

DISCUSSION:

Flying Officer Christie : I would like to mention one little point, and that is, what is the difference between two different pilots ? Are they different in one machine ?

Mr. Howarth : Yes. Some pilots are very sensitive in touch, and others are, what we know in the Service, as "ham-fisted." You will appreciate the meaning of that term. It is peculiar how some pilots like a certain type of aeroplane, while others don't, yet cannot explain why. With the use of recording instruments it is possible to determine how these pilots use their controls, especially if they carry out the same manœuvre.

Flying Officer Christie : You say a difference in doing a particular manœuvre. Do you mean that the pilot felt it, instead of the machine ? For example, you get somebody going into a "roll," and he waits for the machine to tell him, and the other man feels the roll, being sensitive.

Mr. Howarth : Some pilots seem to coax an aeroplane all through a manœuvre, while others just move the controls as by numbers. The experiments described were not carried out for comparison of pilots, but to obtain data on the manœuvrability of different aeroplanes.

Flying Officer Christie : I am interested in this, because I am an Instructor, and am keen on knowing of any means of ascertaining differences in natural performances.

Mr. Howarth : To carry out the full scale experiment as described is a long and tedious business ; but recording instruments, which show a time scale and have a synchronising mark, would show you the difference in natural performance.

After a very hearty vote of thanks to Mr. Howarth for his interesting lecture, the meeting closed.



Fig. 1.

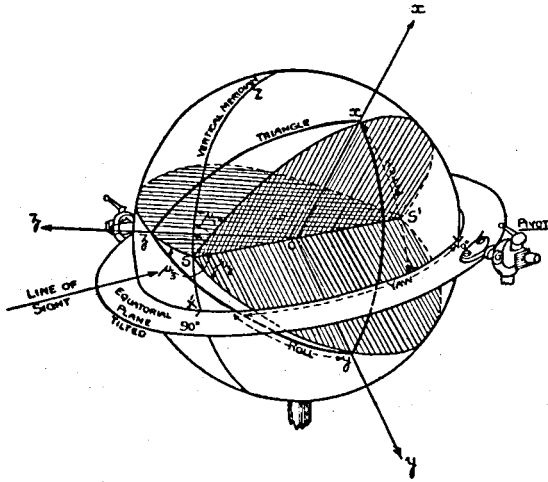


Fig. 2.

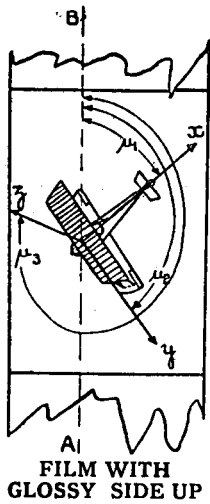


Fig. 3.

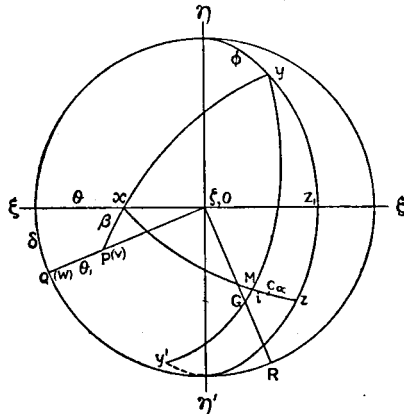


Fig. 4.



Fig. 5.