

THE FUTURE OF THE HELICOPTER.

Paul Cornu.

Actually in France, where the problem of aviation is very well studied, the people are only interested in aeroplanes, because until to-day these are the apparati which have given the best results; and nobody takes care to know if an apparatus of different principle, viz., the helicopter (which is not now perfected) will have later better results, because its principle is better.

The people to-day can see the aeroplanes having the best experiments, and they very easily believe that aeroplanes will be the only apparati in the future; but WE don't believe this; certainly the aeroplane for sporting interest is the apparatus most efficient, because it is not an easy matter to drive it, and the man who will be the avi-



TOP VIEW CORNU HELICOPTER.

ator will have the chance to show all his qualities; the high speed which we can obtain with these apparati will certainly delight the sportsmen.

But if we consider the practical worth of these apparati, viz., the latest object of aviation, "The practical aerial car for everybody," the helicopter offers more serious advantages compared to the other apparatus. Certainly later, of the heavier-than-air machines (when the sporting period passes away) the public will ask for an apparatus of smaller volume, of easy handling, which can start and land in all grounds, sometime in the streets.

The helicopter, I believe, can give good answers to these questions; but I do not see what result the aeroplane can have. The foremost partisans of the aeroplane are interested only in the question of the speed, and do not care about the difficulty of handling the apparatus, the special ground required for the evolutions, and that they are always obliged to go with a minimum of speed of 30 miles an hour to obtain sustentation.

Certainly the speed is a very important quality in airships, but it will be better if the apparatus can go slowly and can soar without going forward. We believe that the helicopter must obtain better consideration than the people give to it in my country, and we are very pleased to see that in the United States the idea of the helicopter is better accepted. We read with great interest the articles of Mr. Otto G. Luyties and others in "Aeronautics," and we are very pleased to have the same idea.

The experiments made by ourselves were not very much appreciated, but on scientific grounds we obtained a very important step and you can see that in the "Aerophile."

(Continued on page 20.)

THE FUTURE OF THE HELICOPTER.

(Continued from page 18).

In the following table you will see compared the results of the experiments with my helicopter and the best known aeroplanes:

	Helicopter Cornu	Aeroplane Farman	Wright Brothers
Weight raised per H. P.....	20 Kgs.	14 Kgs.	No exact
Weight supported per sq. meter...	45 "	10 "	data from
Force used to raise a man.....	12 H. P.	40 H. P.	O. & W.
Speed of translation.....	12 Km. Hour	60 Km. Hour	Wright.

In all the figures the helicopter is superior to the aeroplane except the speed of translation, but we dispose of only 20 h. p., and Farman 40 h. p.

On account of irregular transmission I can't use until now more than 13 h. p., and that is the reason for the little speed obtained.

Mr. O. G. Luyties tells about an oscillating system to obtain the equilibrium in the aviation apparatus; two years ago we patented a similar system.