

AFTERNOON SESSION

The Constructor's Approach to the Problem

H A MARSH, A F C , A F R A e S

Chairman of The Helicopter Association

In the Chair

LADIES AND GENTLEMEN,

Before calling on the first lecturer this afternoon, I would like to take this opportunity, on behalf of the Helicopter Association, of thanking the President and Council of the Royal Aeronautical Society for their courtesy in inviting us to share to-day's proceedings. The idea of a full day's discussion on helicopters originated with the R A e S, but it can hardly be a coincidence that all those invited to read papers are members—I should say Founder Members—of the Helicopter Association, three of them being Council Members and one an ex-Council Member. You are no doubt all aware that the Helicopter Association is of comparatively recent formation and owes a big debt of gratitude to the Royal Aeronautical Society, and other bodies for all the help and guidance they have given in the three years since the Association was incorporated.

This morning you heard papers read giving the operators and technicians point of view on helicopters and this afternoon you will hear three papers giving the constructors' approach to the problems.

As our time this afternoon is limited I am going to ask the Lecturers to present their papers in turn with no pause for discussion between the papers. We will then conclude the afternoon proceedings by having a short discussion on all the papers, this discussion can continue after the Tea Interval.

The first paper will be presented by DR J A J BENNETT who will describe some special aspects of the Fairey Gyrodyne—the helicopter which now holds the world's speed record.

DR BENNETT was educated at Glasgow, London and Gottingen Universities and has specialised during the past 18 years on rotary wing development. He worked very closely with the late SENOR DE LA CIERVA and his present appointment is that of Head of the Helicopter Division of the Fairey Aviation Company. He was largely responsible for the Aerodynamics of the early Weir's single seater autogiros, the direct take-off Cierva Autogiro and is solely responsible for the Fairey Gyrodyne. I now ask Dr Bennett to read his paper.