The Journal of

THE HELICOPTER ASSOCIATION OF GREAT BRITAIN

CONTENTS include

LONDON
4, THE SANCTUARY
WESTMINSTER, S W 1

Vol 12 No 5 OCTOBER 1958

U.S. Army and the Decca Navigator

Almost six months ago the U S Army in Europe became interested in the possible use of the Decca Navigator System in its transport Helicopters Trial installations were made in four Helicopters of the 7th Army and during the last few months the equipment has been undergoing stringent tests During these tests Helicopters were flown at tree top height and a half mile visibility was assumed a neutral observer was carried to see whether the aircraft and the Flight Log Pen were actually tracing the correct route as ordered and to what limits the Helicopters could be flown aircraft were also flown down ravines behind woods and around hills The results were so satisfactory that the Army Authorities are now proposing to fit a further 32 aircraft

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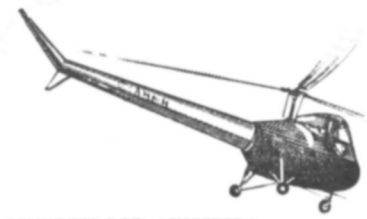
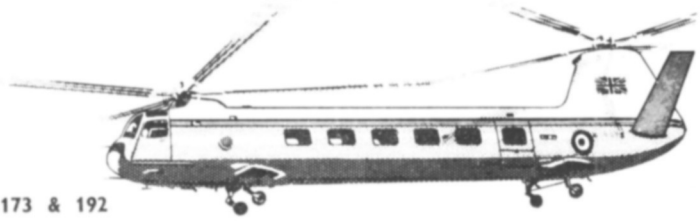
SUD AVIATION 'ALOUTTE' II



SAUNDERS ROE 'SKEETER'

All British shaft-driven helicopters in current production, as well as rotating wing aircraft now in production on the Continent incorporate E N V precision spiral bevel gears, E N V gears are also regularly furnished for aero engines, flying controls and accessory drives The design and development of precision gears for angular drives calls for the specialised knowledge, technique and manufacturing facilities which E N V can place at the disposal of the aircraft industry

WESTLAND 'WHIRLWIND'



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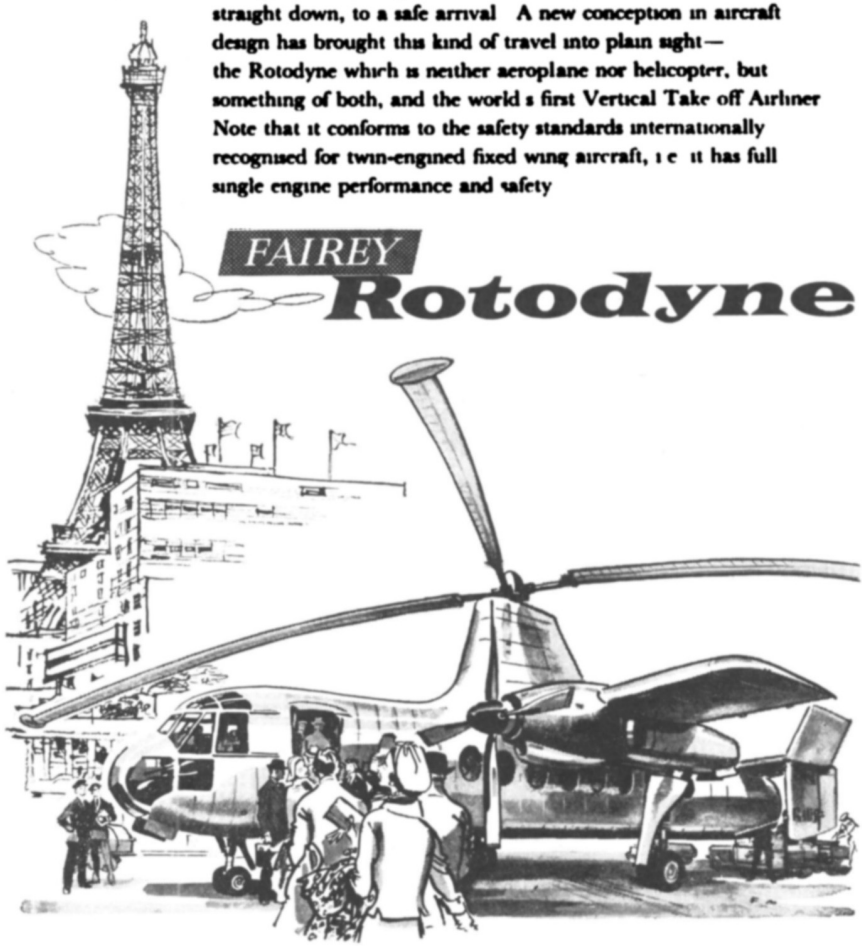
LOOK FORWARD TO **Rotodyne** TRAVEL

