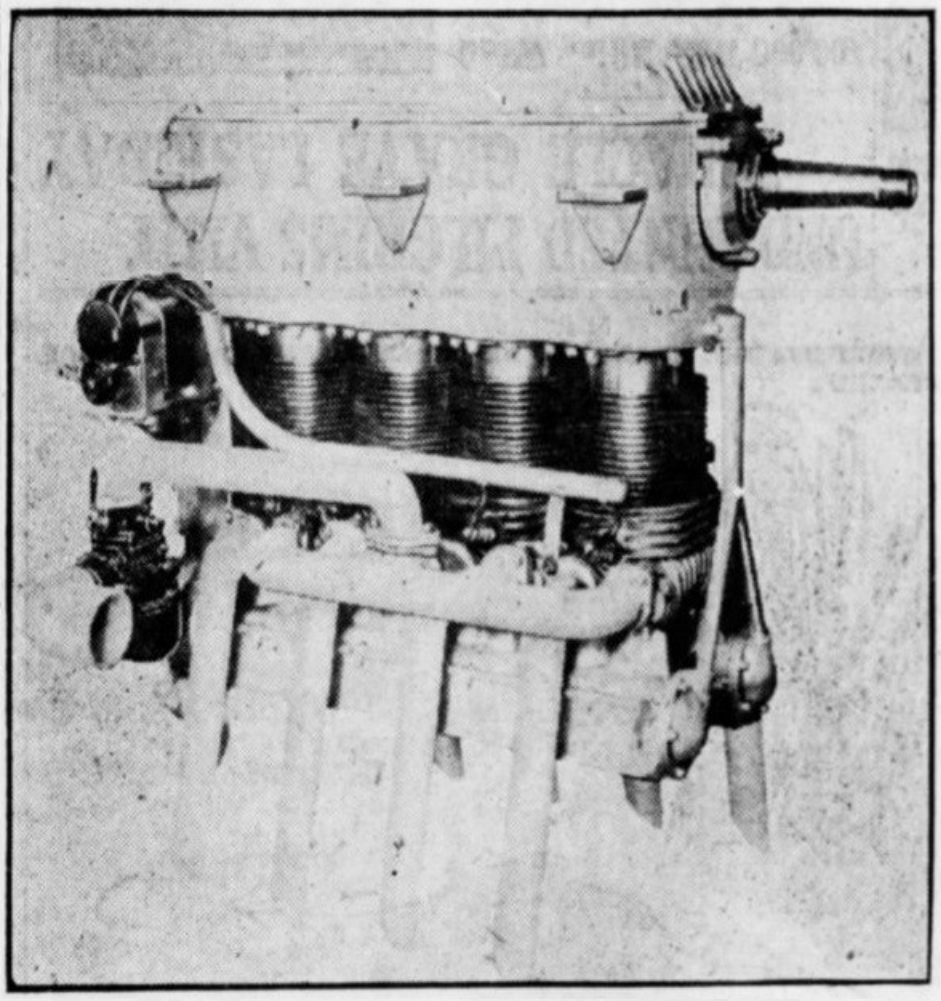

Above is the new airplane motor designed by Arthur Chevrolet, which is being manufactured by his company, CHEVOLAIR MOTORS, Inc., in this city. Mr. Chevrolet briefly explains the merits of this engine in his article which appears on this page.

A Common Sense Talk on Aviation

BY ARTHUR CHEVROLET,
Pres. Chevolair Motors, Inc.

There is a great deal to be said about aviation, or rather air transportation, which better describes this latest and fastest means of transportation.

Let me say this right now about aviation, regardless of what any one else may say to the contrary, it is bound to grow and succeed; just as sure as history repeats itself, so it is in the case of aviation. Up to our age every means of transportation, which was faster than its predecessor, has succeeded beyond the wildest dreams of its sponsors.

Witness the growth of railroad travel over the horse-drawn vehicles, and the popularity of automobile travel over railroad travel. So by very simple reasoning we must see that air travel, being faster than either of its mechanical predecessors, must succeed in spite of everything, as it is a time saver, and today more than ever is the old saying true, "Time is money."

I have heard the statement made by a widely renowned war pilot and advocate of air travel, that in ten or fifteen years there would not be any more passenger trains running, that all fast passenger travel, as well as parcel post and express shipments, would be carried by airplanes. While I believe this statement to be rather over-optimistic, I must admit that it is a feasible possibility, and it is borne out by the Air-Rail Transcontinental schedule of the Pennsylvania railroad.

It is a fact that all mail will be carried by airplanes in the very near future.

The growth of aviation, in my opinion, is assured, for although the average middle-age man does not take readily to aviation, the new generation coming up is intensely interested in this latest and most fascinating mode of travel. This can be substantiated at any airport or flying school and while it takes time to teach and train new pilots, when this thing gets under real headway, that is, when the new pilots of today are getting along toward middle-age, there will be ten to twenty pilots being trained where there is but one today. Then will aviation really come into its own and be recognized as the best, safest, cleanest and fastest mode of travel ever designed by man.

By the above, it is obvious that most of us can help the aviation industry in one way or another. The newspapers, by being as fair to aviation as they are to other things; the general public by patronizing only licensed planes and pilots and refusing to patronize any pilot who is inclined to stunt unnecessarily; the executives by putting their different concerns on a firm and solid foundation.

I am glad to say that I have been trying to do my best to make the aviation motors as failure-proof as possible and thereby eliminate the danger of forced landings, due to motor failures.

A little discourse here on the ways of nature is, I believe, in order. Man, as he is today, is a remarkably efficient mechanism and it takes nothing short of death or complete paralysis to render him totally inactive or inoperative. Nature provided him with two legs, two arms, two eyes, two ears, two lungs, etc., and the loss of any one of these organs or accessories does not necessarily render him inactive. He can still function at anywhere from 75 to 97 per cent efficiency and do good and useful work. The same applies to this motor which I have designed and built, as it is provided with two magnetos, either one capable of operating the motor at 97 per cent full power; two sets of spark plugs, either set can operate the motor at 97 per cent full power; two carburetors, either one able to operate motor at 80 per cent full power; two controls on oiling system, one able to lubricate motor at full power for a limited time only, long enough to get to a landing field.

Other parts of the motor have been designed with great care with the one single purpose, to make that motor so reliable, so sturdy and trouble-proof that it would remove the average man's fear of motor failure in the air. This, I honestly believe, I have accomplished and contributed my share to man's greatest aid and friend, and convenience, namely fast and safe transportation—BY THE AIR ROUTE.

ARTHUR CHEVROLET,
President of the Chevolair Motors, Inc.