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THE MUSEUM OF MODERN ART  
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THE POOR MAN'S PEGASUS. HELICOPTER TO GIVE WINGS TO ALL.

What will certainly become the poor man's aircraft can be seen in the first color motion picture ever made of the helicopter, to be shown at the Museum of Modern Art, 11 West 53 Street, as an adjunct to the Airways to Peace Exhibition. The film, a kodachrome silent with a running time of approximately fifteen minutes, will be shown on the walls of the exhibition itself every day, including Saturdays and Sundays, at 2:30 P.M. The first showing will be Friday, September 10. The film has been lent to the Museum through the courtesy of the Sikorsky Aircraft Division, United Aircraft Corporation, for the duration of the Airways to Peace Exhibition, which closes October 31.

This film shows the Sikorsky helicopter, approximately thirty-five feet long with a three-bladed rotor at the top of the carriage and a smaller rotor at its tail. The helicopter makes its bow in the picture on a pair of rubber wheels. It rises vertically into the air and hovers at a height of three feet to allow a mechanic standing on the ground to adjust one of its rubber tires almost as a blacksmith would fit a shoe on a horse. It then delivers a package on its nose to a man standing on a slight elevation, backs away (all of this in the air, of course), and returns to the man for the re-loading of the package. The helicopter then comes to a perfect two-point landing, straddling its wheels over a mud puddle.

The poor man's aircraft next appears wearing a pair of rubber pontoons which it apparently uses with equal facility both on water and on land. It stops over a tiny pool, comes down vertically and settles on the water without a splash, then circles around gracefully, goes backwards and forwards, and finally, in an ecstasy of maneuverability, spins around in one spot like a happy, slightly delirious top.

To the city dweller, however, the helicopter's most endearingly

useful qualities are shown in the last part of the film, where it lands on a very small roof broken up by huge chimneys. It then goes to a slightly larger roof nearby where a man stands making hand signals to indicate where it should land. Hovering about a foot above the roof the helicopter shifts a few inches this way and that and finally settles in the indicated spot. At last this flying flivver descends through a congested factory area to a crowded parking lot and takes its place among earthbound vehicles that can never rise above the dusty road.

It will be no use to send in your order to the United Aircraft Corporation for the Sikorsky helicopter until after the war. It is estimated that when manufactured for peacetime civilian use the helicopter will cost little more than the average automobile; its gas consumption is at present a military secret. It has a flying speed under one hundred miles per hour and can slow down almost to zero, standing in the air like a patient Pegasus, the winged dream of the centuries come true.