

**The Fourteenth Annual General Meeting
of
The Helicopter Association of Great Britain**

The Fourteenth Annual General Meeting was held at Londonderry House, 19 Park Lane, London, W 1, on Friday, 10th July, 1959, at 3 p m The Chair was taken by Lt -Col J W Richardson, Chairman of the Executive Council

The routine business of the Meeting was conducted and the result of the ballot for election of members to the Executive Council was announced The constitution of the new Council for the year 1959/60 is as follows —

B H Arkell	R Hafner
J A J Bennett	N J G Hill
R A C Brie	C T D Hosegood
J A Cameron	A McClements
D M Davies	J W Richardson
L G Frise	W H Sear
M H C Gordon	J S Shapiro
	D L Hollis Williams

The Chairman's Address

When I made our customary survey last year, I said that this country would very soon be able to offer a complete range of helicopters—or “near-helicopter aircraft”—from a 40/50 seater or a 10,000 lb payload transport, down to a flying bubble car Since then we have seen almost all those flying, at Farnborough and, lately, at the Paris Show

A world speed record has been taken by Faireys with the “Rotodyne,” which has also made what I believe to have been very much the fastest city-centre to city-centre journey from Brussels to Paris, a distance of some 150 nautical miles in 58 minutes

The Westland “Westminster” has lately been lifting really impressive loads of military equipment, both here and during its recent visit to Germany

Most of the new helicopters here have turbine engines operating directly or indirectly The Saunders Roe P-531 is a new turbine arrival since last June, and it offers a direct challenge to the French “Alouette” Westlands have now re-engined a “Whirlwind” with, so far, a single “Gnome”

The Bristol 192 represents us in the medium weight range, matching the American 20/25 seaters which we expect to see in full scale civil operations within the next two years It is a measure of the present development that one can legitimately speak of the 25-seater as a medium sized helicopter

Only one thing appears to be lacking here and that is what I should like to call the “Bubble-Copter,” but I hear that a number of such projects are ripening in America where the potential private owner market is already being explored in anticipation of their production Some of these we shall, no doubt, see over here, but I somehow feel that their price may for some time yet suit a Texan pocket better than an Englishman's Maybe that is why we here are not making much effort in that direction

Having mentioned the “Rotodyne,” which I am assured is *not* a helicopter, I wonder if I might go so far as to even hint at an interest in the “*Hovercraft*” After all, there have been Council Members of our Association who wish to classify rotary wing aircraft in accordance with their ability to hover It would be very nice, I think, if the Association could meet on the shores of the Solent, and have a look at this machine, or, of course, it may grow wings, and then could be invited to our Annual Garden Party

This Garden Party is becoming an institution, and I want to express very forcibly our thanks and indebtedness to the owners of that delightful spot at Ripley, who keep on throwing it open to us all—and throwing in a most magnificent tea. It is not only very kind of them, but I am convinced that it is a very useful thing, since helicopters are far better seen elsewhere than on Airfields.

Turning for a moment to equipment, we had a Lecture during this past Session which indicated that great advances have been made in the Naval field, and that their adaptation to civil needs is only just around the corner. I refer, of course, to automatic pilots and to navigational aids. This field is of tremendous importance to us, since our transport helicopters for scheduled public services are no longer near probabilities but almost immediate certainties. These must be able to operate in all weathers, day and night, and all round the clock, and, therefore, the auxiliary equipment, the aids and the instruments must all be there.

And so, also, *must the Helports*. These must be big enough to cope with a sufficient number of waiting helicopters, they must have more than one flight platform, or one that is large enough to allow at least two movements at one time. They must have room for ground manoeuvre and full facilities for rapid (and I mean rapid) passenger and freight processing. Moreover they must be located really centrally in the cities.

We are all alive to the noise problem, but this will be solved. The noise level of helicopters must not, as we fully realise, be too high, but the bearable level is a somewhat relative thing, and it could depend quite a lot on the proper location of the Helport.

