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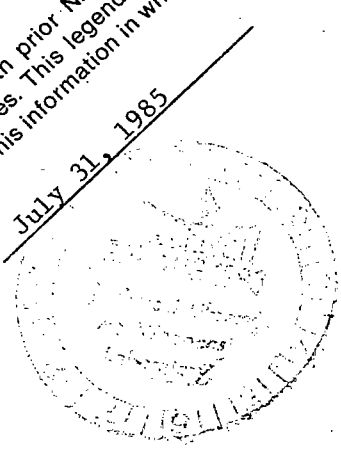

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Low-Speed Tests of a High-Aspect-Ratio, Supercritical-Wing Transport Model Equipped With a High-Lift Flap System in the Langley 4- by 7-Meter and Ames 12-Foot Pressure Tunnels

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SUMMARY

An investigation was conducted in the Ames 12-Foot Pressure Tunnel to determine the effects of Reynolds number on the static longitudinal aerodynamic characteristics of an advanced, high-aspect-ratio, supercritical-wing transport model equipped with a full-span, leading-edge slat and part-span, double-slotted trailing-edge flaps. The model had a wing span of 7.5 ft and was tested through a free-stream Reynolds number range from 1.3 to 6.0 $\times 10^6$ per foot at a Mach number of 0.20. Prior to the Ames tests, an investigation was also conducted in the Langley 4- by 7-Meter Tunnel at a Reynolds number of 1.3 $\times 10^6$ per foot with the model mounted on an Ames strut-support system and on the Langley sting-support system to determine strut-interference corrections. The data obtained from the Langley tests were also used to compare the aerodynamic characteristics of the rather stiff, 7.5-ft-span steel-wing model tested during this investigation and the larger, and rather flexible, 12-ft-span aluminum-wing model tested during a previous investigation. During the tests in both the Langley and Ames tunnels, the model was tested with six basic wing configurations: (1) cruise, (2) climb (slats only extended), (3) 15° take-off flaps, (4) 30° take-off flaps, (5) 45° landing flaps, and (6) 60° landing flaps.

The agreement was excellent between the data obtained from the Langley tunnel tests with the model mounted on the sting-support system and the data obtained from the Ames tunnel tests with the model mounted on the strut-support system with interference corrections applied for all six wing configurations at angles of attack below stall. The comparison of the Langley tunnel data obtained for both the 7.5- and 12-ft-span models showed excellent agreement for the cruise and climb wing configurations and good agreement for the take-off and landing wing configurations through the positive angle-of-attack range below stall. The results of the tests in the Ames tunnel showed that an increase in Reynolds number from 1.3 to 6.0 $\times 10^6$ per foot had a noticeable effect on the untrimmed aerodynamic performance of the cruise wing configurations and a much less significant effect on the trimmed performance of the cruise wing configuration and on both the untrimmed and trimmed performance of the climb, take-off, and landing wing configurations. All six wing configurations experienced a nose-up pitching-moment behavior after stall with the horizontal tails on. An increase in Reynolds number had a negligible effect on the stall behavior of each configuration. In addition, an increase in aspect ratio from 10 to 12 and an increase in free-stream Mach number from 0.15 to 0.30 had negligible effects on performance. A comparison of the data at low Reynolds numbers from the tests in both the Langley and Ames tunnels showed very good agreement except for an unexplained shift in lift at an angle of attack of approximately 13° in the performance data from the Langley tests.

INTRODUCTION

In recent years, the National Aeronautics and Space Administration (NASA) has been actively involved in an aeronautical research project to improve the energy efficiency of modern, wide-body, jet-transport airplanes. The Aircraft Energy Efficiency (ACEE) project was formulated to encourage industry participation and to coordinate the industry and NASA research efforts. One element of the ACEE project is the Energy Efficient Transport (EET) program which is concerned primarily with the development of advanced aerodynamics and active-controls technology for application

to derivative or next-generation transport airplanes. A part of the EET program has been the development, by personnel at the Langley Research Center, of advanced supercritical wings with greater section thickness-chord ratios, higher aspect ratios, higher cruise lift coefficients, and lower sweepback than the conventional wings of current transports. These supercritical wings have been tested extensively in the Langley wind tunnels to determine their high-speed cruise-performance characteristics. (See refs. 1 and 2.) Because of their high cruise lift coefficients and high aspect ratios, these wings could be smaller and more fuel efficient than currently used wings if take-off and landing requirements could be met.

