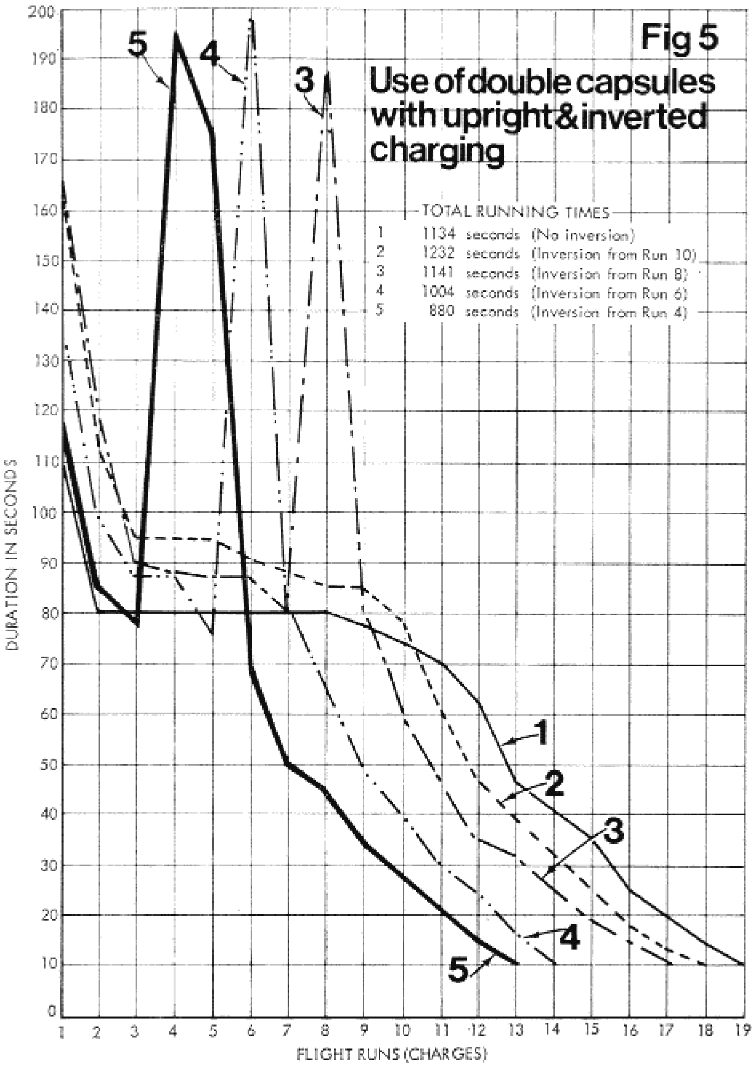
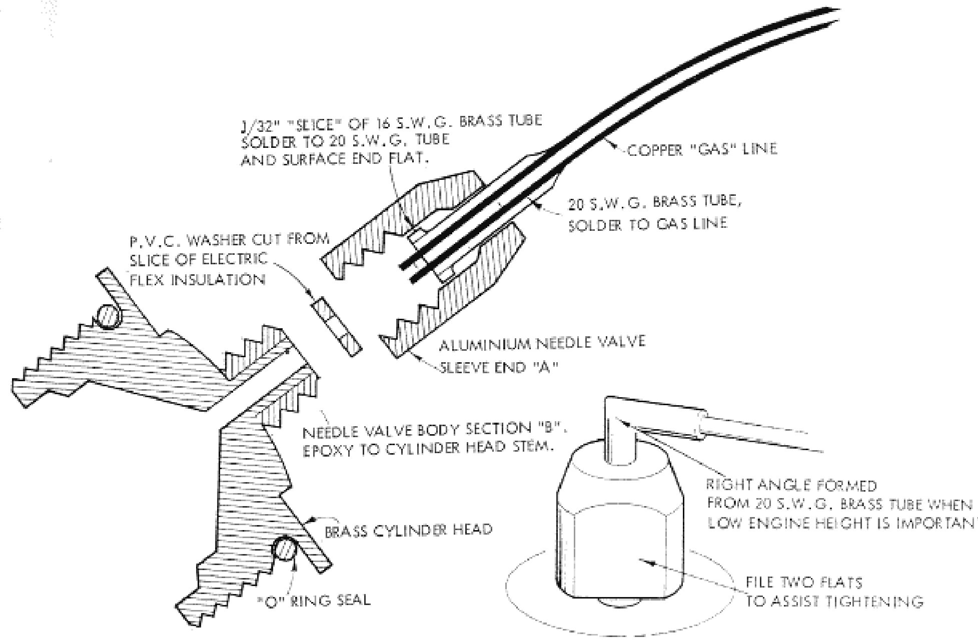


shorter than the first one, still drive the propeller at almost maximum revs. immediately after starting.

The liquid charge, after the initial surge of power, tends to produce a comparatively flat curve for most of its power run, whereas a gas charge continuously falls off from the start to the finish.

It is worthwhile to experiment with various propeller/throttle combinations for each model. Sometimes it is better to use a large propeller and high throttle setting to achieve a given engine run and in other cases a smaller propeller at medium revs. will produce almost exactly similar flight patterns.



With a small propeller (down to 3 in.) something like 7,000 r.p.m. can be achieved, but duration of run at these revs. is, of course, very short.

The late Howard McEntee, writing on R/C CO_2 in **Radio Control Manual No. 4,** gives further interesting leads for those wishing to experiment. He describes exposed coils of copper gas pipe between engine and capsule to assist efficient gas expansion and mentions experiments with heat generators which, when used in this section of pipe, would enable the engines to be used efficiently in cold weather when the ambient air temperature is too low (below 50°F) to allow adequate gas expansion.

Bigger charging bottles—such as CO_2 fire extinguishers—would make tests of the sort here described of purely academic value (besides considerably reducing the cost per flight), but probably most users will find the convenience of the little Sparklet bulb a great asset.

Airframe Adaptability

Airframes for these comparatively expensive little engines are so cheap and quick to build that it is essential to have the power plant easily transferable between models.