

With regard to the size of an auxiliary engine for a twin engined helicopter, he thought that a half engine was too small to meet the needs of flight on one engine. If the helicopter was to fly at a condition needing the minimum of power, with one engine out then it appeared that the auxiliary would have to have more than 0.6 of the main engine take-off power.

A short film of the first public flight of the Westland Wessex was then shown. This aircraft had a single Napier Gazelle direct drive free turbine engine.

The **Chairman**, in proposing a vote of thanks to the Author said that none of those present had any doubt at all about the tremendous advantages which would accrue to helicopters from the power which the gas turbine would make available. Most pilots at some time or other had been critical of lack of power and now hoped that extra power would be put into their hands. Having had experience of those occasions when pilots did not have it and got away with it, he could not help feeling that there were great possibilities for some form of power augmentation when it came to passenger transport operation from the very small sites which would no doubt exist in the centre of cities. The more quickly a pilot could climb away from the site, the better the prospect of his coping with an emergency in the event of power failure. He had been impressed with the marked improvement in the Skeeter's rate of climb following use of the R O R system.

The Association as a whole owed the Author a debt of gratitude for coming along and putting his thoughts before them. They were living in an exciting age and he thought that the gas turbine would do for the helicopter what it was doing for the aeroplane. The Author had presented his ideas with such clarity and in so authoritative a manner as to make them easy to follow. This paper would stand the test of time and all could profit from reading it. He supposed that most people had different ideas about how to get what they wanted, but the paper had stimulated a most interesting discussion by encouraging other experts to contribute to the fund of common knowledge. He had pleasure in proposing a hearty vote of thanks to the Author for his interesting paper.

The vote of thanks was carried by acclamation.

NOTICES

Members' Subscriptions, 1958-59

Members are reminded that subscriptions fell due on 1st April, 1958.

Annual Dinner, 1958

The Annual Dinner of The Helicopter Association of Great Britain is being held on September 4th at the Dorchester Hotel, London, W 1.

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Papers submitted for publication in the JOURNAL should be submitted to the CHAIRMAN, PUBLICATIONS COMMITTEE, 4, THE SANCTUARY, WESTMINSTER, S W 1

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Papers should, if possible, be typewritten, they should be concisely written with subject matter logically arranged and sub-divided, and with indications of the position, in the text, of illustrations, tables, etc

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