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Smithsonian National Air and Space Museum Archives

Thomas DeWitt Milling Collection - Report of Inspection Trip to Europe, Italy, Germany, Holland and England...

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The method of suspending the model will be by wires instead of by a spindle as is generally practiced. It is understood that the balance will be of the dynametric type with various gauges to which the wire supporting the model will be attached.

The French hope that this tunnel will be used as standard and all other tunnels in France and, if possible, in the world, may receive correction factors based upon this particular tunnel in order to have a uniform system of measure for procuring aerodynamic information. This tunnel is unquestionable the most elaborate tunnel in existence today and very accurate results will probably be procured when it is put into operation.

The equipment at the St. Cyr tunnel is very similar to that found in the laboratory of the National Advisory Committee of the Aeronautics at Langley Field. However, they have several pieces of apparatus which are not used in this country, including a large whirling arm which can be used for propeller testing and procuring certain other information.

The most ingenious device installed, however, is a track for the testing of full scale machines. A track about a mile in length has been built and carefully graded. The models are placed on a car equipped with facilities for measuring their aerodynamic

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