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# SUPPORT

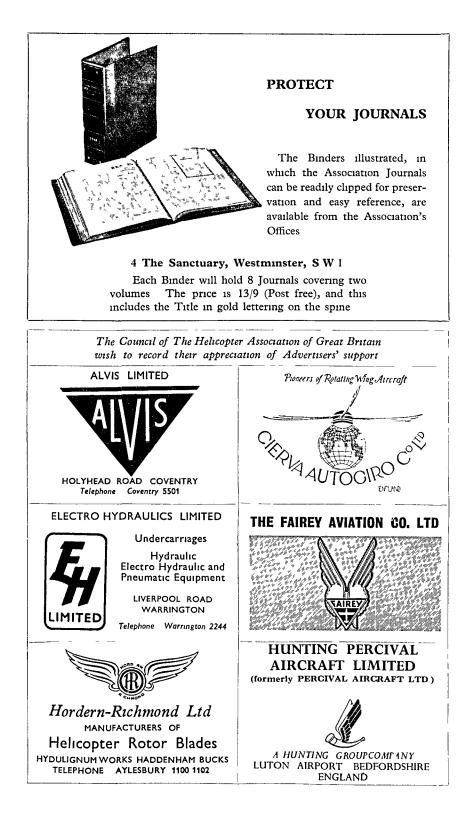
Five hundred fully equipped Royal Marine Commandos air-lifted from aircraft carriers to battle areas—a distance of 100 miles per round trip—in the short space of 91 minutes

The maintenance of shuttle services from aircraft carriers to battle areas with water, food and medical supplies after delivery of the assault force

Evacuation of casualties from battle areas to hospital beds on aircraft carriers within 20 minutes of initial landing

These achievements accomplished by helicopters during recent military operations in the Middle East must inevitably weigh heavily in the assessment of the helicopter's role in task force operations Equally, they determine the necessity for the inclusion of the helicopter in the air component assigned to such operations

#### **WESTLAND** The Hallmark of British Helicopters WFSTLAND AIRCRAFT LTD YEOVIL, SOMERSET, ENGLAND





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The Bristol Type 171 Sycamore Helicopter uses LAYRUB as the main drive between engine and rotor

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

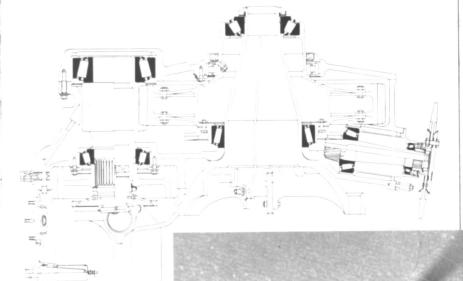
Other well-known British aircraft on which Layrub is used either as auxiliary or main drive include Bristol Type 173 Helicopter and Bristol Britannia

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

LAYCOCK ENGINEERING LTD. . MILLHOUSES . SHEFFIELD 8

AT/TS BEST

### On the BRISTOL 'SYCAMORE' helicopter



TIMKEN tapered-roller bearings with their nickel alloy case-hardening steel and toughened shock-resistant core, are the ideal bearings for carrying the heavy loads imposed by helicopter gearing and main rotors



They are extensively used on various makes and designs of helicopter

All Bristol Sycamores—and well over 100 have so far been built—have Timken bearings in their gear boxes

REGISTERED TRADE MARK TIMKEN

tapered-roller bearings

The sectional drawing shows the arrangement of the Timken bearings on the gearing to the main and tail rotors and on the sleeve carrying the main rotor. The upper Timken bearing carries the entire weight of the helicopter. In addition to journal loads

MADE IN ENGLAND BY BRITISH TIMKEN LTD Duston, Northampton (Head Office), Daventry and Birmingham Telephone Northampton 4921 (10 lines) Telex No. 31 620. Telegrams Britimken Northampton Telex Subsidiary Companies. Fischer Bearings Company Ltd. Wolverhampton Timken Fischer Stockists Ltd. Birmingham