This is how people will go from city to city, when we have Rotodyne travel Forty eight people will settle themselves in the wide, comfortable cabin of the Fairey Rotodyne, at some small open space in the middle of a town The Rotodyne will lift them vertically far above chimney-smoke and church spires—and then, gradually transferring the power of its two turbine engines from the rotor to the forward propellers, it will whisk them across land and water at nearly 200 m p h Over the destination—the centre of a city, not some airport far outside—the rotor will lower them straight down, to a safe arrival A new conception in aircraft design has brought this kind of travel into plain sight—the Rotodyne which is neither aeroplane nor helicopter, but something of both, and the world's first Vertical Take off Airliner Note that it conforms to the safety standards internationally recognised for twin-engined fixed wing aircraft, i e it has full single engine performance and safety

FAIREY Rotodyne



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The opinions expressed in papers read before the Association and in the discussions also recorded in this Journal are not necessarily those of the Executive Council or of the Association as a whole

CONTENTS

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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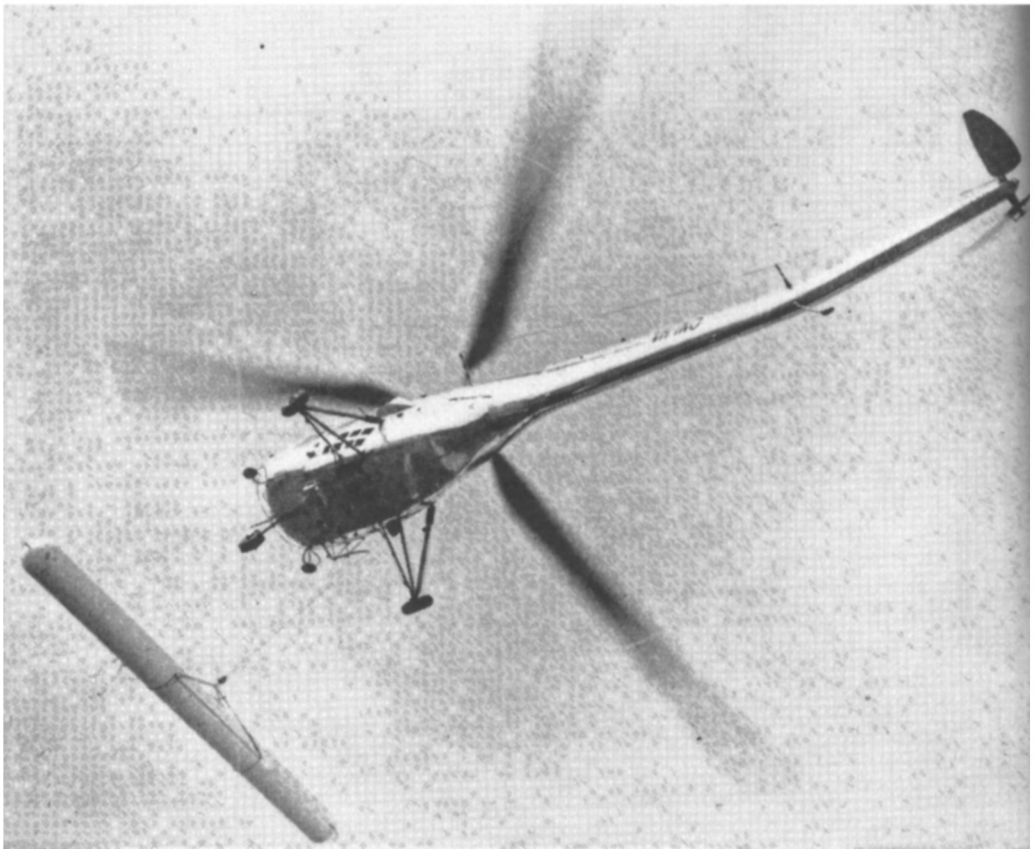

Strikes without tears

Sycamore introduces new techniques into aerial survey of difficult terrain

Half a century ago, prospectors slogged patiently on foot through the wild mountains of western Tasmania, pro bing the rock for deposits of copper Claims were staked, but never worked, as the range proved too inaccessible, but stories of rich strikes and vast deposits persisted

Lately, the Mount Lyell Mining and Railway Company decided to follow up these tales They then chartered from ANSETT ANA a Bristol Sycamore, which can operate at higher altitudes and temperatures than the average helicopter, and re surveyed the old claims from the air with an electro magnetometer The modern prospector relies on such modern techniques the Sycamore makes them possible

The Bristol Sycamore is a five seat helicopter, easily convertible to a num ber of specialised military and civil roles Its normal cruising speed is 79 knots, but it can fly at 100 knots with out vibration

Unusually efficient and reliable pow er transmission, together with high power/weight ratio and low disc load- ing, give the Sycamore remarkable stability, exceptional power reserve, and a very high degree of serviceability

BRISTOL

Sycamore

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