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Hattie Meyers Junkin Papers - Writings: "What is This Thing Called Soaring", US Air Service , 1931-11

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[[top of page]]
[image of Autogiro in the air]

[[middle of page]]
[left column]
[Title] Curiosity-Incredulity-Conviction-Enthusiasm

The autogiro has run the gamut of reactions in an amazingly brief time. For that very reason, the surge of enthusiasm which has followed has given rise to a variety of misconceptions on the part of many who have no first-hand knowledge of the Autogiro. One misconception is that the Autogiro rises like a helicopter. It does not. Its angle of climb from take-off is sharper than that of a comparable airplane; it therefore requires less space for take-off, but it does not rise vertically.

The Autogiro can and does descend almost vertically and land without roll whenever a skilled pilot so desires, but some forward speed and a few feet of roll is the everyday landing practice for the novice. It is not true that any novice can step into and pilot an Autogiro immediately. Yet, because of its inherent characteristics, it removes the seriousness of situations which are

critical for the novice in a conventional airplane and brings safe flying within the capability of the average person. For instance, the Autogiro cannot fall into a spin from a stall. In the face of obstacles or in any unexpected situation, its forward speed can quickly be arrested. The trained airplane pilot can safely undertake normal Autogiro experience to accomplish successfully the extremes of performance of which the Autogiro is capable.

There can now be no reasonable doubt that the Autogiro's inherent flying characteristics largely eliminate the restrictions and hazards of learning to fly and open the way to a wider use and enjoyment of flying of everyone.

The Autogiro Company of America is not manufacturing or selling company. It is solely an engineering and licensing organization. It owns and controls, exclusively, all Autogiro patent rights in the United States. Manufacturing companies of high standing will be licensed to build Autogiros with the full cooperation of our engineering staff. Present licenses are: Buhl Aircraft Company, Detroit, Mich. ... Kellett Aircraft Corp., Philadelphia, Pa. ... Pitcarin Aircraft, Inc., Willow Grove, Pa.

[[bottom of page]]
[left column]
[Title] Characteristics

The Autogiro differs basically from all other heavier-than-air craft in the source of its lifting capacity. This lift is given primarily by four rotating blades which take the place of the familiar wings of an airplane. There is no time when this supporting rotation of the blades can be stopped while the machine is in the air, as their motion is produced solely by wind pressure caused by the movement of the Autogiro in any direction, climbing, level flight, gliding or descending vertically. The supporting rotation of the blades is entirely independent of the engine, whose sole function is to propel the Autogiro.

[[right column]]
[Autogiro logo image]

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Curiosity-Incredulity- Conviction-Enthusiasm

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For that very reason, the surge of enthusiasm which has followed has given rise to a variety of misconceptions on the part of many who have no first-hand knowledge of the Autogiro.

One misconception is that the Autogiro rises like a helicopter. It does not. Its angle of climb from take-off is sharper than that of a comparable airplane; it therefore requires less space for take-off, but it does not rise vertically.

The Autogiro can and does descend almost vertically and land without roll whenever a skilled pilot so desires, but some forward speed and a few feet of roll is the everyday landing practice for the novice.

It is not true that any novice can step into and pilot an Autogiro immediately. Yet, because of its inherent characteristics, it removes the seriousness of situations which are critical for the novice in a conventional airplane and brings safe flying within the capability of the average person. For instance, the Autogiro cannot fall into a spin from a stall. In the face of obstacles or in any unexpected situation, its forward speed can quickly be arrested.

The trained airplane pilot can safely undertake normal Autogiro flight after brief instruction, but he must of course have Autogiro experience to accomplish successfully the extremes of performance of which the Autogiro is capable.

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AUTOGIRO COMPANY OF AMERICA • • • LAND TITLE BUILDING • • • PHILADELPHIA

Autogiro Company of America --- Land Title Building --- Philadelphia

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