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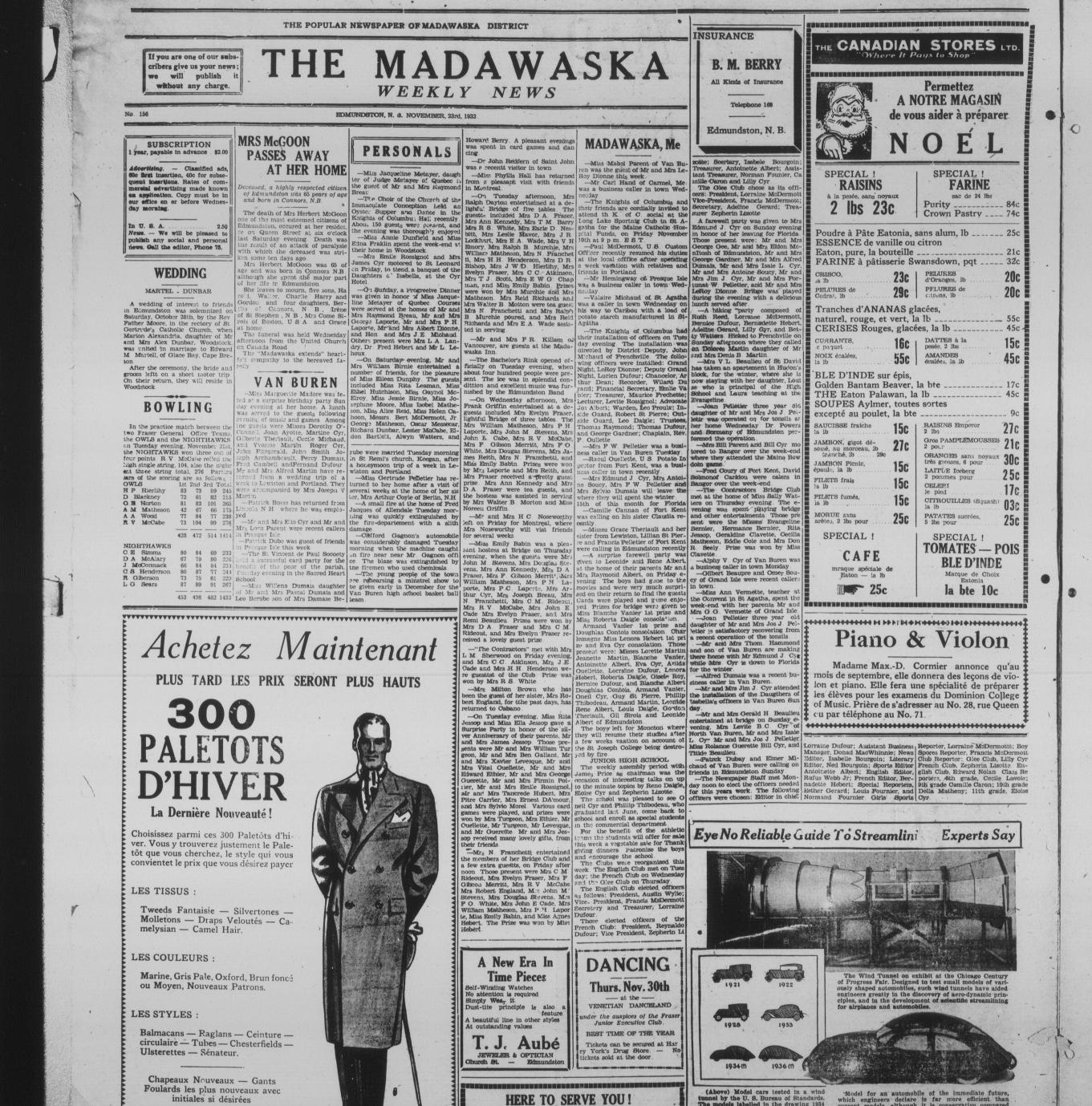
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their eyes. In designing airplanes is a broad, blunt nose in front and suppose that ships with sharp rows would cleave the water more proved would cleave the water more microstly than one with a rounded sose. This was so obvious that no hour expends 61 per cent of its power just to overcome air-resistance. When shipbuilders did pause to sheek up, it was found that a sharp-sosed object creates more resistance. The greatest resistance is met by a car with a long points and the rear least resistance when moving in air or water lane when moving in air or water lane when moving in air or water lane any other shape.

The greatest resistance is met by a car with a long points and the rear lane when moving in air or water lane when moving in air or water last resistance when moving in air or water last resistance when moving in air or water last resistance last until recently, industrial engines and the rear last until recently, industrial engines are now busy with new delast resistance is wider tonness at the rear last until recently, industrial engines are now busy with new delast resistance is wider tonness at the rear last until recently, industrial engines are now busy with new delast resistance is wider tonness at the rear last until recently, industrial engines are now busy with new delast resistance is with the rear last until recently.

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(Above) Model cars tested in a wind tunnel by the U. S. Bureau of Standards. The models labelled in the drawing 1934 and 1936 created less than a third of the wind resistance of the 1933 model.

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