

THE HELICOPTER ASSOCIATION OF GREAT BRITAIN

1954/55 LECTURE PROGRAMME

Unless otherwise stated, all lectures will be held in the library
of the Royal Aeronautical Society, 4 Hamilton Place, London,
W 1

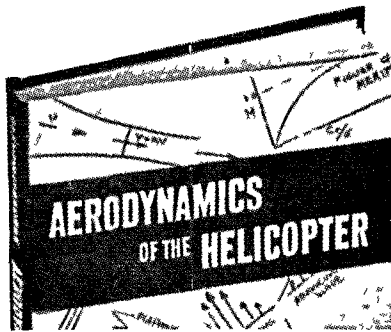
1954

- September 9th
6 30 p m
Dorchester Hotel,
London, W 1
- “ Helicopter Contracting,” by Mr Knute Flint, of
Bahamas Helicopters Limited
- October 15th
6 0 p m
- “ Some Applications of Gas Turbines to Helicopter
Propulsion,” by Mr J Brown, Senior Scientific
Officer of the National Gas Turbine Establishment
- November 12th
- “ Helicopter Production,’ by Mr E J Boulger, Chief
Production Engineer of Westland Aircraft Limited
- November 23rd
6 15 p m
The Library,
Londonderry House,
19 Park Lane,
London, W 1
- Combined film evening with the Royal Aero Club,
Mr Leonard Thornhill of Sabena Belgian Airlines
will show a film accompanied by a short talk on
“ The Helicopter as an Aid in the Control of Insect-
borne Diseases in the Belgian Congo ’
- December 10th
6 0 p m
- “ The Possibility of the Flight Simulator as a Training
Aid to Helicopter Pilots ” An informal discussion
to be opened by Mr Norman Hill, of Redifon Limited

1955

- January 14th
6 0 p m
- A Brains Trust
(Details to be announced later)
- February 11th
6 0 p m
- “ Development Experiences with the Bristol Type 173,”
by Mr R Hafner, Chief Helicopter Designer of the
Bristol Aeroplane Co
- March 11th
6 0 p m
- “ Helicopter Maintenance,” by Mr J H Willans, Works
Manager of the British European Airways Helicopter
Experimental Unit
- April 8th
6 0 p m
- “ Noise problems in Helicopter Design,’ by Professor
E J Richards, Professor of Aeronautics, Southampton
University

