The jet-propelled rotor being tested on the fuselage of a Sikorsky R-6. The production model will be quite different.

# A PULSE-JET HELICOPTER

**America Developing a Short-range Weight-lifter**

The Air Ministry has released some information on the flights made by an R.A.F. Sunderland to assist H.M.S. Amethyst on the River Yangtse. Captained by F/L. K. H. Letford, D.S.O., D.F.C., the aircraft left its base at Kai Tak on April 1st to fly direct to the sloop, but a diversion order from H.M.S. London caused it to touch down at Shanghai.

Admiral Madden then requested that an R.A.F. doctor, a Naval doctor and medical stores be transported to Amethyst, so the Sunderland took off again later the same day, located the ship on April 23rd and flew to the river up to Nanking. Some four miles from the former naval base of Kiang Yin, and flying at 400ft, the Sunderland was seen to have moved from position 2,000 yd from the ship, instead of 3,000 yd, as was previously believed. Visual signalling to the ship was again successful, and the Sunderland returned to Shanghai, where it was found that the rear turret also became "U/S." As the fuel load was low, the Sunderland returned to Shanghai, where it was found that an all-iron control was nearly severed, and 300 gallons of fuel had been lost. One bullet had lodged in the navigator's port main tank was holed by the pressure of the next explosion. The jumbo, which was forced to take off when shelling began, and the aircraft was forced to take off downwind, and down a 7-knot current.

With the intention of evacuating wounded members of the ship's company, the Sunderland flew to Amethyst again the following day. A Communist battery was seen to have moved to a position only 2,000 yd from the ship, instead of 3,000 yd, as was previously believed. Visual signalling to the ship was unsuccessful, and the Sunderland again touched down alongside. Accurate shell and small-arms fire began immediately. The dinghy for transferring the sailors to the flying boat had been lost. One bullet had lodged in the navigator's port main tank was holed by the pressure of the next explosion. The jumbo, which was forced to take off when shelling began, and the aircraft was forced to take off downwind, and down a 7-knot current.

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