

The Journal of

THE HELICOPTER
ASSOCIATION OF
GREAT BRITAIN

CONTENTS include

Design of the Drive By J L Norton

Navigation of Helicopters By D M Davies

The Ninth Annual General Meeting of the
Helicopter Association of Great Britain

LONDON
4, THE SANCTUARY
WESTMINSTER S W 1

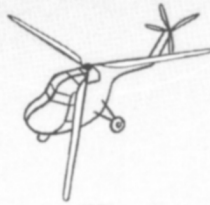
Vol 8 No 1 JULY 1954



Helicopter

MAIN & TAIL

Rotor Blades



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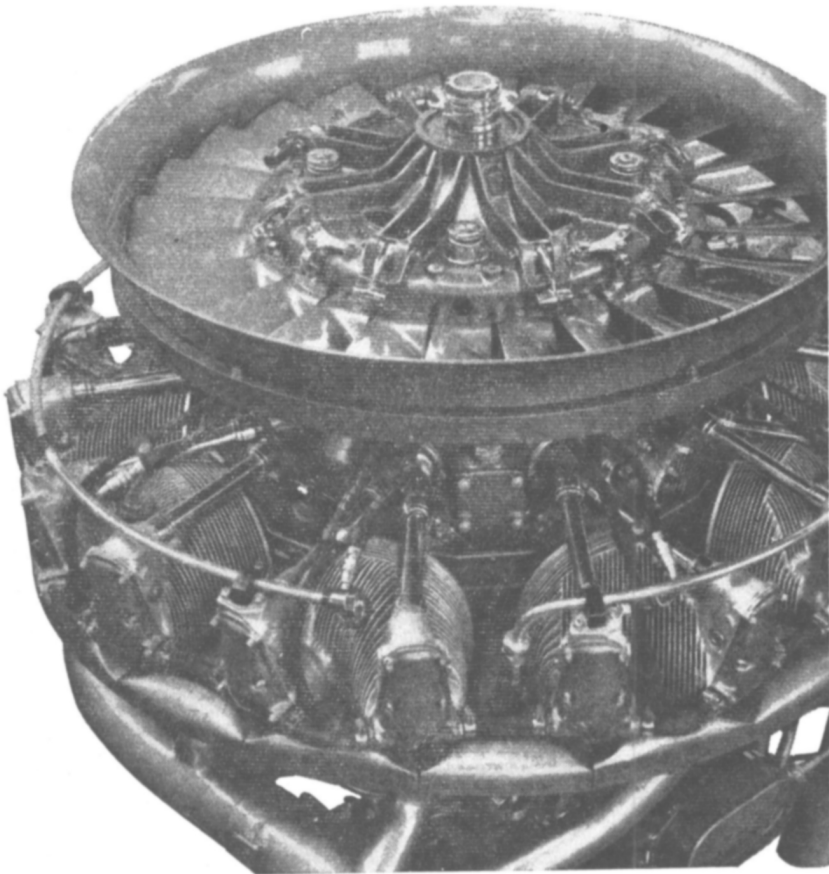
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645 lb Power/weight ratio 1 24 lb (0 562 kg) per b h p
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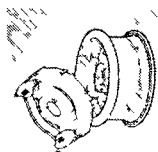
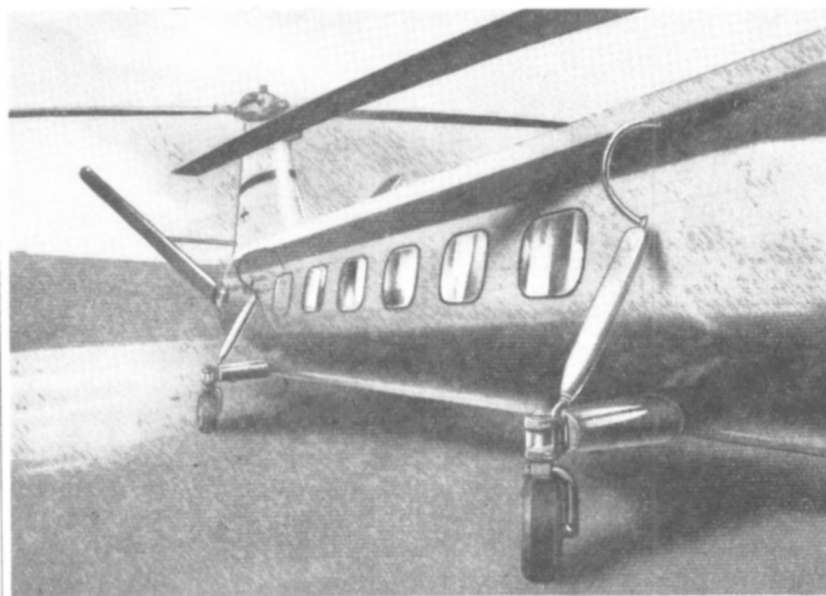




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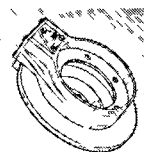
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The Bristol Type 173 uses
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Bristol
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Rubber trunnion blocks are used giving a cushioned drive there are no metal to metal contacts no lubrication therefore little maintenance

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OBJECTS OF THE ASSOCIATION

The objects of the Association are to collect complete 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.

SYCAMORE

The Mark 4 Sycamore is an unique helicopter in that it has inbuilt provision for several operational roles (1) a powered winch is fitted for rescue work (2) two stretcher patients can be accommodated within the cabin and tended in flight by a medical orderly (3) with the stretchers folded and stowed in the 20 cu ft baggage compartment the cabin will seat five people (4) a ventral sling permits the lifting of awkward loads over short distances (5) spraying equipment can be fitted for crop treatment



The Bristol Sycamore is powered by a 550 h.p. Alvis Leonides engine

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