

The Journal of

**THE HELICOPTER
ASSOCIATION OF
GREAT BRITAIN**

CONTENTS include

Tilt Wing Aircraft in comparison with other VTOL
and STOL Systems by W Z Stepniewski

Annual Review of Helicopter Activities

LONDON
4, THE SANCTUARY,
WESTMINSTER, S W 1

Vol 11 No 6 DECEMBER, 1957



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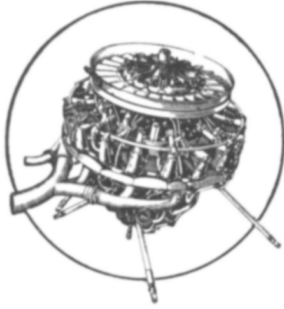
Haddenham, Bucks Tel Haddenham 444/446

- Makers of tail rotor blades for Bristol and Westland Helicopters
- Suppliers of Hv-du-lignum for main rotor blades of Bristol Sycamore and 173 helicopters and for tail rotors of the Saunders Roe Skeeter
- AGENTS FOR BELL and AGUSTA-BELL helicopters in the UK and Republic of Ireland



BELL & HILLER BLADES TO B C A R

A complete type-testing programme using the company's Bell 47G helicopter has been satisfactorily concluded securing A R B approval for Bell and Hiller rotor blades manufactured by the company under licence from the Bell Helicopter Corporation U S A



The power behind the lift

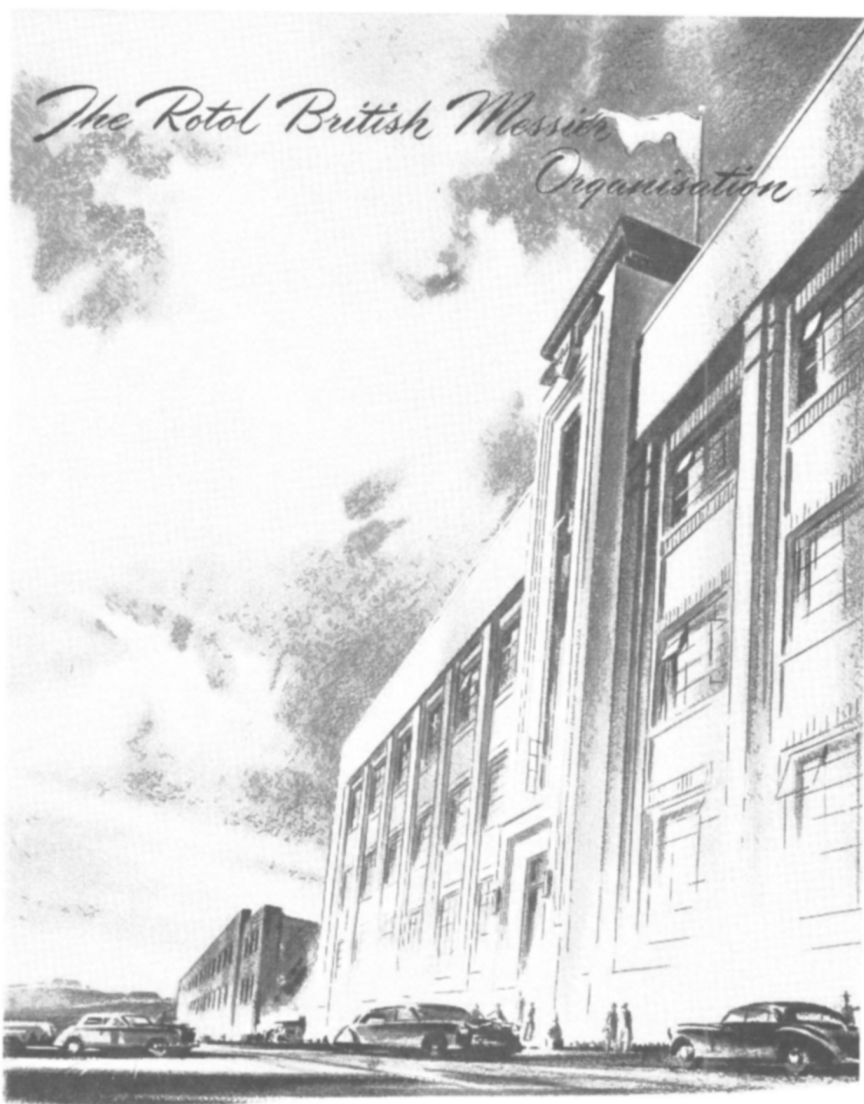


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MADE FOR THE JOB

IT WAS part of nature's plan to design a long neck for the giraffe so that it might eat food hanging high above the reach of other beasts. Similar careful thought has been given to every aspect of the Skeeter, designed and built by Saunders-Roe to give the finest performance in the many roles which a light helicopter has to fill. The Skeeter is ideal for training, light liaison and A.O.P. duties and is now in production for the British Army, the Royal Air Force and the armed forces of West Germany.

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Layrub couplings use rubber trunnion blocks as the main driving elements giving a fully cushioned drive. As there are no metal-to-metal contacts no lubrication is required therefore little or no maintenance

Other well known British aircraft on which Layrub is used either as auxiliary or main drive include Bristol Type 173 Helicopter and Bristol Britannia

A post card will see full technical data on its way to you

AT ITS BEST

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WHAT THEY SAY ABOUT THE GAZELLE



The new heli-jet is silent
 By Daily Mail Air Correspondent
BRITAIN'S first production helicopter the Wessex, was demonstrated yesterday at Yeovil, Somerset, yesterday. The plane has been ordered in QUANTITY by the Royal Navy.

When the Westland "Wessex" flew at Yeovil last July 9th, the air correspondents of the National Press were unanimous in their praise of the aircraft and particularly of the engine powering it the Napier free-turbine Gazelle

ITS SILENCE External noise has been reduced by more than half compared with that of a piston-engined helicopter an important step toward the reality of city-centre to city-centre air transport Inside the cabin the engine is almost inaudible

ITS TAKE OFF The Wessex can take off in less than half a minute from engine start, and its rate of climb has been described as 'remarkable' This is a valuable asset in emergency In addition, the engine can be operated at 30% above its normal maximum power output for short periods

ITS REVOLUTIONARY DESIGN The Gazelle is eminently suitable for helicopter work because it is both light and tough Without clutches, etc , the free-turbine arrangement takes pounds off the weight of the transmission mechanism At the same time it is planned to give long service between overhauls and, because of the unique 'unit' methods of construction, repair time is cut to a minimum

The Gazelle marks an epoch in helicopter design as significant as the change-over from piston to jet engine in fixed-wing aircraft Everyone interested in the future of British aircraft should know about it Write to D Napier & Son Ltd , London, W 3 for more details

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OBJECTS OF THE ASSOCIATION

The objects of the Association are to collect compile and disseminate information of a technical and semi technical nature pertaining to Helicopters and all other types of Rotating Wing Aircraft. The Association aims to work in close co operation with existing Aeronautical Bodies on matters affecting its objects and it may act as an Advisory Body in the promotion of legislation calculated to be of benefit to the development of Rotating Wing Aircraft

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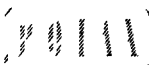
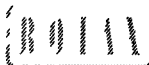
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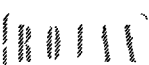
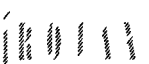
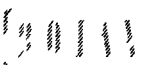
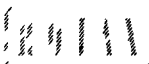
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