

The Journal of
THE HELICOPTER ASSOCIATION
OF GREAT BRITAIN

Vol X No 1

Issued July, 1956

Editorial

Elsewhere in this issue will be found the report of the Association's 11th Annual General Meeting, which includes, as is customary, an address by the Chairman reviewing helicopter activities during the previous year and an objective survey of the position of the Helicopter Association in relation to those activities. His remarks on this occasion were such that it is felt some amplification and comment would not be inappropriate.

A long time ago, some prophetic sage made a profound observation to the effect that a nation gets the government it deserves—a piece of logic which many might consider to be highly contentious. However, contentious or not, it is a theme that has a near parallel in the realms of learned societies. It might be said that the ability and enthusiasm of a group concerned with any one aspect of human endeavour is mirrored directly in the kind of professional body that represents its interests.

In this respect, we in the Helicopter Association are exceedingly fortunate. A lively and talented membership has enabled the Association to become, in a mere decade or so, a professional organisation with a dignity and stature comparing well with that of some of its more mature contemporaries. However, while deriving some comfort from this happy state of affairs, for which the Association's Honorary Officers deserve much credit, we must not overlook the possibility of our drifting into a state of complacent self-satisfaction. There is much more to good health than good spirits, and quality of membership is in itself not enough unless it is backed by weight of numbers.

Altogether, the Association has some 480 members of various grades on its current register, and of these, 333 are resident in Great Britain. Now, Britain's Helicopter Industry embraces five aircraft constructors and three aero engine specialists, together with a host of associated companies which provide a wide variety of specialist equipment. In addition there are a number of Civil Operators, and Service Units engaged in the utilisation of

rotary wing aircraft Exactly how many persons are involved in all this variegated rotary wing activity is not easy to determine It is certain, however, that it is a number of which the Association's total membership represents too small a proportion and it should give us cause to reflect seriously that it should be so

Is it possible that our collective enthusiasm, great though it is, is still not great enough to meet the challenge it faces ? The rotating wing movement has been founded securely on the enthusiasm of the pioneers and at no time like the present is there a greater need for concentrated effort on the part of those who have centred their lives around this new branch of aeronautics More and more support, both of a moral and of a practical nature, is an urgent necessity if we are to meet the challenge of the future *If the Association is to go from strength to strength, if it is to maintain its stature, in an ever increasingly competitive technological world, its membership must grow* In part, this will come about as a direct consequence of the steady growth within the industry but this should not allow us to relax our efforts when there are already many potential members in the industry who have yet to become a part of the Association

A modest aim would be for every member to set out to obtain one new 'recruit' to swell the ranks within the current year If this objective were achieved, our size would soon better match our status and the future prospects for the Association would be rosy indeed The writer of this page has already introduced one new member to the Association during 1956 Can you do the same ?

Annual Dinner

The Tenth Annual Dinner of the Association will take place at The Dorchester Hotel, Park Lane, London, W 1, on **Thursday, 6th September, 1956**, at 7 15 for 8 30 p m

Full details of the evening's arrangements will be circulated to all Members