



December 3, 1931

Ref: OC:RA

War Department  
Air Corps  
Materiel Division  
Wright Field, Dayton, Ohio

Attention: Major C. W. Howard  
Chief, Engineering Section.

Gentlemen:

Your letter of November 25<sup>th</sup> received, and beg to thank you for the information contained therein. However, we would like to have a little different information regarding both subjects.

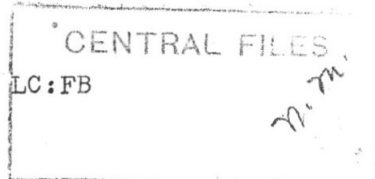
1. In your Paragraph No. 2, you state that the use of a 5 to 4 reduction gear would be satisfactory. But I believe this 5 to 4 reduction gear is for an engine running at 2100 r.p.m. maximum. This would give you a propeller speed of 1680 r.p.m. But as we are intending to run our motor at a higher speed than 2100, we take it that a reduction gear which would give you a propeller speed of between 1650 and 1700, wide open, would be satisfactory.

2. In regard to your Paragraph No. 3, you state that you are using, in training engines, a gasoline with an octane rating of 58 without the addition of tetraethyl lead. We would like to know whether or not you are running these motors regularly with this gasoline, without the tetraethyl lead. This is to allow us to run our tests with the same gasoline as you are using at Wright Field.

Very truly yours,

THE GLENN L. MARTIN MOTORS COMPANY

Louis Chevrolet  
Vice-President and General Manager



DEC - 9 1931