These smaller high-aspect-ratio wings have less wing area available for the high-lift flap system than currently used wings. The reduced flap area further requires the use of flap systems that generate proportionally greater lift than conventional flap systems. One flap system which has currently been under development by several airplane manufacturers to meet this requirement is a large-chord vane and small-chord aft-flap combination in contrast to the small-chord vane and large-chord aft-flap combinations used on conventional wings. Tests of this new flap combination by several manufacturers have shown that maximum two-dimensional lift coefficients approaching those for current triple-slotted flap systems can be achieved.

To determine the aerodynamic performance characteristics of this new flap combination, a representative high-lift, high-aspect-ratio, supercritical-wing transport model was fabricated and tested in the Langley 4- by 7-Meter Tunnel. This model was equipped with a full-span leading-edge slat and with both part- and full-span, double-slotted trailing-edge flaps composed of a large-chord vane and a small-chord aft flap. The model was also equipped with conventionally sized aileron and spoiler control surfaces, interchangeable wing tips to provide an aspect ratio of 10 and 12, flow-through nacelles, landing gear, and movable horizontal tails. The model was tested with wing leading-edge slat and trailing-edge flap deflections representative of cruise, climb, take-off, and landing configurations. The results of these tests are presented in references 3 and 4. This model has a 12-ft wing span when equipped with the aspect-ratio-12 wing tips which resulted in a maximum obtainable Reynolds number, based on the reference mean geometric chord, of 1.63×10^6 at the design flight conditions of a Mach number of 0.2. Also, as part of the EET program, a similarly designed high-lift model equipped with a large-chord vane and small-chord aft flap was tested extensively by the Douglas Aircraft Company, Division of McDonnell Douglas Corporation, and is reported in reference 5. The primary difference between the Douglas and Langley high-lift models is that the Douglas model is equipped with a combination of inboard variable-camber Krueger and outboard-slat leading-edge device and high-speed flaperon, whereas the Langley model is equipped with full-span leading-edge slat and high-speed aileron. The Douglas high-lift model was tested in the Ames 12-Foot Pressure Tunnel through a Reynolds number range, based on reference mean geometric chord, of 1.14 to 5.12×10^6 at a free-stream Mach number of 0.2. The results of these tests showed that for various leading- and trailing-edge flap deflections, the maximum lift capability increased significantly with an increase in Reynolds number.

To determine the effects of Reynolds number on the aerodynamic performance of the Langley high-lift supercritical wing model, a smaller 7.5-ft-span model was fabricated and tested in the Ames 12-Foot Pressure Tunnel at a Reynolds number range, based on reference mean geometric chord, from 0.91 to 4.2×10^6 and at a Mach number of 0.20. Initial tests of this smaller 7.5-ft-span model were conducted in the Langley 4- by 7-Meter Tunnel to compare the aerodynamic characteristics of this rather stiff steel-wing model with those of the larger, rather flexible, 12-ft-span aluminum-wing model. These tests were performed with the model mounted on both a

sting- and strut-support system to determine strut-interference corrections to be applied to the data obtained during the strut-mounted model tests in the Ames tunnel. A secondary objective of the tests in the Langley tunnel was to check the structural integrity of the model at a total pressure corresponding to atmospheric conditions prior to the tests in the Ames tunnel at a total pressure five times greater. During tests in both the Langley and Ames tunnels, the model was instrumented with a six-component strain-gage balance to measure the aerodynamic forces and moments and with chordwise pressure taps at three spanwise wing stations to determine representative wing and flap loads. This report presents and discusses the static longitudinal data obtained during the initial test in the Langley tunnel and the follow-on test in the Ames tunnel. Comparisons between the aerodynamic performance of the 7.5- and 12-ft-span high-lift models are also presented and discussed.

A summary of the test results for this high-lift model and a comparison of these results with the test results for both a conventional model and the advanced Douglas high-lift model were presented at the Fifth Annual Status Review of the NASA Aircraft Energy Efficiency (ACEE) Energy Efficient Transport Program which was published in reference 6. The comparison presented showed that the high-lift capability of the Langley high-lift model was slightly higher than that of the conventional Douglas high-lift model, but it was not as high as that of the advanced Douglas high-lift model. The improved high-lift capability of the advanced Douglas model can be attributed to a larger wing area due to an inboard leading-edge extension, a greater effective flap area due to a deflected high-speed flaperon, and a more detailed experimental optimization of the gaps and overlaps of the high-lift system components.

