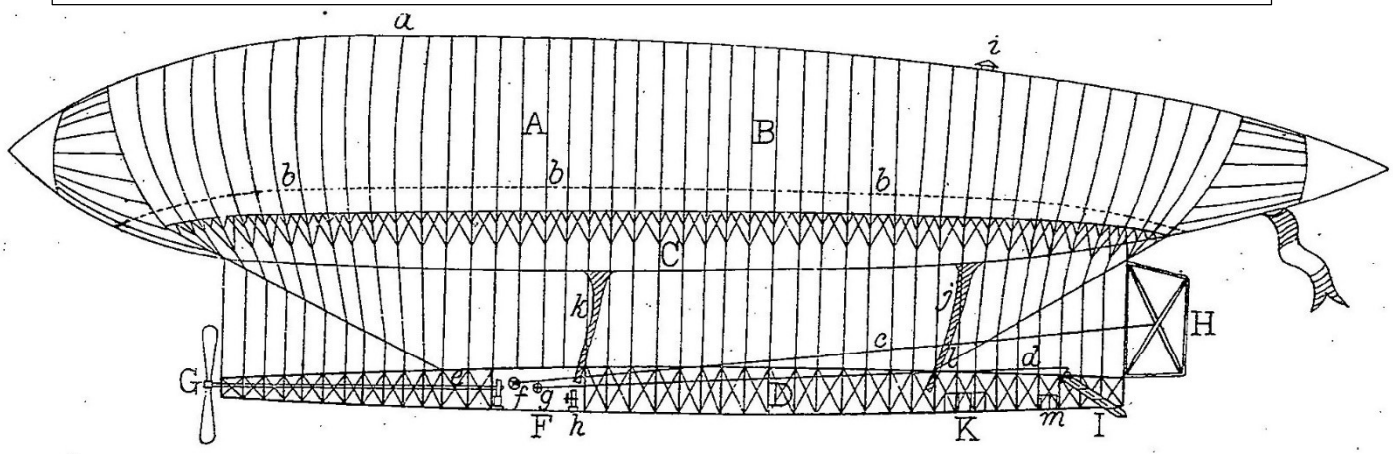
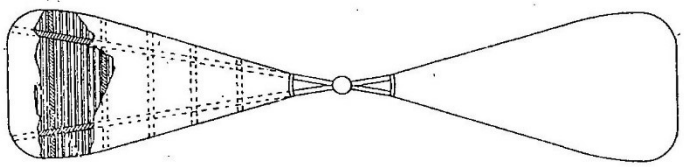
# 1884 - « La France » dirigible of Ch. RENARD & A. C. KREBS

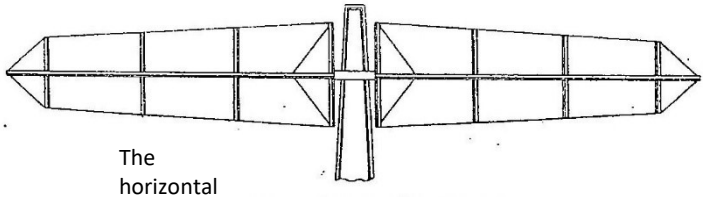
who made the first fully controlled round air trip on 1884-08-09



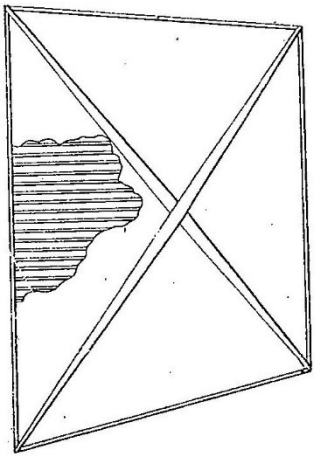

***a***, tracing of the master couple; ***b***, tracing of the diaphragm of the ballonet; ***c***, vertical rudder tie rods; ***d***, horizontal rudder tie rods; ***e***, propeller shaft; ***f***, vertical rudder wheel; ***g***, horizontal rudder wheel; ***h***, ballonet air sleeve fan; ***i***, gas exhaust valve; ***j***, gas sleeve appendix; ***k***, ballonet air sleeve; ***l***, gas exhaust sleeve; ***m***, fan battery; ***A***, balloon; ***B***, jacket; ***C***, ballonet; ***D***, gondola; ***F***, cabin; ***G***, propeller; ***H***, vertical rudder; ***I***, horizontal rudder; **K**, batteries.



