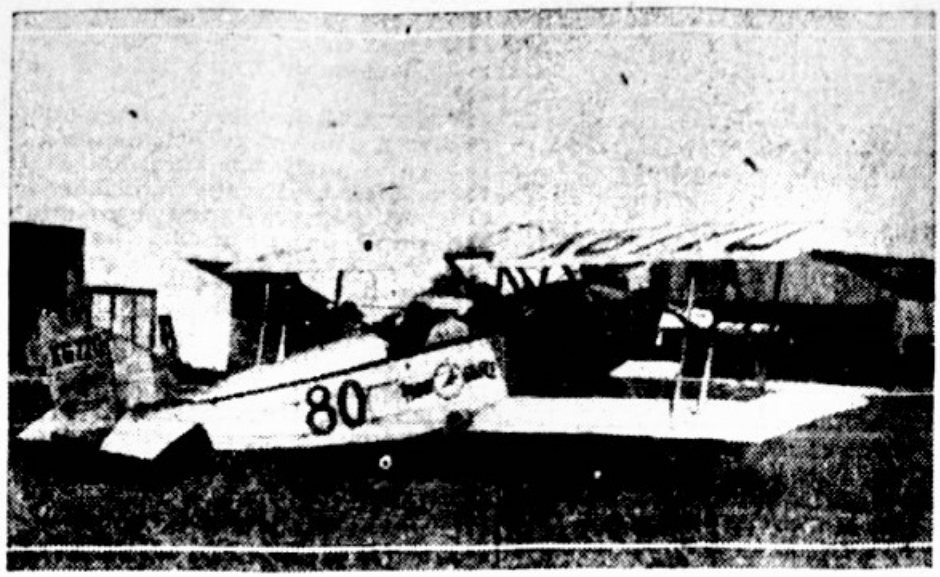
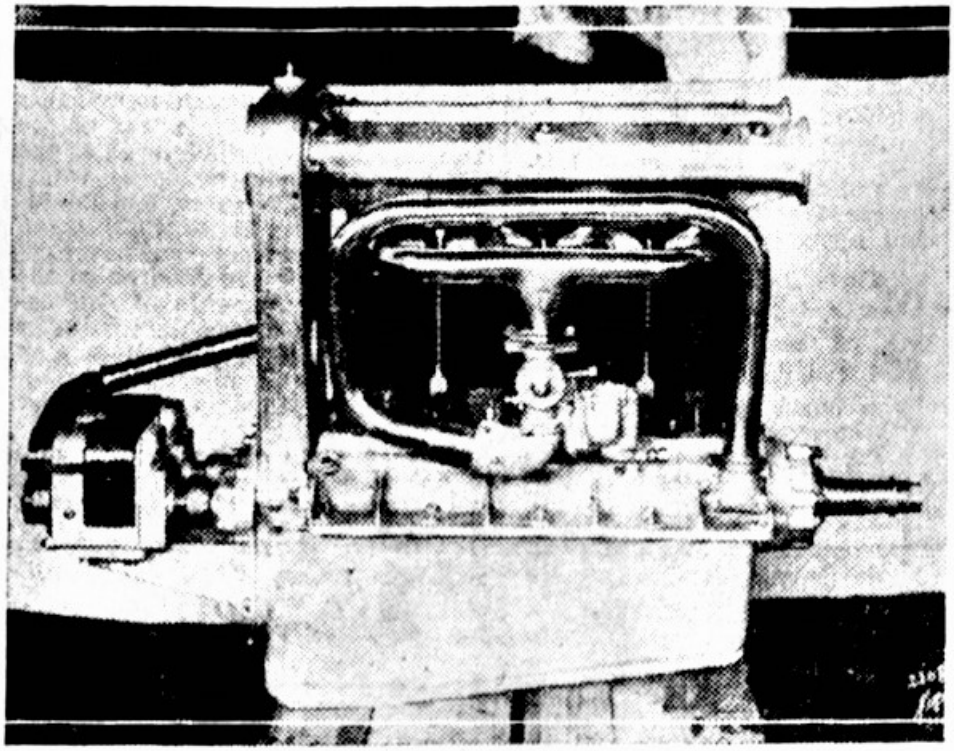
Plane Motors to Be Made Here.

(Kirkpatrick Photo.)





ABOVE — THE LONE EAGLE, A MOUNDSVILLE PLANE ENTERED IN THE NATIONAL AIR RACES AND FLOWN TO INDIANAPOLIS BY CAPT. J. W. HUNT. BELOW—SIDE VIEW OF THE NEW AIRPLANE MOTOR MANUFACTURED BY THE CHEVROLET BROS. MANUFACTURING COMPANY OF INDIANAPOLIS.

Announcement that the Chevrolet Brothers Manufacturing Company of Indianapolis would immediately begin production of a new type high-compression airplane motor for the Moundsville Airplane Corporation of Moundsville, W. Va., was made yesterday following a series of tests. The motor was designed by Arthur Chevrolet, former automobile race driver and race car builder. The tests were conducted by Capt. J. W. Hunt of Dayton, O., former United States Army instructor at Wilbur Wright field.

Apply Automobile Principles.

The new motor represents an attempt to apply to the aviation industry mechanical principles which have been worked out in automobile racing. It is a four-cylinder motor, with two overhead camshafts, is air cooled, and possesses a dual magneto ignition system. It has only 165 inches piston displacement, and will attain a speed of 2,700 revolutions a minute. Oil line breakage, which has been responsible for hundreds of aviation motor failures in the air, is eliminated with a lubrication system without oil lines, the oil being forced entirely through channels drilled in the motor casings.

The Moundsville plane, powered with the new Chevrolet motor, is a two-seat sport plane with a cruising radius of about three hundred and fifty miles. It has dual controls and may be used as a training ship. The weight of the plane, empty, is 780 pounds, and a flying speed of ninety miles an hour can be attained with it. It will be marketed at $2,800.

Test Planes in Race.

With a view of testing the plane against larger ships, Capt. Hunt entered "The Lone Eagle," powered with the new Indianapolis-made motor, in Class "A" of the national air races Sept. 5. Class "A" included planes with motors in the 510-cubic inch piston displacement class. Capt. Hunt landed in Indianapolis from New York Sept. 6 to continue tests here in atmospheric conditions of the middle West. He has remained in conference with the Chevrolet Bros. Manufacturing Company since that time.

The new motor is the result of the second attempt of the local concern to produce a high compression power plant for airplanes. The first, developed last year, proved impractical because of the extremely high operating speed.