



Compensating disc

Construction year: 1933 (formerly 3 pieces on the airfield area)

Middle one of those three can be shown "with deduction".

So the outer race can partly shown with the brass markings, unfortunately, the rotating ground disk was doused with concrete; metal-loop for fixing merely available.



Purpose of use of these compensating discs:

They served to fault compensation at navigation implements, for example the compass. This faults are caused by the electromagnetic influencing starting out from various onboard instruments and must be removed.

Carrying out of compensation:

The aircraft were put and fixed by fastening to oesen on a rotating ground disk covered with wood. A turn of the ground disk was carried out with aircraft around a given angle degree which was taken to agreement with the coded degree markings available at the rigid outer circle of brass.

The compensating and fault elimination was made by small magnets which were attached to the compass through which the compass was fault-free organised. The turn of the ground plate was made easier by use of a corresponding storage.

Technical data/ information:

Diameter of the rotating ground disk: 12 m

Diameter of the outer ring: 13 m

Execution of the turn was undertaken by hand. (One of the no longer available compensating disks had also motor drive.)

Remark:

Most details are based on a verbal conveyance, unfortunately, we have not any documents about this!