Geschichtskreis Motorenfabrik Oberursel e.V.

Fragezeichen-Aktion Website GKMO - Question No. 02 of 08. January 2015

Subject: Search for 1945 KHD Aircraft Engine Dz 710
Time period: 1945 and subsequent years
Request by: Helmut Hujer
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Dz 710: 16-Cylinder Boxer Aircraft Engine

In 1940 Kloeckner-Humboldt-Deutz (KHD) started development of a 16-cylinder, liquid-cooled, two-stroke diesel engine with horizontally opposed banks of eight cylinders each. The engine had a bore and stroke of 160 mm (6,3 in), resulting a total displacement of 51.5 liter. Dimensions are shown below.
In 1945 two engines designated Dz 710 had been built and run for about 150 hours on the factory test bed in Oberursel, Germany, with max power of 2360 hp at 2700 rpm.
Both engines have been requisitioned by the US-Army and shipped to the US:

- Engine one already in April 1945, possibly first to Aberdeen Proving Grounds Ordnance organization for investigation as possible tank engine
- Engine two in April 1946, possibly separated into main assembly groups, as required by the US- Air Material Command at Wright Airfield in Dayton Ohio (Requisition form is available)

There is no information about the fate of these engines, except some photos of both Dz 710 engines provided by National Air and Space Museum of the Smithsonian Institution in Washington DC in 1987, stamped with:

PROPERTY OF
AIR FORCE CENTRAL MUSEUM
Technical Services Division
Reference Branch
Wright Patterson Air Force Base, O.

Instrumentation Section (TSFIS)
Flight Test Division
Wright Field, Ohio
Official Photograph
U. S. Army Air Force

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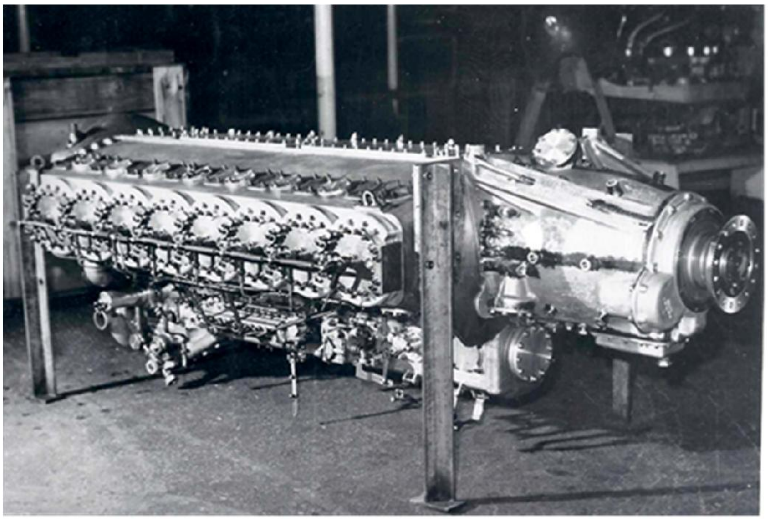
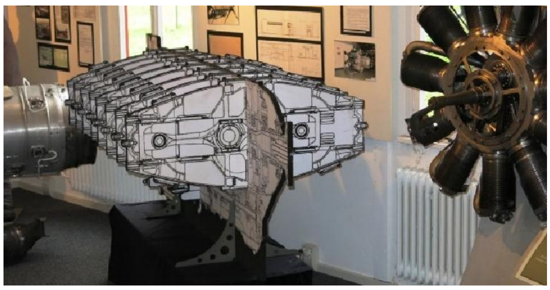


Dimensions:

- Width = 135 cm = 53 In
- Height = 100 cm = 40 in
- Length = 240 cm = 94 in
- Weigts =1.450 kg = 3,200 lbs



Question:

- Is there any information available about what has been done with these two Dz 710 engines in the US?
- Is there any information available about what finally has happened with the engines?

The Historical Society of the Motorenfabrik Oberursel is operating a museum in today's Oberursel plant of Rolls-Royce Germany (see www.gkmo.net) and would like to know more about the fate of the engines, and, if at all possible, would like to see one of them in their museum, to replace above shown full size sectioned plywood model.
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