

Kaman Aircraft was founded in 1945 by **Charles Kaman**. During the first ten years the company operates exclusively as a designer and manufacturer of several helicopters that set world records and achieved many aviation firsts.

Since 1956 Kaman begins to diversify as an aerospace subcontractor of Mc Donnell, Grumman and others

December 1945 :



With \$2,000 and his invention of the <u>servo-flap controlled rotor</u>, 26-year-old Charles Kaman founds the company.

January 15, 1947 : K-125 : Kaman's first helicopter

<u>July, 1949 : K-225</u>

An improved version, the U.S. Navy buys two and Coast Guard one for \$25,000 each. Later, they will receive the **H-22** designation.



December 1951 :

A modified K-225 equipped with a Boeing 502 engine becomes the world's first gas turbine

powered helicopter , ushering in the turbine age for helicopters. This aircraft is now at the Smithsonian

1953 : Kaman produced the first electrically powered drone

April 1953 : HOK (OH-43)

1954 : K-16 A V/STOL designed around a rotoprop

March 1954 :

A modified Kaman HTK-1 becomes the world's first twin-turbine powered helicopter

September, 1956 : HH-43 Huskie

A variant of the OH-43, equipped with a Lycoming T-53 turbine engine



HH-43B

Rotor diameter: 14.33 m each Length: 7.62 m Height: 4.74 m Weight: 2000 kg - Max: 4150 Engine: 1 Avco Lycoming T53-L-1B of 825 hp Speed: Max: 190 km/h Range: 450 km Service Ceiling: 7600 m



July 1957 : QH-43



Another modified HTK-1 becomes the world's first remotely piloted vehicle

<u>1958 :</u> K-17

A cold-tipped jet powered helicopter



Rotor diameter: 11.3 m Weight: 430 kg - Max: 900 Engine: 1 Turbomeca Turmo of 600 hp Speed: Max: 120 km/h Endurance: 2 hours Service Ceiling: 1500 m

1957 : RotorCycle XROE-1



<u>1959 :</u> X-18



World's first transport-size VTOL aircraft

<u>1960 :</u> Hiller E4 A four-seat version of the UH-12E

<u>July 1961</u>: Hiller Ten99 Proposal of a US Marines assault helicopter, canceled

<u> 1963 :</u>

Hiller joined Continental and their **flying Crane project** was the winner of the US Army 's industry wide heavy-lift helicopter competition. The program was canceled before a prototype could be built

January 26, 1963 : Fairchild-Hiller FH-1100 (OH-5A)



The <u>YOH-5</u> was designed for the US Army LOH competition and lost against the Hughes OH-6, but 246 units were built for the civilian market

1964 : Vought-Hiller-Ryan XC-142

Designed from the X-18, was the winner of a contract for a tri-service VTOL transport plane. With a max weight of 19000 Kg and a top speed of 690 Km/h remains the largest VTOL aircraft ever to fly until the development of the V-22 Osprey. Only 5 units were built



<u> 1966 :</u>

Loss of the LOH contract was a crucial factor in the Corporation. Hiller Aircraft ceased to exist as a corporate entity in 1968 when was merged with Fairchild

1973 : Hiller Aviation

The company was refunded when acquired production rights of the UH-12E from Fairchild

In the 80s, production of the UH-12E4 for the civilian market begun

<u>October 1999 :</u> FH-1100 The Type Certificate was bought by **Mr. Georges Van Nevel.** Spare parts have been making since that time.

February 2002 : FHEONIX

Van Nevel and his son Remy are remanufacturing the FH-1100. The new design, renamed Fheonix, will be presented at the HAI in Orlando, Florida.



April 20, 2006 : Helicopter pioneer Stanley Hiller dies, aged 81 Press Release