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2. The wind tunnel was designed at Dessau to be driven by a JUMO 004 jet engine.

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[redacted] the tunnel [redacted] provided good results which were largely verified by the results of subsequent wind tunnel tests at ZAGI. Other information indicates that the operation of the Podberesje wind tunnel was discontinued probably sometime in 1949 or early 1950, and [redacted] Strauss and his wind tunnel staff took up other work.

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-2-

Strauss and his wind tunnel staff were [redacted] developing, improving [redacted]

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[redacted] some parts for the wind tunnel were being made in the workshops as late as August 1950. Measuring instruments especially were being worked on [redacted] interfered with other construction.

(Strauss built radio receivers as a hobby. In the beginning of 1950, there were rumors that he had built a transmitter and that he was going to be arrested, but, the rumor proved to be false.)

3.

The original Junkers wind tunnel from Dessau was [redacted] shipped to Podberesje and then deposited in an open field and left to deteriorate.

The wind tunnel built at Dessau after the war was driven by high pressure steam. [redacted]

This tunnel was about three to four times as large as the one in Podberesje. [redacted]

[redacted] none of the parts were used in the Podberesje tunnel.

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