



# Aviation week and space technology Volume 6

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This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1919 Excerpt: ...all-steel airplane. The Breguet gyroplane, as that combination of helicopter-airplane is sometimes described, took the Courtesy of Fluing I London I. form of a biplane of approximately 540 sq. ft. of surface. The lifting screws were placed at the wing extremities, between the upper and lower planes, the shafts being inclined forward to obtain some measure of horizontal motion. Each screw was actually composed of two four-bladed screws, one being mounted directly over the other, the diameters being 26 ft. The motive power was derived from an Antoinette of some 45 hp., the machine weighing, complete with pilot, over 1250 lb. Under test, the machine lifted several times, on one occasion traveling some distance. However, realizing probably that successful flight was uncertain of accomplishment, Breguet suspended his experiments with the gyroplane, and embarked on the airplane type of machine. The Davidson Experiment Another direct-lift machine, which never, at least in this country, reached the practical testing stage, was the Davidson gyropter. The experiments from which the machine built in England was designed were carried out in America, very encouraging reports being received, although these were not definitely authenticated. The machine built in England was of colossal dimensions, but, unfortunately, owing to lack of funds, it never reached the stage of completion. At the 1913 Aero Show at Olympia was exhibited an entirely original conception of the vertical lift type of machine, this being the Porter "gyropachute." In this case a 50 hp. Gnome mounted horizontally drove a multi-bladed screw, or paddle-wheel. Around this, upon a framework of steel tube, was arranged a bell-shaped fabric-covered structure, with a circular opening at the top. It w...

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