In the meantime we have, at last, a place at which to experiment. This is not ideal—it is far too small, and it is rather tucked away where its owners hope it will not worry the apprehensive layman. This Association can take some of the credit for bringing this Helport into existence, since it was due to the researches of our Committee that the need for it became clearly established.

This need was for an *experimental* base from which operational knowledge could be obtained. Such knowledge is necessary to those whose job it will be to tie the helicopter services of the approaching era into the air-traffic pattern, for cities such as London. You cannot do that on paper. We all have to find out how it works. We have to find out what is required on the ground and in the air. We could not have done without this experimental stage.

The operator must obtain similar knowledge. He has to discover the limitations of his operation and explore the markets for it. The aircraft manufacturer is also in need of practical experience, since, and I have good technical authority for saying this, it may be necessary to tailor the machines to the available facilities of space and of approach-techniques and of instrumental aids.

And lastly, but most important, if you are a town planner, it must be known exactly what has to be provided on the ground. To make mistakes over the final layout for London's Central Helport, would be to waste too much public money.

I have stressed this Helport question because this Association is at a crisis in its history. Later to-day the combined wisdom of its Members will decide what road it shall take. Whichever that may be, I want to leave this idea with you, that our campaign for heliports in London is only now beginning and *must* be pressed *hard*. There is a danger that because something now exists, people in control of affairs may think that they can sit back for a time. We know that this matter cannot wait.

At present we have only an experimental facility, provided and built to gain experience on the lines I have indicated. Its builders are the first to say, "That is not enough." Whatever the decision to-day, you must not let this question rest.

This is not the time to discuss policy, that will be later this afternoon, but in its context I should like to say how very warmly we welcome our new President, Mr N E Rowe (who cannot, unfortunately, take the Chair now as we would wish, but I hope that he will be able to preside later to-day). It is very good and very courageous of him to take on this particular job at this particular point, when the future is not decided. He is a Past President of the Royal Aeronautical Society.

Mr Rowe was a Member of our Council for five years from 1950/1955, and he was Controller of Research and Special Developments at B E A when they were establishing their Helicopter Experimental Unit, and during its early pioneering days.

He knows all our problems and he can give us good guidance, and he will do more than that where it concerns the furtherance of the objects for which this Association was formed. Whatever the decision to-day, his help will be invaluable.

Mr Rowe takes over the Presidential Chair from one who has been most active in the support of our affairs—Mr Eric Mensforth. None, and I speak from knowledge, could have been at greater pains to assist us during two separate terms as our President. I want to place on record our great appreciation of his leadership and of his help in so many ways.

HONORARY OFFICERS

The President

N E ROWE, C B E , D I C , B S c , M I M e c h E , A C G I ,
M I n s t T , F C G I , F R A e S , F I A e S , W h i t E x

The Association is honoured to have Mr N E Rowe as its President, on the retirement of Mr Eric Mensforth.

Mr Rowe was Controller of Research and Special Developments, B E A , 1946–51, and is now Technical Director of Blackburn & General Aircraft Ltd. Mr Rowe was a member of the Executive Council of the Association from 1950–55, and is a past President of the Royal Aeronautical Society.

Vice-Presidents

Lt-Col J W Richardson and Dr G S Hislop have accepted our invitation to act as Vice-Presidents, Dr Hislop for the second year.

Chairman

At the first meeting of the new Council Dr J A J Bennett was elected to the Chair.

The Extraordinary General Meeting of The Helicopter Association of Great Britain

On Friday, 10th July, 1959, an Extraordinary General Meeting of the Association was held at 4.00 p.m. at Londonderry House, 19 Park Lane, London, W 1. The Chair was taken by Lt-Col J W Richardson, Chairman of the Executive Council.

As explained in the Notice and explanatory letter sent out to all Members of the Association, the purpose of the Meeting was the passing of the following Special Resolutions —

Special Resolution No 1 “ That the Conditional Agreement dated 18th February, 1959, made between the Council of the Royal Aeronautical Society and the Council of the Helicopter Association of Great Britain Limited, be and is hereby approved and the Council of the Association is authorised to carry the same into effect ”