



November 6, 1931

190 H.P. @ 2100 R.P.M.
Capt. Page.

Captain Edwin R. Page, Air Corps
Wright Field
Dayton, Ohio

My dear Captain Page:

Our Sales Manager, Mr. W. L. Baker, has reported to me a resumé of the conversation he had with you in regard to the Army Test requirements, for our six cylinder engine. I would like to take up some details on which I would like to have you give me some information.

1. In regard to reduction gear ratio, Mr. Baker reported that a 5 to 4 reduction gear would be required. But I thought that if you would give me the propeller speed that you would like to have, wide open, we could make a reduction gear which would give you just that speed, as we are contemplating running our motor at a higher speed than 2100 r.p.m. with reduction gear.

2. Mr. Baker also mentioned the fact that you were testing all your motors with 58 octane gas, and we have inquired of our city companies, including the Standard, Richfield, and Amaco, and find that we cannot get that low a grade of gasoline in town. The lowest, made by the Standard Oil Company, is their standard automobile gasoline, which is 68-69. I was wondering whether there could have been an error made there, because we are running our motor with 5.3 compression ratio, and do not have any detonation at any speed with common Stanavo aviation gas, which is 73 octane. If we have to run with 58 octane gas we will have to lower the compression to approximately 5 to 1.

Hoping to hear from you soon in regard to these two questions, we remain,

Very truly yours,

THE GLENN L. MARTIN MOTORS COMPANY

Louis Chevrolet
Vice-President and General Manager

NOV 9 1931
CENTRAL FILES

BEST COPY
AVAILABLE

LC:FB

std of
H.S.
58 full
65 2nd
73 lead