



October 9, 1931

Pittsirn Aircraft
Willow Grove, Penna.

Attention: Mr. Clayton, Chief Engineer

Dear Mr. Clayton:

I suppose you are wondering what is becoming of us, and our reduction gear drive motor.

Mr. Burghduff told me that he had the pleasure of speaking to someone of your organization at the Cleveland Air Races, and I thought I would let you know the situation with regard to the motor with reduction gear.

This summer we made two different reduction gears, which we tried, but they didn't prove successful, as we couldn't mount them securely enough on the nose of our present crankcase. This forced us to redesign the reduction gear for incorporation on a special crankcase, layout of which is now being completed.

If nothing unforeseen happens I expect to have a motor with a new reduction gear running before long.

Another thing that we are trying to do at the same time is to increase the compression of our motor, so as to be able to give you a few more horsepower, which in connection with a reduced propeller speed, should show to good advantage in your ship.

Hoping that you are well, and with best personal regards, I remain,

Yours very truly,

THE GLENN L. MARTIN MOTORS COMPANY

Louis Chevrolet
Vice-President and General Manager

LC:FB