Miss Field

Mr Hill Public Relations Dept Tele MAY 8474 telephoned at 6.30 pm. 11th re a boat which both sails and flies: an exhibition of which is taking place at Putney Pier at approx 2.30 pm Thursday 12th. and is sponsored by the Regent Oil Coy.

Mr Hill suggests that if you decide to cover the trial the cameraman should contact the pilot of the boat/plane a Mr. Gestetter at Putney Pier at 12 noon on Thursday 12th when every assistance will be given

Gestetner

GENERAL DEVELOPMENTS CO. (GLASGOW) LTD.

DEVELOPMENT OF ROTARY WING GLIDER.

Historically, the rotary wing glider is a development of the gyroplane or autogyro of the early thirties, first designed by Juan de la Cierva, the well known Spanish engineer.

The fundamental principles of this kind of flight remained unchanged, though in the modern rotary wing glider as we know it, the thrust of the power unit is replaced by a suitable towrope, as used by fixed wing gliders.

During World War II, the British government felt that a virtually noiseless aircraft, capable of being towed to altitude near enemy territory, and then to be released, would amply justify itself. The immediate advantage of using a rotary wing glider rather than its fixed wing counterpart, was its ability to land in rough terrain with nearly zero forward speed. To this end, the British Rotachute glider was developed, though never put into operation, the war first coming to an end.

In Germany, other uses warranted the development of a single seater rotary wing glider. The German glider was designed to be towed continuously at low air speeds by submarines, this serving as a flying observation platform. This increased the submarine's visual range many times. A larger glider was also developed, as reported by Professor Focke. However, neither machine found much operational scope for the same reason as the British machine. Since the war, work has been taken up in this field of rotating wing aircraft in America by the General Electric Co., (1945-1947); Helicraft Equipment Corporation, (1949-1950), and Benson Aircraft Corporation, (1950-1960).

THE GENERAL DEVELOPMENTS CO. GIROBOAT.

Man has devised for his pleasure and amusement, innumerable sports upon land and sea. At the mention of sport in the air, however, his enthusiasm is very quickly frustrated when he faces the total expenditure involved. In fact, with most people, flying is taboo, for it is always necessary to have a pilot's licence for solo flights in most European countries, and this again, involves considerable expense.

General Development Co.'s engineers claim that for the first time in Europe, they are able to offer to the public a flying machine which can be flown solo after a few minutes practice, and at a flying cost per hour very little in excess of current water ski-ing charges. The initial cost of the machine is comparable with any medium priced sailing dinghy, and maintenance very low, provided reasonable care is used in operating.

The machine consists basically of a dinghy hull to which are attached freely rotating helicopter blades.

The giroboat is hitched with an ordinary water ski-ing rope behind any speedboat capable of 30-35 knots, and after a very short run of approximately 100 yards, climbs to a height limited only by the length of tow rope. A 150 ft. line has been found to be most effective, but longer lengths can be used as the pilot gains proficiency and confidence.

All machines supplied by the company are test flown.

The company's engineers undertake to instruct and advise customers as required.

Giroboating, it should be noted, is a sport which may be enjoyed summer and winter - the pilot may suit his clothing to the weather!

GIROBOAT TECHNICAL DETAILS.

(1) DIMENSIONS

Weight (less boat)	50 lbs.
Normal boat weight	100-150 lbs.
Normal gross weight	350 lbs.
Maximum -do-	500 lbs.
Rotor diameter	20 ft.
Number of blades	2
Number of seats	1 or 2
Boat length	9'2" - 15'0"

(2) PERFORMANCE.

Take off Speed	20-25 m.p.h.
Cruising speed	30 m.p.h.
Maximum speed	65 m.p.h.
Rotor speed	360 r.p.m.
Landing speed	8 m.p.h.
Stalling speed	Nil
Towline pull	150 lbs. approx.

PRICE LIST.

G.D.G.-1	(Standard Model)	Complete	£200. -. -.
G.D.G.-2	(Undecked Model)	Complete	£180. -.-.

Alternatively:-

Rotors, Structure, Controls, etc. - £163. -. -.

(Suitable for fitting to any suitable boat weighing under 150 lbs.)

Obtainable from our Scottish Agents:-

Cameron & Campbell, Ltd.,
173 Bothwell Street,
Glasgow.

Telephone No. CENtral, 4121.

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THE GENERAL DEVELOPMENTS CO. (GLASGOW) LTD.

GIROBOAT

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Carlyle Avenue, Hillington, Glasgow, S.W.2

Telephone : HALfway 7441

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