



FLEET OF AUTOGIROS IN A STRIKING SETTING CAUGHT BY THE CAMERA OF CY LA TOUR

The answer — to what?

IN COMMENTING upon the Autogiro, those most familiar with aviation's progress have expressed the same thought again and again, in almost the same words: "That's the answer." The answer to what?

To the need for an aircraft with such inherent stability that it can be operated by the average person capable of operating an automobile—an aircraft whose security does not depend primarily upon the highly developed skill of its pilot, an aircraft which is capable of high speed but can stay in the air at low speeds as well, an aircraft which will alight gently with little or no forward motion and which can take-off or land in almost any small open space. That is what expert observers of the Autogiro mean when they say "That's the answer." Although the Autogiro can travel at high speeds it does not require speed to stay in the air. It can slow down, stop and hover—or descend at no forward speed—in perfect control. It cannot fall off from a stall into a tail spin. Even if the engine dies, the



pilot and his passengers face no trying emergency. The Autogiro can still glide to earth just as the airplane does, or it can descend vertically, more slowly than a man in a parachute, and land in almost any small, open space.

It requires much less skill and experience to fly an Autogiro—and so requires less time to learn. It is an aircraft in which you

can "go places and do things." That is why the almost unanimous expression of approval has been, "That's the answer."

The Autogiro Company of America is not a 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.

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"A SALUTE"—"The most extraordinary figure that has loomed on the aeronautical horizon since the days of the Wright brothers is Senor de la Cierva, inventor of the Autogiro. This fact must be admitted regardless of any predilections for or aversions toward the autogiro itself. The name of its inventor is destined to go down in history, if not with the Wrights—that would be too much to expect of any name—at any rate as the name of the first man to hit upon a radical innovation in the Wrights' system of securing controlled free flight.

AUTOGIRO

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"That statement may seem extravagant but it will stand examination. Heavier-than-air flying, with the single exception of the autogiro, is today in method exactly what it was as demonstrated by the Wrights a quarter of a century ago. Their work has been developed, refinements have been introduced, power plants have been perfected; but the fundamentals are the same. It remained for Cierva to try something distinctly different—something different, that is to say, *that works*."—Quoted from an editorial in *U. S. Air Services*, January, 1931