Clarence M. Belinn, president of Los Angeles Airways.



INAUGURATE SERVICE—Present at inauguration of helicopter passenger service between Long Beach and Los Angeles International Airport yesterday were, left to right, Mary Hayes, United Air Lines; Bonnie Pereyra, Pan American; Charles Deto, Chamber of Commerce president; Clarence M. Belinn of L.A. Airways; Oswald Ryan, Civil Aeronautics Board; Eva Sjrnsen, American Airlines; Pat Carson of Trans-World Airlines, and Irine Gray of Western Airlines. Deto served as master of ceremonies.

Times photo

Passenger Copter Line to Airport Inaugurated

Leaders Join in Ceremonies; Six Flights Round Trip to Long Beach Slated Daily

Another phase of the increasing Los Angeles traffic problem was solved yesterday when Los Angeles Airways inaugurated helicopter passenger service between Los Angeles International Airport and the downtown Long Beach Heliport, located adjacent to Golden and Ocean Blvds.

The service will start with six round trips daily in seven-passenger Sikorsky S-55 ships, luxury models of the transport helicopters used successfully in military operations.

Timing of Schedules

Initially the service, approved by the Civil Aeronautics Board, will benefit long-haul passengers boarding or disembarking from transcontinental transports. Schedules will be so arranged that travelers will step directly to or from helicopters in the immediate area of transport aircraft.

Brief inauguration ceremonies at Los Angeles International Airport yesterday morning were attended by leaders from airlines which will be affected by this new helicopter shuttle service.

Charles Deto, president of the Los Angeles Chamber of Commerce, served as master of ceremonies. John S. Gibson, acting Mayor and president of the Los Angeles City Council, paid tribute "to these men of vision who are earnestly starting to solve the transportation problem in Los Angeles."

Deto introduced Brig. Gen. William Fox, county engineer and head of the county department of airports. Fox said that this is just the start of helicopter passenger service.

"In Canada, from where I just returned from my vacation, the use of the helicopter

"who have made this moment possible."

The final speaker was Oswald Ryan, senior member of the Civil Aeronautics Board, who, as a representative of the Federal government, congratulated Los Angeles Airways for becoming the nation's first helicopter airline to carry simultaneously passengers, air mail and air express.

"We who gather here today are fortunate, for we enjoy the unique privilege of participating in the inauguration of the first common carrier passenger service by helicopter west of the Allegheny Mountains," Ryan said.

Hostesses Participate

Five airline hostesses, representing American, Trans World, Pan American, United and Western Air Lines, took part in the traditional ribbon-cutting rite.

Deto introduced several other civic and government figures, including Claude L. Moyes, superintendent of postal transportation in District 2; Mayor George Vermillion of Long Beach; City Manager Samuel Vickers and Lloyd C. Leedom, Long Beach Chamber of Commerce president.

Belinn said that tentative plans call for expansion of the service next year to include Santa Ana, Anaheim-Fullerton, Alhambra, San Bernardino, Riverside and Pomona.