

with much concentration, I could manage I took turns at the individual controls to find their effects and was then allowed to try a few exercises which required co-ordination of all controls At first, I found them to be very difficult and frequently had to be assisted by my instructor

Thus with my eyes glued to the instruments and perspiration on my brow, I wrestled through the first lesson

In the lessons which followed I learned to judge the rotor speed by its beating sound and changes of forward speed by changes of attitude—this enabled me to “get outside the cabin”

My first attempts at hovering were hopeless and improved only towards the end of the course I was told that my slow response coupled with a tendency to over-correct, was the cause of the perilous state in which I found myself after a short period at the controls

During the course I tried my hand at the many manoeuvres which are possible only in the helicopter and in general the experience did much to impress on me not only the potential of the helicopter but the need for improvement of its stability characteristics in hover and at low forward speeds

In an attempt to summarize the benefits which I have derived from this experience I will say just this—I have been permitted to sit in the cockpit and try things myself Now I look upon the improvement of helicopter stability not just as a desirable feature but as a pressing necessity I believe that this valuable lesson at the “cyclic stick” will stand me in good stead in my future work on the “slide rule”

In conclusion, I take this opportunity to express my gratitude to all at Air Service Training Ltd, who helped to make my course an interesting one and to the Alan Marsh Memorial Trust Fund Committee for giving me the chance to proceed some way across the bridge between theory and practice

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