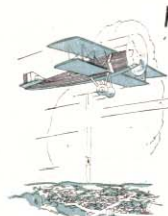




Packard X Racing Plane



THE Packard X-motor is the most powerful aircraft engine anywhere in the world. Its 24 cylinders develop 1250 horsepower, and a supercharger, designed and built by Packard, gives it 1500 horsepower. The nearest approach to it in power, at normal engine speeds, is the Packard 800-horsepower motor. Italian and English engines have been made to produce 1,000 horsepower for brief periods by running them at speeds as high as 4,000 revolutions per minute. The Packard X-engine runs at a rated speed of 2700 revolutions per minute and the Packard 800-horsepower engine at 2,000 R. P. M.

As its name indicates, the engine is built in the form of the letter X. There are four banks of six cylinders each, two of them operating normally upside down. An interesting feature is the fact that the crankshaft is seven inches in diameter, more than twice as large as the next largest aircraft motor crankshaft ever built.

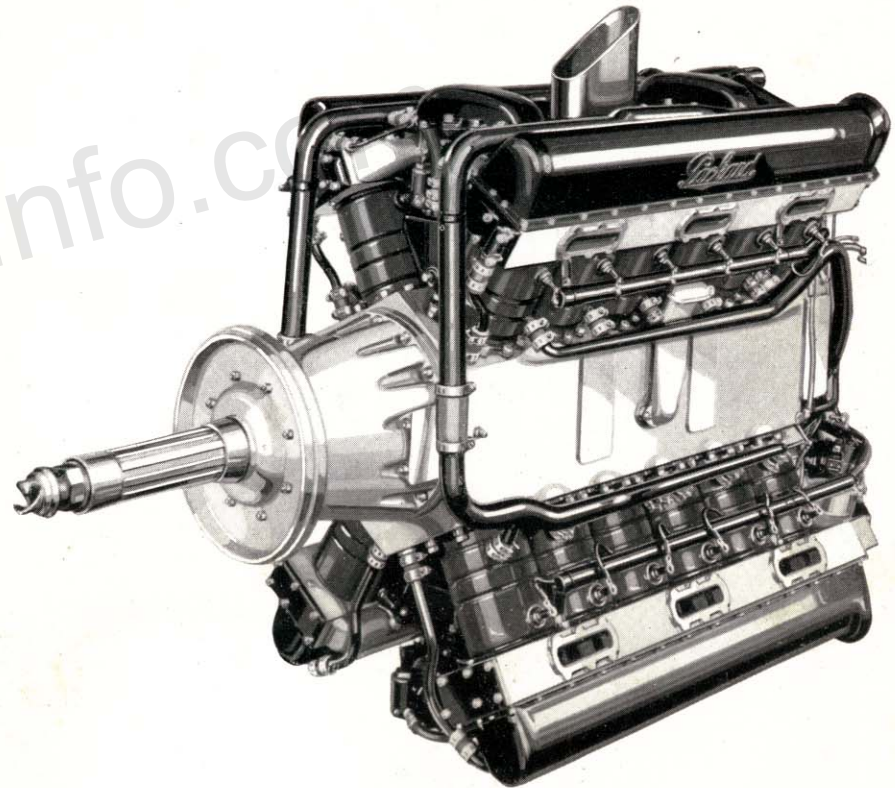
Mounted in a special racing plane, the Packard X-engine was credited by the newspapers of the country recently with having carried Lieut. A. J. Williams through the air at the amazing speed of 322 miles an hour. However, the flight was not timed officially and for that reason does not stand as a record.

For each horsepower produced, the Packard X-motor weighs only 18 ounces. This can best be appreciated when it is recalled that the famous Liberty engine weighed more than two pounds per horsepower. More important than the ratio of weight to

horsepower, when high speed is sought, however, is the question of projected frontal area. The Packard X-engine actually has less frontal area than the motor in the "Spirit of St. Louis" while producing seven and one half times more power.

Shortly after his return from Europe, Colonel Lindbergh viewed the big motor as the guest of President Macaulay and marveled at its comparatively small size and tremendous power.

The cone-like extension shown in the accompanying picture of the Packard X motor contains a spring coupling to relieve the tremendous strain on the propeller when the engine is first started. While running at full speed the sound of the 24 exhausts, coupled with the noise of the supercharger, makes a high musical note that can be heard for miles.



The Packard 24-Cylinder X-Type Motor