



November 3, 1932

Mr. E. T. Asplundh
Vice-President and General Manager
Pitcairn Aircraft, Inc.
Willow Grove, Penna.

Dear Mr. Asplundh:

In reference to your letter of September 29th, wish to state that a special design job could be worked out for you, giving you 1400 r.p.m. on the propeller, and if 85 octane fuel were used, 140 H.P. crosses the power curve at 2300 r.p.m. for the motor, which is good for 2500 r.p.m. or better. We have not at this time such a perfected motor, but would be interested in studying your needs further in this respect.

We have just finished a recent contract on the four-cylinder engine for the Army Air Corps, where 120 H.P. was guaranteed at 2100 r.p.m., in accordance with their own calibrations, we had no difficulty in exceeding the horsepower on the motor.

In reference to the six-cylinder engine, we were awarded an A.T.C. by the Department of Commerce after the 50-hour run, granting us 170 H.P. at 2100 r.p.m. The six cylinder is very smooth at high revolutions, and would also take gears perfectly with some slight amount of re-designing in the front end.

We have not had the slightest difficulty with cooling with either the four or the six, and therefore feel that if increased horsepower were required, we would not have difficulty in this regard.

The six cylinder engine, however, gets to be a long engine, but this may not interfere with your plans.

If, after you have given further consideration to the motor, it seems likely that you might be interested, we would then like very much to meet with you on the question, and take some further steps to determine more exactly what you might expect from this development.

Thanking you for your letters, and with best regards to you and Mr. Pitcairn, I beg to remain,

Yours very truly,


President.

Glenn L. Martin

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