



November 18, 1930.

Pitcairn Aircraft, Inc.,
Attention: Walter C. Clayton, Asst. Engr.,
Pitcairn Field,
Willow Grove, Penna.

Gentlemen:

Your letter of November 14th received.

Our Sales Manager, Mr. E. C. Burghduff, is at present in Dayton and we expect him back about the middle of the week. We will send him to see you as soon as he returns.

In regard to the first paragraph of your letter, we do not know exactly how much of a head the gasoline tank should have over the carburetor float, not having tried anything of the kind, but should judge that a minimum of six to eight inches would work satisfactorily on climbing. In level flight you probably will have plenty of gas head, and we are sending you a new blue print showing you where the float level is. In regard to this, should it be necessary this motor of course will work just as well with an up-draft carburetor and I know that this would give you at least ten inches more for gas level, but of course it would necessitate bumping of the cowling on the bottom left hand side of the motor.

We have been in touch with Mr. Joseph Pecker of Philadelphia, to whom we have supplied the information required.

As stated before, we have never contemplated using the Haywood Starter, but if it fits in your scheme we will send a cylinder head to the Sky Specialties Company of Detroit and have them advise us the best place to put a boss in our cylinder head for the installation of their starter. In fact, they wrote us on November 13th sending the drawing of the hole and plug required for their installation. We will take care of this on our regular production motor.

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How soon do you think you will require an
experimental motor with fittings for Haywood Starter?

With best regards, I remain,

Yours truly,

CHEVROLET AIRCRAFT CORPORATION

LC/G

By

Wm. A. C. ... Pres.