FORM 16
1709

For Lee Neville ?

POSTAL TELEGRAPH -CABLE COMPANY

THE MACKAY SYSTEM
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COMMERCIAL CABLES
"THE PULSE OF THE WORLD"

Power Plant
Engines
Chevrolair Motor

PRESS TELEGRAM

(See Memo at end)

The first formal showing of the Chevolair motor developed by Mr. Arthur Chevrolet will be made at the Detroit Aircraft Show April 5th to 12th. One motor will be displayed at the aircraft exhibit where the working parts will also be mounted on a board for inspection. Another motor mounted in a Travel-Air biplane will be at the ford Airport all week for demonstration. The motor is a six cylinder, inverted, in-line, air cooled motor developing 180 to 190 horsepower and contains dual features of safety which also add to its performance not incorporated in any other motor. This motor is attracting nation wide interest because it is the greatest step forward toward solving the greatest problem of aviation, that of safety.

After years of careful research, Mr. Chevrolet assembled the knowledge of the faults and weaknesses of aviation motors, he then set to remedy them. The greatest percentage of aviation accidents can be placed to the failure of the motor. The most common cause of failure is the ignition, and now most all motors have dual ignitions. Mr. Chevrolet has gone farther than this. The next most frequent cause is the gas line trouble, so he uses two carburators with separate gas lines, to overcome this. The next most common cause is breakage of oil lines, so the oil lines of the Chevolair were all drilled in the crank case, eliminating this trouble. The next most common cause is broken and warped valves, so Mr. Chevrolet placed an exhaust and intake valve each, on opposite sides of the motor and they are operated by separate cam shafts, on either side of the valves, the motor can operate on 75% efficiency. It is difficult to conceive of this motor being forced down on account of failure. Thus the Chevolair motor in one spet, will made aviation and flying safer for the public.

This six cylinder motor has 21 inches of main bearing surface as against 4 to 7 inches in ordinary radial types. With this failure and many others this motor has been developed with the idea that it will not need overhauling under 500 hours, as compared with 200 hours in other motors.

The greatest experts in engineering and aerodynamics agree that the ideal type motor for aircraft is the inverted, in-line, air cooled type. It has advantages of service, economy, visibility and performance contained in no other type. For this reason most of the experimental work in recent years has been pointed toward this kind of motor. To a limited measure this has been found successful in four cylinder motors developing around 90 horsepower. They ran into difficulties however, when they added cylinders or tried to