

# A Discussion on Recent Helicopter Flight Testing Experiences

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*Three Lectures presented to The Helicopter Association of Great Britain at the  
Royal Aeronautical Society, 4 Hamilton Place, London, W 1, on Friday, March 6th, 1953*

## *Lecturers*

C T D HOSEGOOD, Sq /Ldr W R GELLATLY  
and Capt J A CAMERON

## *In the Chair*

Wing Commander R A C BRIE

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## INTRODUCTION BY THE CHAIRMAN

Today we conclude the current season's lecture programme with "A Discussion on Recent Helicopter Flight Testing Experiences" One of the objects of your Council when arranging any given series of lectures is to endeavour to satisfy the diverse requirements of our membership This is no easy task, but in today giving the pilots an opportunity to tell us about their experiences, I feel you will agree that the balance has been sustained

The subject to be discussed covers a fairly wide field, and to make it as comprehensive as possible, we have with us three pilots representing a producer, a test establishment, and a user respectively Each in turn will tell us about certain phases of his test activities and the problems encountered, from which will emerge the nature of the steps which either have had or will have to be taken to ensure that when finally approved for general use the performance and behaviour of any given type of helicopter will at least be up to certain minimum desirable standards

Of our three speakers, the first is Mr C T D HOSEGOOD, the title of whose paper is "Early Test Flights in the 173 Helicopter" Mr Hosegood, known familiarly as "Sox," is Chief Helicopter Test Pilot of the Bristol Aeroplane Company He joined the Fleet Air Arm in 1939, and after serving operationally in the North and South Atlantic in catapult operated sea-planes, he was posted to America for helicopter conversion in 1944 Demobilised in 1946, he joined the Bristol Aeroplane Company in 1947 Of his 2,000 hours experience as a pilot, some 1,300 have been on helicopters