

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

President E MENSFORTH, C B L , M A , M I Mech L , F R A E S

The Ninth Annual General Meeting of the Helicopter Association was held at Londonderry House, 19 Park Lane, London, W 1, on Friday, May 14th, 1954, at 5 p m The Chair was taken by Mr NORMAN HILL

After conducting the routine business of the Annual General Meeting, the result of the ballot for election of members to the Executive Council was announced Captain J CAMERON proposed that the constitution of the new Council be approved and this was seconded by Squadron Leader W R GELLATLY and carried unanimously The composition of your new Council is as follows

B H ARKELL	G S HISLOP
R A C BRIE	I T MEACOCK
C COLIN COOPER	F O'HARA
O L L FITZWILLIAMS	J W RICHARDSON
L G FRISE	H ROBERTS
W R GELLATLY	N E ROWL
R HAFNER	J S SHAPIRO
R H WHITBY	

The Chairman's Address and message from the President

The Chairman, having declared the formal business to be at an end, said that it was customary at these meetings for a review to be made of the past year's events and achievements He proposed first to read a message from the President, whose unavoidable absence was very deeply regretted This was as follows

There is an increased awareness of, and interest in the Helicopter, by the General Public, there are more Press notices than before, to this state of affairs undoubtedly your Association has made material contributions

While its acceptance by the Armed Forces is now taken for granted, the total number of Helicopters as yet employed by the British Services is small and the majority of these are with the Royal Navy

There is no room in Britain for complacency as to the Helicopter The questions asked regularly in the House of Commons indicate a measure of public disquiet There is here a wonderful challenge to create for our country both a new export industry and a means of speeding up, as is essential, our internal communication system Early pioneering work, notably by the British European Airways Helicopter Unit, established a lead in operational experience This has been lost during a long pause occasioned possibly by waiting for a multi-engined machine, the period of development for which has perhaps been under-estimated Can we go on waiting for such to prove routes and develop ancillary aids and facilities? The Belgians, through SABENA, are showing with the utmost courage and skill what can be done with the single-engined helicopter We cannot afford to be cautious or to want to see every possible regulation worked out in advance and must continue with a true pioneering spirit in this novel development with its immense promise

While the Association's total membership has not greatly changed or expected to, it is gratifying that, financially, its position is sound and that, in fact, most of that still small number of people associated actively on Helicopter development, are

Members In view, however, of the relative smallness, your Executive Council have still to husband their resources most carefully

The Chairman then went on to review the past year. He first mentioned that several members of the Association had received honours. To Mr R HAFNER the Alexander Klemm Award from the American Helicopter Society. The Silver Medal of the Royal Aeronautical Society to Mr H GRINSTED, for his work in aeronautical engineering. More recently the Silver Medal to Wing Commander R A C BRIE for his practical contribution to rotary wing aircraft. The Queen's commendation for valuable services in the air had been awarded to Captain J CAMERON of the British European Airways Helicopter Unit. It was a new departure, of great importance to the helicopter world and to the Association, that the Seventh Louis Bleriot Lecture was given in Paris by Mr R HAFNER on helicopters. He now heard the news that a Fellowship of the Royal Aeronautical Society is being conferred on Mr R HAFNER in recognition of his work in the helicopter field. In March the Minister of Supply had announced that the first flight of the Fairey tip-jet driven helicopter had taken place in January of this year. The first British anti-submarine helicopter squadron had commenced training last year. The Helicopter Symposium, organised by the International Air Transport Association last year was a very important occasion which several of our members had attended. The most important trophy of the Fleet Air Arm, the Boyd Trophy, had been awarded to the 848 Squadron for operations carried out in Malaya using S 55 helicopters. Deck landing and take-off trials with a Bristol 173 helicopter on the H M S *Eagle* took place late last year. Last September Sabena inaugurated its first regular international helicopter passenger service.

The Chairman saw in these events a clear indication of the expansion to be expected in the helicopter field in the next few years. The day when orders or contracts for helicopters were received in ones and twos had now passed and the Services and other bodies are planning large contracts running into many figures.

Announcing that the Annual Dinner of the Association was again to be held at the Dorchester Hotel, he hoped that many Members and their guests would come to make the Dinner an even greater success than it was last year.

Mr HILL said that this was the last occasion when he would be appearing as Chairman of the Executive Council. The Association is very well founded and he felt sure it would continue to stand as the pre-eminent institution of its kind in the world. He had been Vice-Chairman and then Chairman for many years and he thought it high time someone else should act in that capacity and he wished every success to whoever that might be.

Wing Commander BRIE then addressed the meeting as follows.

You have heard from Mr HILL that he has vacated the Chair of the Council. As you know, he has been Chairman or Vice-Chairman since the formation of the Council seven years ago and he took a very active part in the birth of this Association. For the past four years he has filled an exacting and difficult post with enthusiasm, certainly efficiency, and dignity, and I would not like this occasion to pass without expressing to Mr HILL our sincere thanks to him for the way in which he has thrown himself whole-heartedly into guiding our affairs in the right direction.

Mr Norman HILL replied.

Thank you very much for those kind and appreciative words. We have had our troubles and our problems but I am looking forward to the future years when I can see the Association grow into something really big, which it will do if it continues along these lines. At the same time, the lines we have used and the lines we will take have only one aim—to show a successful future for rotary wing aircraft. Thank you for your good wishes.

The proceedings terminated.