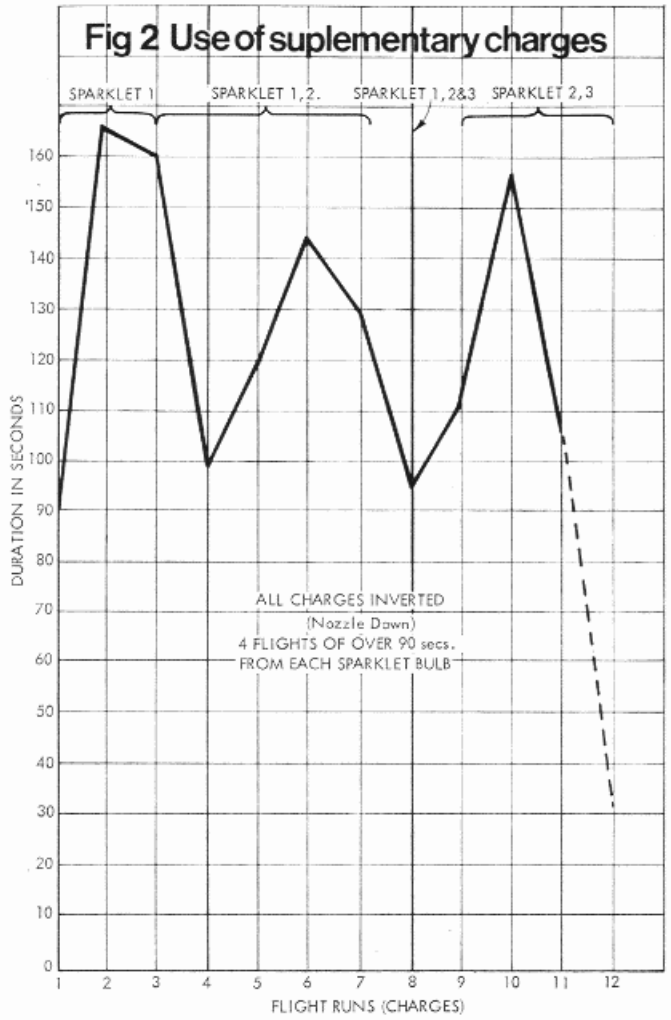
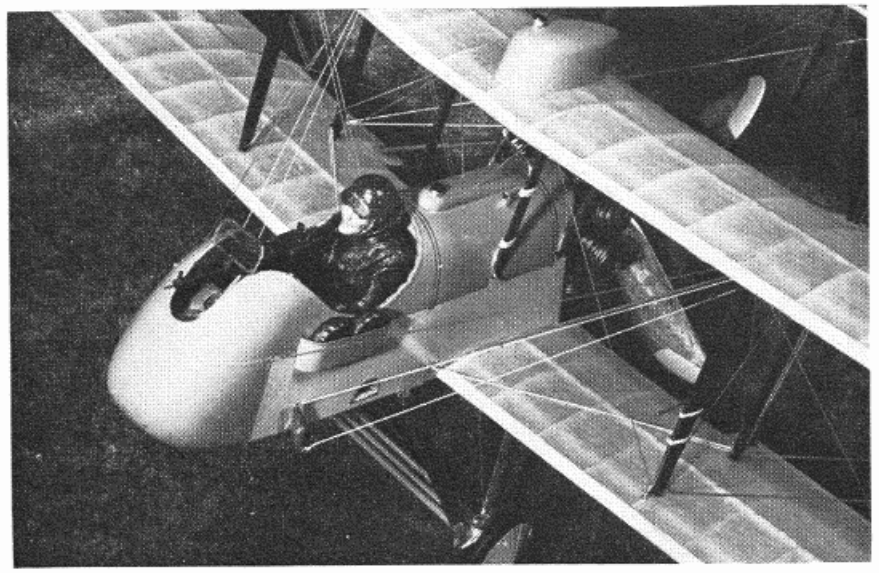


top it up from bulb 2. In this way you use less gas from the second bulb, because there is already quite a lot of gas in the flight capsule from bulb 1.

Repeat the procedure for flights 5, 6, 7 and 8, but on 8 replace bulb 1 (now well and truly drained) with a new one and pump in a charge from this one as well. Then carry on with bulbs 2 and 3 as shown in *Fig* 2.

In this way four fairly consistent runs can be achieved from each Sparklet bulb—an efficiency increase of 25 per cent. Careful marking of the bulbs is, of course, essential because the lowest numbered bulb must always be used first to avoid reverse gas flow *from* the flight capsule *to* the charging bulb!

There is often little to choose between the engine runs from the *first* charge whether liquid or gas, and it is interesting to note the results obtained



It is hard to believe that this model is only to the same scale as some plastic kits, yet it can make flights of up to two minutes on CO_2 power.

by giving the first charges nozzle up (gas) and subsequent charges nozzle down (liquid). This gives one very good extra run per Sparklet bulb, as shown in chart **4**. It is also interesting to note that during this particular series of tests,

Almost a puzzle picture—which cylinder is the real one? The CO_2 motor lends itself so well to incorporation in a dummy rotary or radial unit. The flight capsule and its charging point are in the forward part of the cockpit nacelle.