

Correspondence

TO THE EDITOR

Dear Sir,

ICE ACCRETION

After reading the extremely interesting papers on Flight Testing Experiences in the latest issue of the Journal, there is one point in "Jock" Cameron's paper which I feel I must comment on

He refers to his experience of ice accretion on a Bell 47 rotor during the winter of 1951. It so happened that I was a passenger in the aircraft on the particular occasion to which he refers. I noted also that the pattern of the formation was somewhat similar to that experienced on the "Weir" W 6 helicopter blades during the winter of 1939. The weather on both occasions was similar, *i.e.*, thick fog and extreme cold. In the case of W 6, the "build-up" was so rapid the aircraft was never able to leave the ground.

I feel that the "knowledgeable people" he refers to had better think again and not just pass the phenomena off as a feature of the semi rigid rotor system, because, W 6 employed a fully articulated system identical to that now employed on the "Sikorsky" S 55 helicopter.

I trust that you will bring this to the notice of "Jock" Cameron and that you will find a space for my comments in the next issue of the Journal.

Signed K WATSON,

(Founder Member—Saunders-Roe Ltd)