

pipe would counterbalance the dynamic component of pressure so that the mean residual pressure at the cockpit might be a function of static pressure only.

Mr. FRASER: I am interested in the very low weather minima you are proposing to use in helicopters. This will require very high accuracy in the approach and to achieve this you would probably need 'rate' indication both in azimuth and glide path. How do you propose this should be provided? Is the instantaneous difference between actual heading and required approach heading good enough as a measure of 'rate' in azimuth?

Mr. HEARNE: I think we will need rate information and we are considering, as I mentioned, the development of a coupler for the approach phase; which we would combine with the flight director system to give the type of information you are thinking of. I think you could combine aircraft heading relatively simply without a particularly exotic system; a system such as Sperry's or Smith's would probably be perfectly adequate with minor modifications. As far as the actual pitch signal goes, experiments in the States on a single rotor helicopter with a Zero Reader system have shown that if rate of pitch is put on to the horizontal bar which normally shows difference between pitch attitude and altitude, the aircraft becomes much easier to fly.

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ERRATUM

The first equation displayed in Appendix A to Mr. J. E. D. Williams's paper (Vol. X, p. 44) should have read:

Hence
$$\left(\frac{\partial T}{\partial F}\right)_w \left(\frac{\partial b}{\partial V_g}\right)_w = \frac{b^2}{V_g^2}$$