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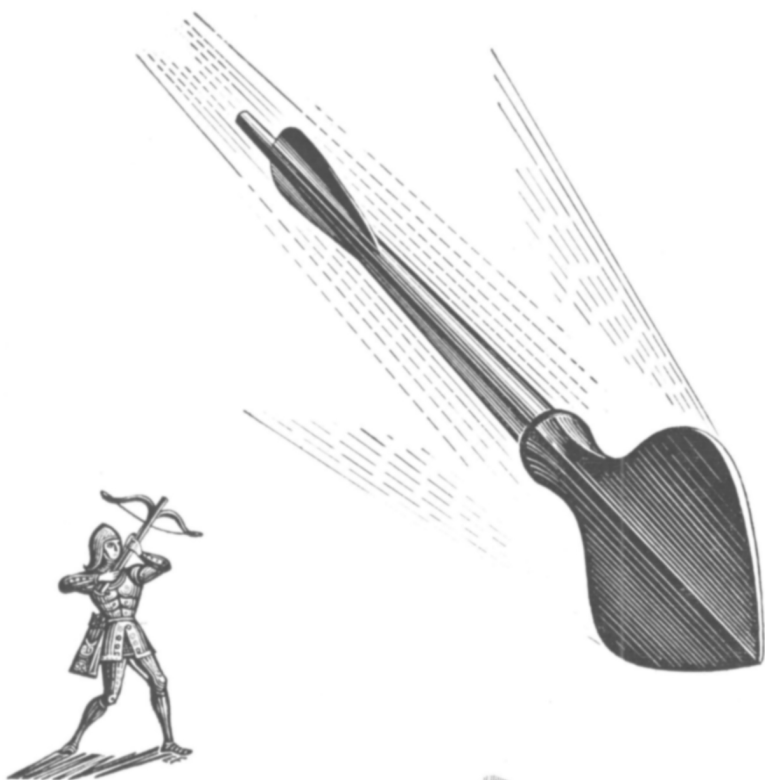
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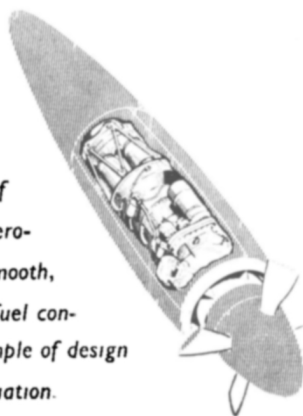
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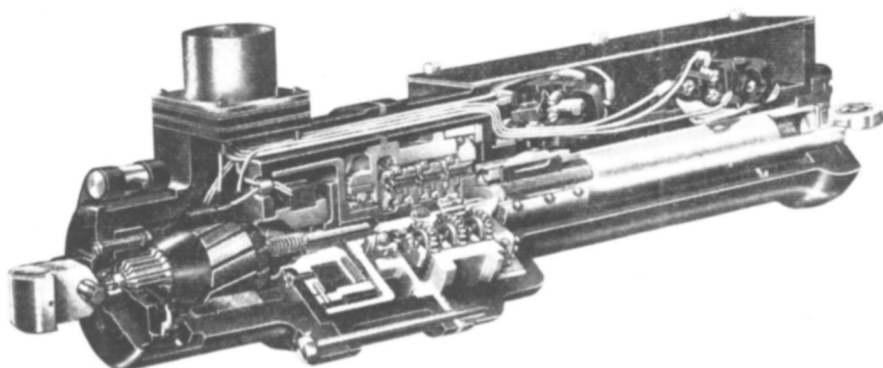
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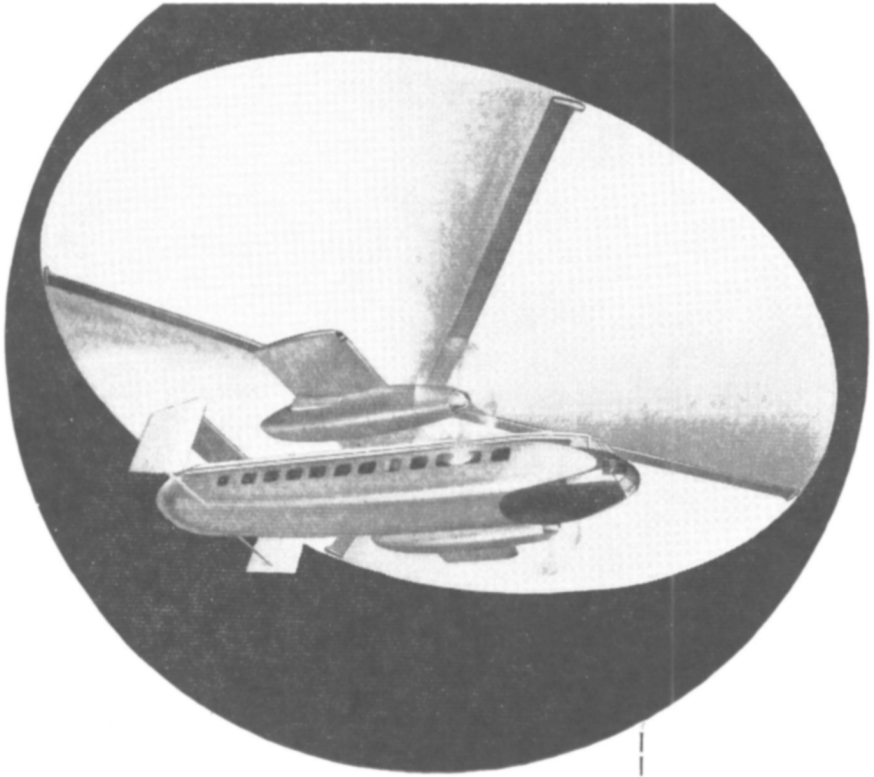


