All Around the Town

The first model of the new type four-cylinder, air-cooled, overhead valve motor for airplanes developed and built by Chevrolet Brothers Manufacturing Company in their Indianapolis plant for the Moundsville Airplane Corporation is shown on the motor block a few hours before it was finally assembled, tested and shipped early Friday to Moundsville, W. Va.

The name "Frontenac" has been given to the new airplane motor which will be built by Chevrolet Bros. Manufacturing Company on a production basis for the Moundsville Airplane Corporation. It was designed in principle by C. P. Fasig (left), engineer of the Moundsville corporation and developed by Louis Chevrolet. M. M. Douglas, chief test pilot for the corporation, is shown in the picture working on the motor. He is standing at the right. The open gear case of the compact little motor built in Indianapolis is the most prominent detail shown. The air-cooling fins of the vertical cylinders also can be observed. The fins are on a parallel line in each cylinder so that air passes over their surface from the propeller, which attaches to the right end. In twenty hours of constant running in the laboratories of the Allison Engineering Company, the motor ran smoothly and coolly, Fasig said, not ever becoming so hot that fins of the cylinders could not be touched. Except for the cylinders, the motor is built of aluminum alloy castings.

The motor is expected to have the advantage over present types of motors used in planes of popular design of being much lighter and developing greater effective horse power. In tests the Frontenac motor developed eighty-three-horse power and is built to maintain between sixty and eighty-horse power. It weighs 200 pounds, as compared with present motors that weigh between 400 and 500 pounds and develop less effective horse power. At Moundsville it will be placed in a biplane of the firm's own construction. The company intends to market the new motored plane in a popular price class for airplanes.