

**Proceedings of the  
Seventh Annual General Meeting  
of  
The Helicopter Association of Great Britain**

*Retiring President* J G WEIR, C M G, C B E, F R A C S

The Seventh Annual General Meeting of the Association was held at the Royal Aeronautical Society, 4 Hamilton Place, London, W 1, on Friday, the 25th April, 1952, at 6 p m

The President, opening the Meeting, said that it was customary for the Chairman of the Executive Council to take the Chair at the Annual General Meeting, but unfortunately Mr Norman Hill had been called abroad at very short notice and had asked him to act as Chairman

**THE MEETING**

The Honorary Secretary read the notice convening the Meeting The President then read a cable of good wishes from Mr Hill

The Honorary Secretary read the Minutes of the Sixth Annual General Meeting It was proposed by Mr R HAFNER and seconded by Dr H ROBERTS that these Minutes be approved and adopted This was unanimously agreed and the President signed the Minutes

Dealing with matters arising from the Minutes, the President asked the Meeting to accept the apologies of the Officers for omitting to include in the Ballot Sheet the number of attendances at meetings of Council Members seeking re-election

The President reported that arrangements were actively in hand regarding a Memorial to the late Mr Alan Marsh It was possible that one form of this might be the endowment of a Scholarship The Council was in touch with several donors and hoped to be in a position to announce the details at an early date

The President drew the attention of the Meeting to the framed photostat copy of the original signatures to the First Articles of Association The Council intended to present copies to the original Founders whose signatures appeared thereon at some suitable occasion

The Honorary Secretary read out the names of those Members who were elected by Ballot to the Executive Council

J A J BENNETT	}	re-elected
N E ROWE		
J S SHAPIRO	}	elected to fill vacancies on the Council
R A C BRIE		
G S HISLOP		

The President then announced the constitution of the new Council as follows

J A J BENNETT	H GRINSTED	J W RICHARDSON
R A C BRIE	R HAFNER	H ROBERTS
C COLIN COOPER	NORMAN HILL	N E ROWE
J S FAY	G S HISLOP	J S SHAPIRO
O L L FITZWILLIAMS	A MCCLEMENTS	W STEWART

Major H O NELSON proposed, and Group Captain W N CUMMING seconded, that the composition of the Council, as above, be approved This proposal was unanimously carried

In reviewing the finances of the year, the Honorary Treasurer said that the rise in expenditure was attributable directly to the increased cost of living but the income from subscriptions showed little change from last year The deficit over the year was covered by the donations received The Honorary Treasurer emphasised the need for a drive for increased membership which, he said, was the best way of achieving financial independence and he asked all members to do everything possible to recruit new members in all grades It was proposed by Mr C COLIN COOPER and seconded by Mr W STEWART that the yearly accounts be approved, and this was carried unanimously

Since the Annual Report had already been circulated to members, it was taken as read. In answer to an objection raised by Mr A E BRISTOW, supported by Mr N E ROWE, that the item "Any Other Business" did not appear on the Agenda, the President explained that members should properly give due notice of any special matters which they wished to raise at the Annual General Meeting, but he agreed that it would be in order to raise any matters concerned with the conduct of the Association at the present stage as comments upon the Report. Mr Bristow then urged that more should be done to attract young members, by means of flying displays, model competitions, inter-factory visits, and that an Advisory Panel be set up to co-operate with Government departments on the problems of licensing and the development of Airstops. Dr ROBERTS said that the Council did advise upon such problems as licensing and would do all it could in these matters within the terms of its Articles of Association.

Mr H EDMONDS suggested that the Association should contact the Press with a view to getting more publicity for helicopter news, since this would indirectly help the efforts to bring in new members. The Honorary Secretary said that the Council was in close touch with the Press but the amount of helicopter news of interest to the public was not as yet very great. He hoped, however, that this would increase.

In reply to a question by Mr BRISTOW, the Honorary Secretary said that 79 Ballot Sheets had been returned, which was not a very good proportion of the number of members entitled to vote. Mr ROWE suggested that in future a stamped addressed envelope should be enclosed with the Ballot Sheets and asked that the Council should take action towards encouraging members to participate in the Ballot.

The President said that all the points raised would be given careful consideration by the Council.

Mr ROWE proposed a vote of thanks to the Royal Aeronautical Society for the use of their rooms and all the help they had given the Association during the past year. This was carried unanimously.

Squadron Leader A ARMITAGE proposed that the Annual Report of the Executive Council be approved. This was seconded by Mr R H WHITBY and agreed.

It was proposed by Mr WHITBY and seconded by Mr COLIN COOPER that W B Keen and Company be re-appointed as Auditors, Accountants and Registrars to the Association for the year 1952/53 at a fee to be agreed. This was carried unanimously.

## SURVEY OF 1951/52

In the absence of Mr NORMAN HILL, Chairman of the Executive Council, the customary survey of the past year was made by the retiring President. In speaking of the sad death of King George the Sixth, Mr WEIR made reference to the early use of helicopters for the carriage of the Royal Mails to Balmoral in 1947/48.

Among last year's outstanding events he noted that the experience gained by British European Airways with their feeder line passenger service between Birmingham and Northolt/London Airport had resulted in the planning of specially designed rotor stations for the future and had demonstrated the practical integration of helicopters into the traffic pattern surrounding international airports. The delivery to British European Airways of a Bristol 171 for technical evaluation and their successful application of the Decca Flight Log to helicopter navigation were important steps second only to the first flight of the world's first twin engined twin tandem rotor helicopter, the Bristol 173. The employment of British European Airways helicopters for radar station calibration reminded one of the use of C 30 autogiros for this purpose during the war, whilst the successful work of Pest Control, Ltd, in the United Kingdom and in Africa had included the spraying of foliar nutrients and weed killers for the rehabilitation of marsh and marginal grass land which is a work of the greatest national importance.

The entry of Saunders-Roe, Ltd, into the helicopter field and the experimental developments on jet propulsion for helicopters by Fairey Aviation, were other matters of importance, as were the delivery of further helicopters to the Services, including Bristol 171's to Coastal Command and the Army. The arrival of the S 55 at Westlands and the formation of a new company by Hordern Richmond for Bell helicopter sales were other events to be recorded.