



December 4, 1930.

Mr. E. T. Asplundh, V.P. & Gen. Mgr.,
Pitcairn Aircraft, Incorporated,
Pitcairn Field, Willow Grove, Pa.

Dear Mr. Asplundh:

I want to thank you for your letter of December 2nd confirming our arrangement for test of the Chevrolet-333 engine.

We are making the necessary changes on one of our engines at the present time and it will be ready for you within the next few days. The writer called Mr. Pecker on the phone and was told that he would send us a drawing of the required change in the starter jaw. This drawing was received this morning.

We will consign this engine to you so that you may make any tests you may deem necessary and we will be glad to render any assistance possible in installing the engine. We are having prints made of the nose piece mentioned in our conversation which may simplify your cowling to some extent, and we will send these prints to you in a day or so.

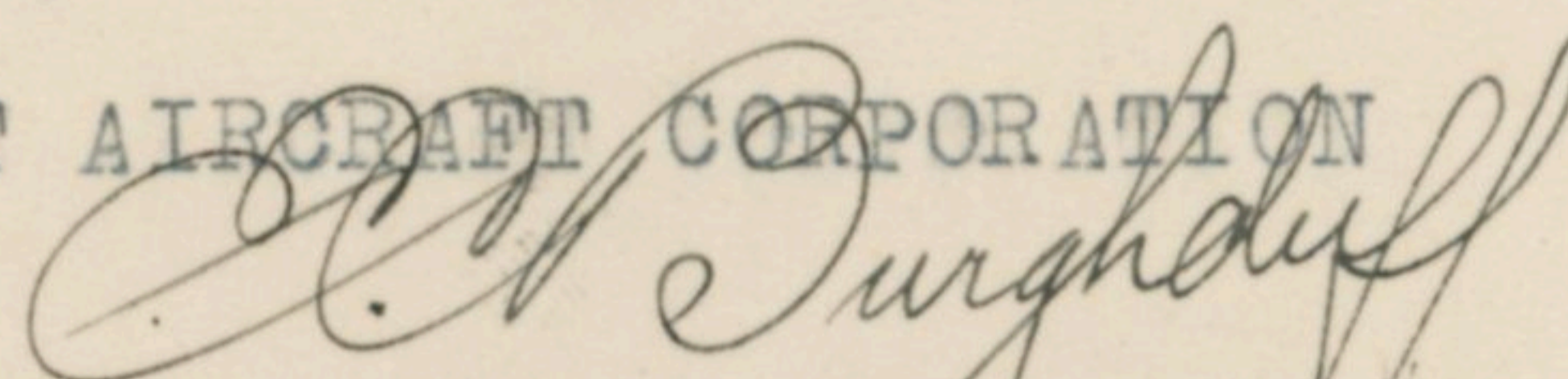
It is our understanding that this motor is to be furnished with an up-draft carburetor on account of the low head of gasoline.

I expect to be over there again in the next few days and would like Mr. Pitcairn to try the ship again with a tight propeller and the proper carburetor adjustments.

Sincerely,

CHEVROLET AIRCRAFT CORPORATION

By


E.C. Burghduff,
Sales Engineer.

ECB/G