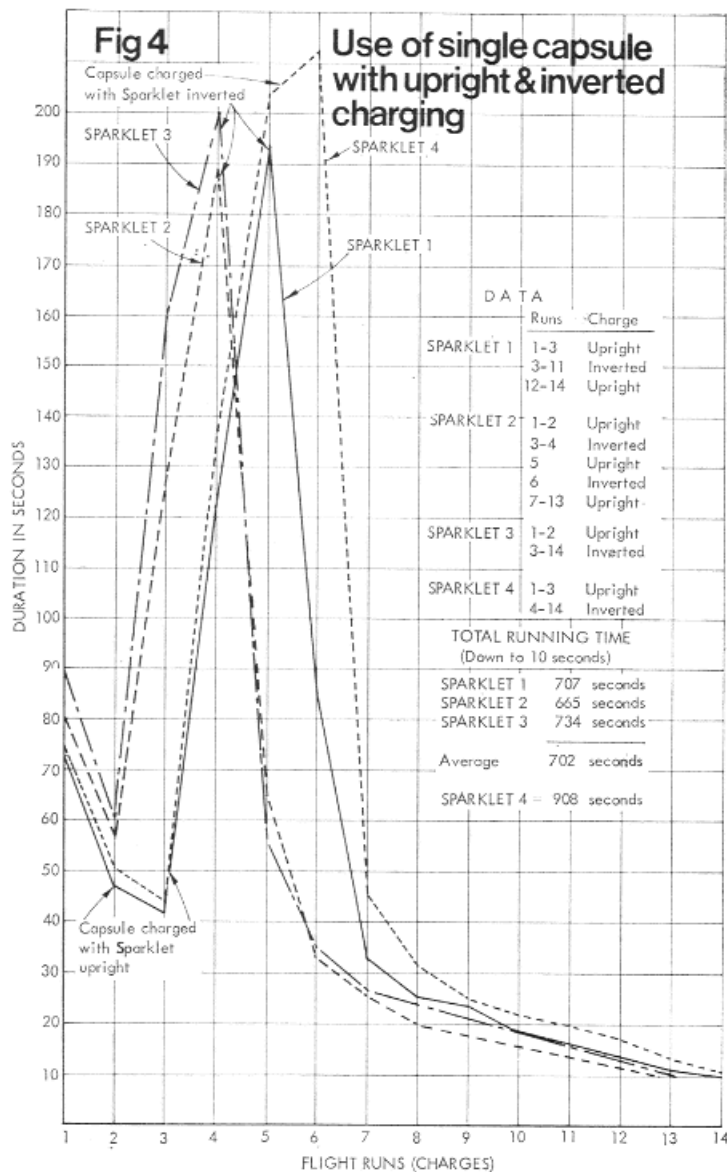


Above: Standard Brown motor installation reproduced actual size for conversion of a KeilKraft Auster Arrow without any modification to the unit. This was described by John Stennard in his *Aeromodeller* article in March 1972. Note the angle of the flight capsule.

Left: The CO<sub>2</sub> motor is by no means a complete novelty and has been in production, on and off, for over 40 years. The example at left is one produced by the OK Engine Company of U.S.A.; designed to carry the Sparklet bulb in a lightweight holder, as reproduced here, actual size. Various mechanical aspects have been considerably improved in the smaller Brown engine which is protected by patents and there is, of course, a tremendous weight-saving through the use of the rechargeable flight capsule.



Although there is a marked power surge upon starting the engine, it is nowhere near as acute as with a rubber motor, and the gradual reduction of power as the pressure falls produces a most realistic transition between power flight and glide.

It is interesting to compare the power curves on chart 6. Notice that even the runs from "the bottom of the Sparklet bulb", which are very much