

KELLETT AIRCRAFT CORPORATION

Central Airport

Camden 1, N. J.

-In Our Twenty-Fifth Year-

KELLETT KH-17A "FLYING TEST BED" FOR NAVY

The Kellett Aircraft Corporation, Central Airport, Camden, N. J., is currently remodeling an existing autogyro, the KB-1B, into a "flying test bed" for the U. S. Navy, as depicted by a Company artist in the accompanying drawing.

The in-flight investigations of a partially loaded rotor system are expected to provide reliable data on the flying qualities and performance characteristics of the compound helicopter type of convertiplane.

The KB-1B autogyro is the same one which was used in the world's first regularly scheduled autogyro mail service, making more than 2500 scheduled flights between the roof of Philadelphia's 30th Street Post Office and Camden's Central Airport. The service was launched on July 6, 1939, and continued for about one year, with six trips per day.

This conversion of the wingless, single-engined autogyro will include the addition of a wing, two engines and a new rotor power drive.

In an autogyro, the full engine power is delivered to the conventional propeller for propulsion while the air driven rotor, whirling about an approximately vertical axis, is in constant autorotation. The rotor is whirled by the aerodynamic forces caused by the engine-powered propeller pulling the ship through the air.

(more)

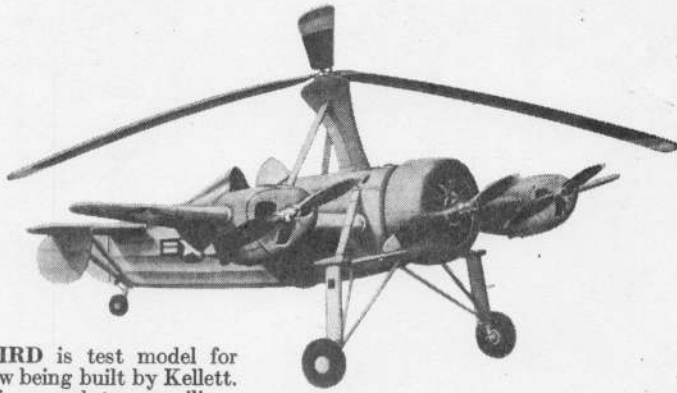
Kellett KII-17A (Continued)

The direct control autogyro provided for control of the rotor's axis by the pilot for maneuvering purposes.

A helicopter, on the other hand, has no conventional propellers. The full power of the engine is delivered directly to the rotor through a mechanical transmission. The rotor blades, mechanically rotated about an approximately vertical axis, support the helicopter in the air.

The term "convertiplane" describes a type of winged aircraft in which helicopter-type, lifting rotors provide direct lift for take-off, low speed flight and landings. At some transition speed, "conversion" to high-speed, fixed-wing configuration is accomplished through some disposition of the rotors.

The Kellett Aircraft Corporation is the only existing company in the rotary wing field whose history parallels the history of the rotary wing aircraft industry in this country. Kellett was a leader in autogyro development; built the first wingless, direct-control autogyro; and pioneered the twin-engined helicopter.



WHIRLY BIRD is test model for U.S. Navy now being built by Kellett. Additional wings and two auxiliary motors are being added to autogiro developed over a decade ago.

The Whirly Bird Gets Souped Up

DO YOU REMEMBER—back in 1939 and 1940—the autogiro that used to carry mail between the roof of Philadelphia's 30th Street Post Office and Camden's Central Airport? The "whirly bird" completed more than 2300 scheduled flights on a six-trip-per-day basis.

If you remember what were then novel flights, you undoubtedly remember the name of Kellett Aircraft Corporation, a name as synonymous with rotary wing aircraft as Campbell's is with soup.

The Kellett Aircraft Corporation has been associated with rotary wing aircraft for 24 years—a longer period than that enjoyed by any other U. S. company. Kellett was a pioneer developer of the autogiro, they first sold them for military purposes, first had one on an antarctic expedition and first adapted them to transport mail.

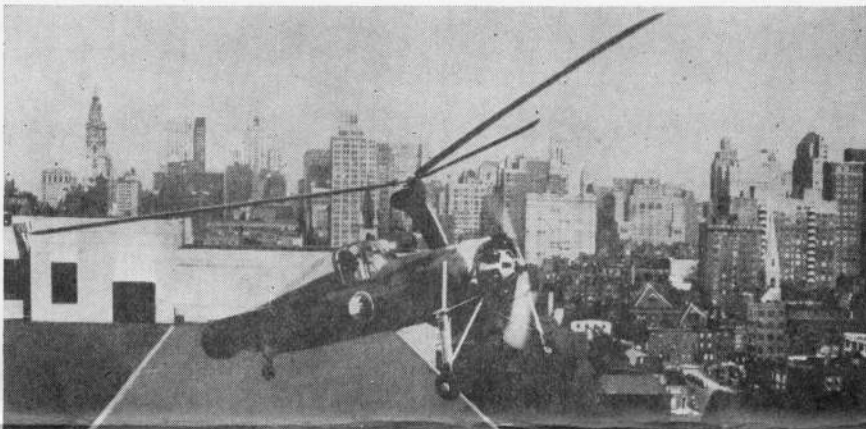
Kellett was a pioneer of the twin-engined helicopter and their XR-10 was the most powerful of the day when it was delivered to the Air Force back in June, 1948. Kellett did the initial work on the Giant Sky Crane, largest heli-

copter in the world, before selling the prime contract to Hughes Aircraft Company.

Today, the Kellett organization is pioneering in yet another phase of the rotary wing aircraft industry. Armed with a Navy contract, Kellett is converting that mail-carrying autogiro of 1939-1940 into a tri-motored flying test model. The flight tests are expected to provide reliable data on the flying qualities and performance characteristics of the compound-helicopter type of convertiplane.

Located at Central Airport, Camden, since moving from North Wales (Pa.) in June, 1949, the firm has announced the acquisition of newer, more modern engineering facilities, opposite the airport. The administrative offices and manufacturing department will continue in the two hangar buildings on the airport proper.

In addition to their rotary wing background, Kellett produces a wide variety of aircraft components for the Government and other aircraft firms throughout the country.



ORIGINAL AUTOGIRO developed by Kellett was used by Post Office to carry mail between their 30th Street building and Central Airport Camden during 1939-40. It was first such mail service in world

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