

THE FULL DAY DISCUSSION ON HELICOPTERS

A Joint Meeting with The Royal Aeronautical Society was held on Saturday, 20th November, 1948, in the hall at the Institution of Civil Engineers, Great George Street, Westminster, London, S W 1

The Meeting was divided into three sessions—Morning, Afternoon and Evening. The Morning Session was presided over by DR H ROXBEE COX, D I C , F R A e S , F I A e S , President of The Royal Aeronautical Society, the Afternoon Session by H A MARSH, A F C , A F R A e S , Chairman of the Helicopter Association. The Evening Session was devoted to General Discussion. The idea of holding the Meeting originated with The Royal Aeronautical Society, who extended an invitation to The Helicopter Association to participate. Normally the publication of the papers presented to such a joint meeting rests with the inviting body, but in this instance the Association also expressed a desire to publish the papers, which was readily agreed to Royal Aeronautical Society by the R A e S. For this, and for the very considerable assistance which has been given to the Publications Committee by the Society's Editorial Staff, the Association is greatly indebted.

MORNING SESSION

General Problems of the Helicopter for Civil Use

DR H ROXBEE-COX, D I C , F R A e S , F I A e S ,
President of The Royal Aeronautical Society
in the Chair

The CHAIRMAN opening the meeting, said he supposed that in aeronautics the helicopter was the dream which had taken longest to come true. He believed that LEONARDO DA VINCI had dreamed it and he was certain that JULES VERNE had done so. But there was a long period in a sort of borderland between dream and reality when helicopters were made which either did not fly or only just did so.

In the past few years the helicopter had truly become a reality, there were many years of research and development ahead, but the helicopter had arrived. In the Royal Aeronautical Society the helicopter had for long been one of the matters to which close attention had been given and in the past a number of eminent people had presented papers on the subject as well as on its sister, the "Autogiro," before the Society and one or two eminent people had also given lectures against the helicopter and the "Autogiro." In recent years the helicopter had attained such importance, and its potential had been so widely recognised, that those who were enthusiastic for it had felt the need for the creation of a Helicopter Association, in fact the Association had come into being in 1945 and had done a great deal of good work since. Many of its members, were also members of the Royal Aeronautical Society.

It was fitting, therefore, that the two bodies should meet together to discuss a matter of common interest, one which was the sole preoccupation of the Helicopter Association and one which the Royal Aeronautical Society

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