



OCTOBER 1978

THE **aeronautical** JOURNAL

VOLUME 82

No. 814

OCTOBER 1978



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VOLUME 82
NUMBER 814
OCTOBER 1978

THE
aeronautical
JOURNAL
*Incorporating The Institution of Aeronautical Engineers and
The Helicopter Association of Great Britain*
Published Monthly

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*Advertisements:
J. G. Heller,
Cheiron Press Ltd,
8/10 Parkway,
London NW1 7AD.
Tel: 01-267 1285*

*Printed by
Lewes Press Ltd,
Lewes, Sussex, England.*

*Subscriptions: £43.00 per annum,
post free.*

*Single copies, including back
numbers: £4.00.*

*Published by
The Royal Aeronautical Society,
4 Hamilton Place,
London W1V 0BQ, England.*

ISSN: 0001-9240

Cover picture:

In the last decade the use of helicopters in civil transport operations has greatly increased, largely due to the demands of the oil industry for the support of their off-shore oil rigs in the North Sea and many other parts of the world. In addition to the structural requirements now well-established, certification authorities have flight in IFR and icing conditions to consider. In this issue H. E. Le Sueur reviews the airworthiness problems of helicopters and assesses the probability of failure of various components. The total hours of the Sikorsky S.61 seen on the cover are such that the 10^{-7} probability of failure regime has been reached.

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