Special Report: For The High Command." (You, That 15.)

ENGINEERING MEMORANDUM NO. 9755

16 January 1947

Mr. L. L. Douglas To:

Cc: Messrs: C. A. Barnett

P. E. Spindell

A. W. Bayer From:

N. M. Stefano Miss: R.M. Cusack R.N. B.S. (Combaude)

Report on Inspection of Dublhoff Helicopter at Subject:

General Electric Company on January 13th and 14th, 1947

The Dublhoff helicopter is now at the Alplaus Airport in Schenectady, N. Y. The General Electric Company is in the process of tearing it down for inspection, and making the following changes:

- 1. Installing a manual collective pitch control in the cockpit and removing the automatic pitch control that utilizes blower pressure as a governor.
- 2. Removing the jet fuel valves and engine mixture control that was mounted on the right side of the ship near the engine, and installing them in the cockpit.

General Electric intends to first analyze the power plant and then, if their appropriation will permit, attempt a limited amount of flight test work.

According to what Mr. Dublhoff told G-E engineers, which deviates from Mr. Prewitt's report of August 1945, the ship (MR-4) was originally designed to fly as a combination helicopter-autogiro. There is a four stage control mounted in the cockpit that was to be used to convert from helicopter to autogiro flight in the following manner:

- No. 1 Fosition The jet mixture on and the jets firing for helicopter flight.
- No. 2 Position Jets off and the rotor driven by air through the nozzles.
- No. 3 Position Pusher propeller engaged to engine.

No. 4 Position - Blower disengaged, pusher propeller driving ship in autogiro flight. The ship was never flown in this manner. It was only flown as a jet helicopter, with the pusher propeller used as a fan to blow an airstream over the rudder. It was flown, in Austria, from two-three hours. It was the NR-3 that was flown for 25 hours before being destroyed.

The ship is not in an airworthy condition at present. When the Germans were retreating from the Russians, the landing gear was sawed off to facilitate transportation and was poorly welded together when the ship was re-assembled. There are also numerous bent and corroded fuselage members and cracked parts. The workmanship is poor as compared with the Flettner helicopters. It is built more as a test rig than as a flying machine.

P.S. - Also, on my Trip To Sch'dy., I O.d Many More Increasing + More Important

Love, Q.W. Bayer (ab-To You)

A. N. Bayer

(I only Pot That On Special Reports)

AWB: ler & Brunette