The aerial screw propellor

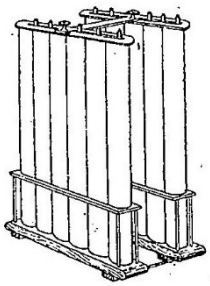


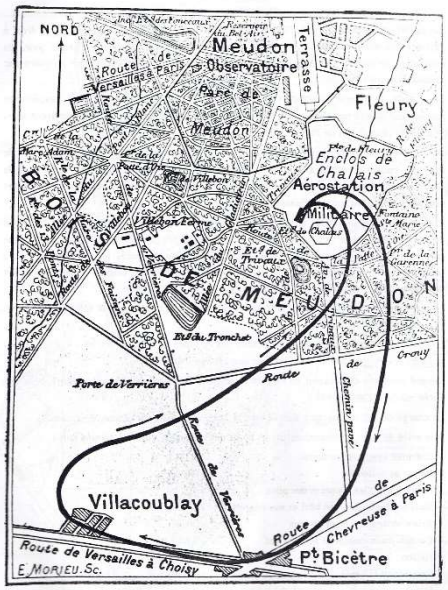
The horizontal rudder



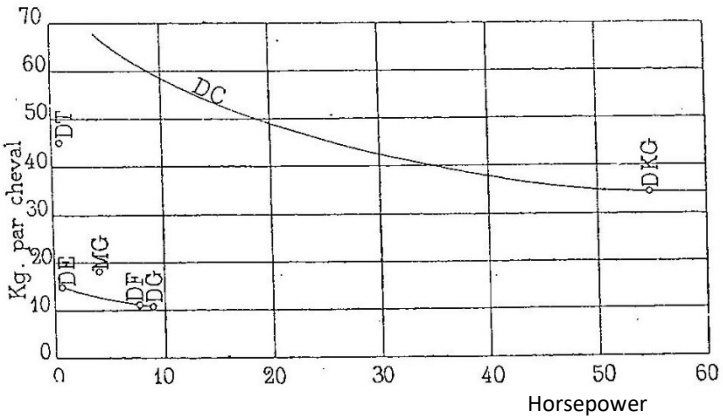
The vertical rudder and the section of the transverse upright

Renard's batteries

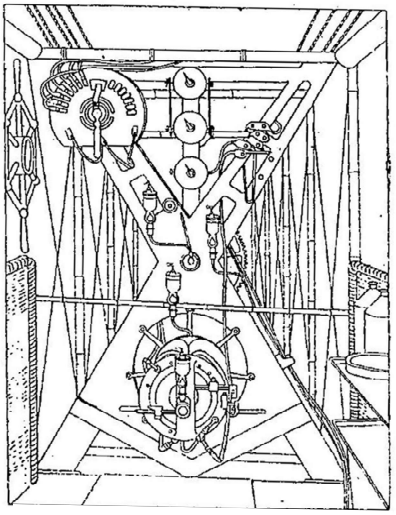





**The first fully controlled round air trip on 1884-08-09 near Paris**.




**Number of kg per horsepower of dynamos and steam engines.**
**DC**, dynamos and steam engines of common construction; **DKG**, **Krebs** dynamo from the *Gymnote* submarine (1888); **DT**, **Tissandier** dynamo (1882); **MG**, **Giffard** steam engine (1852); **DE**, **Krebs** test dynamo (1882); **DF**, **Krebs** dynamo from *La France* (1884); **DG**; **Gramme** dynamo from *La France* (1885).



The cabin of the *La France* (1885)

1906 - Number of kg per horsepower of **Panhard & Levassor gasoline automobile engines designed by A. C. Krebs.**

| NOM du moteur | PUISSANCE en chevaux | POIDS par cheval |
|---|---|---|
| | | kg |
| Panhard. | 10 | 6,2 |
| | 20 | 5,7 |
| | 30 | 5,1 |
| | 40 | 5,3 |
| | 50 | 5 |
| | 60 | 4,7 |
| | 70 | 4,4 |
| | 80 | 4,3 |
| | 90 | 4,2 |