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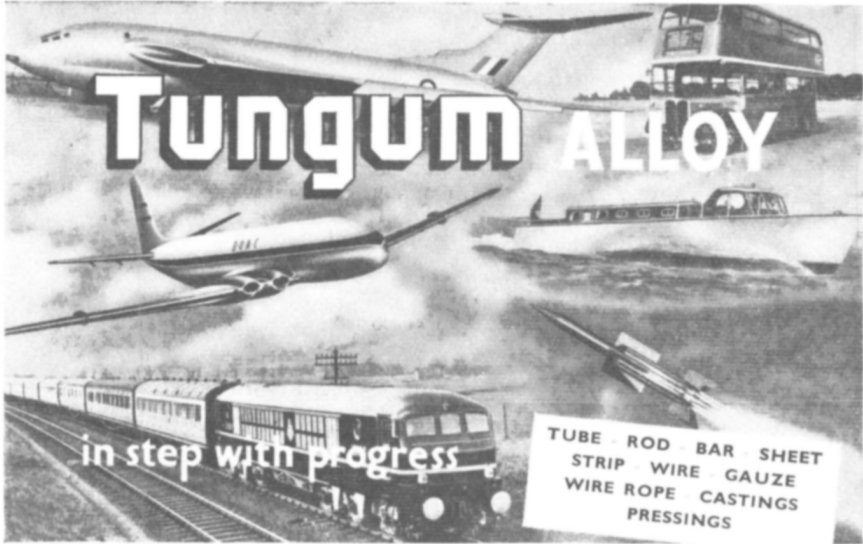


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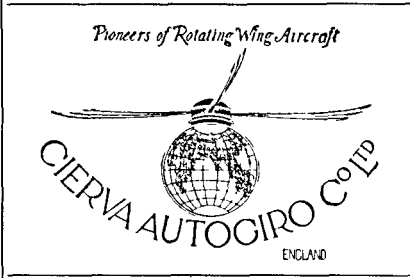
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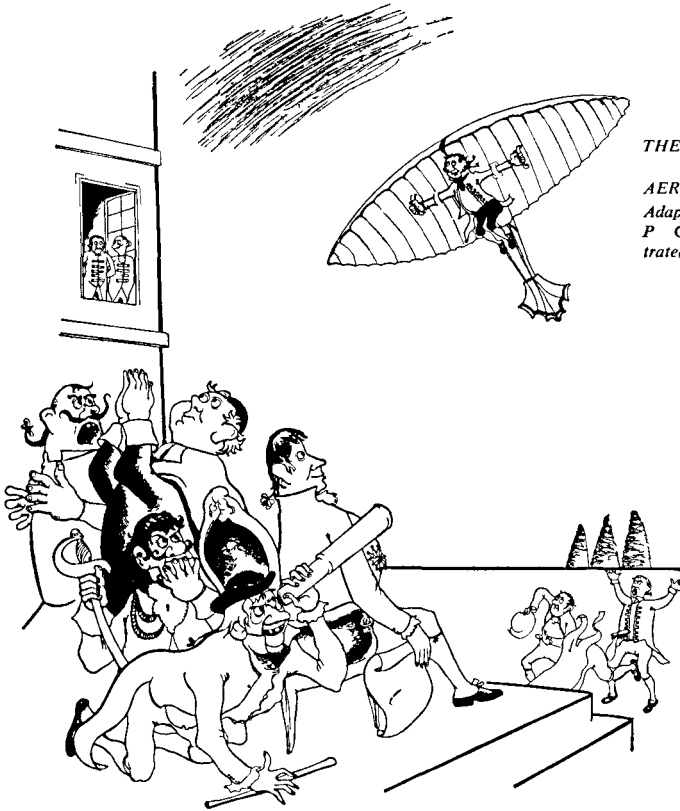
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KARL FRIEDRICH-MEERWEIN, BIRD-MAN

THE PRINCE OF BADEN'S architect Meerwein was a man of remarkable ingenuity and inventive skill and most of his talent he applied to the problem of constructing kites — kites of all shapes and sizes and of every imaginable material. Fortunately for Meerwein the Prince was an indulgent master and took a great interest in the pranks of his protégé.

In 1781 the architect produced his masterpiece an aerofoil capable of supporting a man and there was intense excitement when the machine was first tested

in the park of the castle. From J. J. Thourneysen (*L'Art de voler à la manière des oiseaux*, Bale 1784) we learn that Meerwein soared gracefully for several moments and then crashed in front of the royal box. Consternation! Panic! A worried Prince

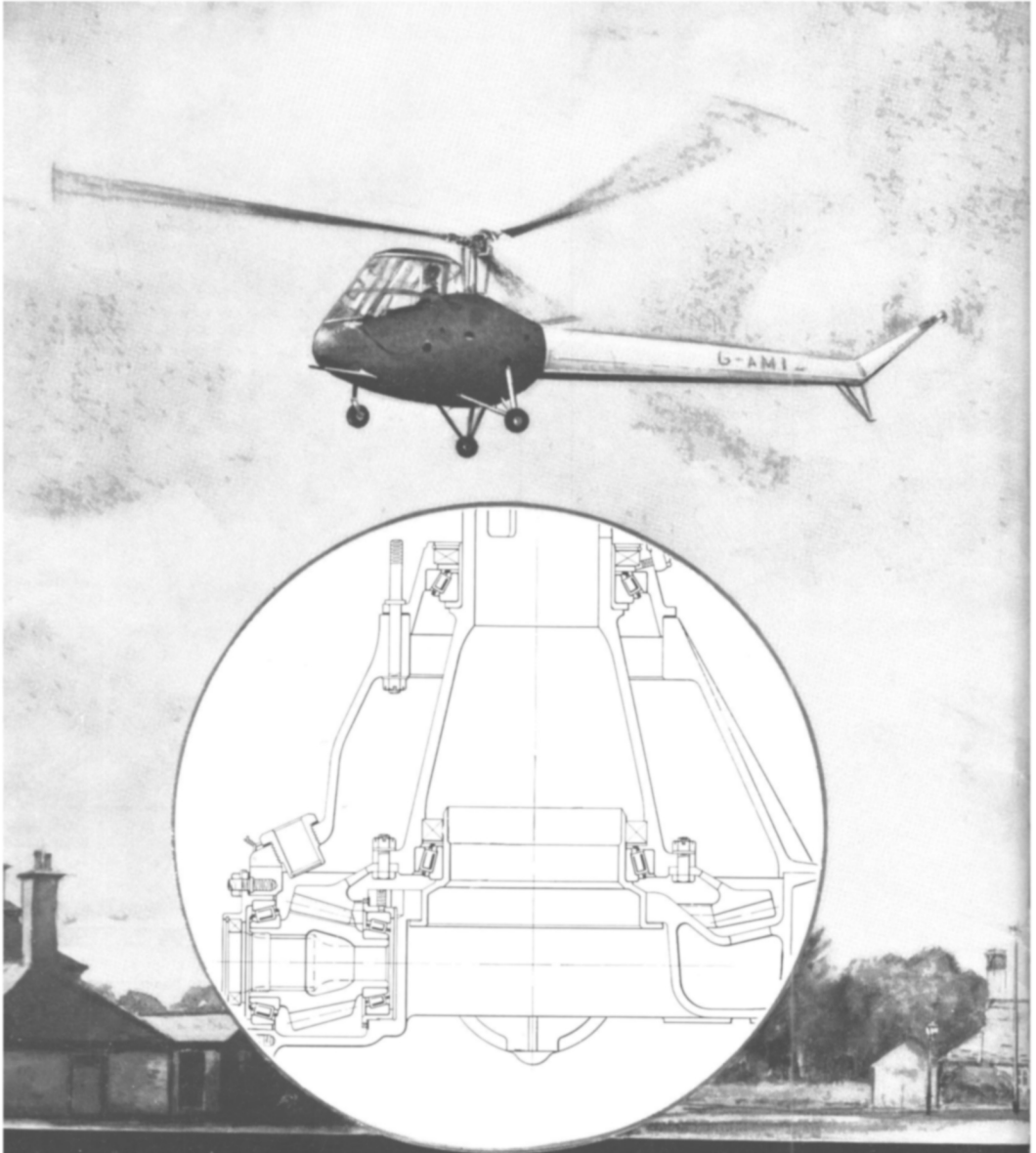
But Meerwein picked himself unharmed from the wreckage and immediately returned to his drawing board. He made many flights — most of them with equally dramatic results — and lived to win great renown throughout the duchy.

Today genius gets results by remembering that it pays to say



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