SYMBOLS AND ABBREVIATIONS

The longitudinal forces and moments presented in this report are referenced to the stability-axis system. The moment data are referred to a moment center located in the model plane of symmetry along the fuselage center line. The longitudinal location of the moment center corresponds to the projection of the quarter chord of the reference mean geometric chord of the trapezoidal wing planform (a planform without trailing-edge extension) and is 12.336 in. longitudinally aft of the wing-root leading edge for the aspect-ratio-12 wing and 11.496 in. longitudinally aft for the aspect-ratio-10 wing. The wing-root leading edge is located at a fuselage body station of 37.627 in. For both wings, the aerodynamic-coefficient data are based on the geometric parameters of the corresponding trapezoidal planform. For the aspect-ratio-10 wing, the data are based on a wing reference area of 4.379 ft^2, a wing span of 6.618 ft, and a reference mean geometric chord of 8.401 in. For the aspect-ratio-12 wing, the data are based on a wing reference area of 4.688 ft^2, a wing span of 7.5 ft, and a reference mean geometric chord of 8.125 in.

A	aspect ratio, b^2/S
b	wing span, ft
C_D	drag coefficient, Drag/qS (CD in computer-generated tables)
C_L	lift coefficient, Lift/qS (CL in computer-generated tables)
C_m	pitching-moment coefficient, Pitching moment/$qS\bar{c}$ (CM in computer-generated tables)

$\partial C_m/\partial C_L$ longitudinal stability parameter (CMCL in computer-generated tables)

c local streamwise wing chord, in.

$\bar{c}$ reference mean geometric chord, in.

i_t incidence of horizontal tail, positive for leading edge up, deg (ISUBT in computer-generated tables)

J_1, J_2, J_3 jet boundary-correction factors

L/D lift-drag ratio (L/D in computer-generated tables)

M_∞ free-stream Mach number (MACH in computer-generated tables)

q free-stream dynamic pressure, lb/ft^2 (Q in computer-generated tables)

$R_{\bar{c}}$ free-stream Reynolds number based on $\bar{c}$ (R in computer-generated tables)

S wing reference area, ft^2

t/c wing thickness-chord ratio

α angle of attack of model reference center line, positive nose up, deg (ALPHA in computer-generated tables)

Δ difference between aerodynamic coefficient with model mounted on both a strut- and sting-support system

δ_a aileron-deflection angle normal to hinge line, positive for trailing edge down, deg

δ_f flap-deflection angle, positive for trailing edge down, deg

δ_s slat-deflection angle, positive for trailing edge down, deg

δ_v vane-deflection angle, positive for trailing edge down, deg

η nondimensional wing-semispan station

Subscripts:

b body

corr corrected

d wake

i inboard

max maximum

o outboard

s strut

trim trim (C_m = 0)

w wing

Abbreviations:

L.E. leading edge

T.E. trailing edge

W.R.P. wing reference plane

MODEL DESCRIPTION

The model tested during this investigation had a 7.5-ft span and was representative of an advanced, long-range, wide-body jet transport with cruise wing and fuselage dimensions scaled from those of the high-aspect-ratio, supercritical NASA SCW-2a model developed at the Langley Research Center and reported in reference 1. The wing on this model was equipped with conventionally sized low- and high-speed ailerons and spoilers, full-span leading-edge slats, and part-span double-slotted trailing-edge flaps. A drawing showing the overall model components is presented in figure 1(a), and a detailed wing-planform layout of the control and flap surfaces is presented in figure 1(b). Photographs of the model mounted in the Langley 4- by 7-Meter Tunnel on the strut-support system of the Ames 12-Foot Pressure Tunnel and on the sting-support system of the Langley 4- by 7-Meter Tunnel are shown in figures 2(a) and 2(b), respectively. Additional photographs of the model mounted on the strut-support system in the Ames 12-Foot Pressure Tunnel are presented in figure 3. The pertinent model geometric characteristics are summarized in table I. The detailed coordinates of the fuselage, wing, and flap system are a 0.625-scale version of the larger 12-ft-span model presented in reference 7.

The model was fabricated with steel wings and a glass-fiber fuselage and empennage at design conditions of a maximum tunnel dynamic pressure of 300 lb/ft^2 and a maximum wing lift coefficient of 3.0. The empennage consisted of movable horizontal tails without elevators and a fixed vertical fin without a rudder. The rotation of the horizontal tails was controlled by an electrically driven, remotely controlled motor and gear system that allowed for incidence angles from -20° to 20°. The model was also equipped with two wing-mounted, flow-through nacelles with scaled external dimensions similar to those of a typical high-bypass-ratio (approximately 6) turbofan engine used on current wide-body jets. The model was also equipped with simulated landing gear and doors attached under the wing and fuselage near the nose.

The basic cruise wing was designed with an aspect-ratio-12 trapezoidal planform which extended from the model center line to the wing tip and had 27° quarter-chord sweep. The wing had an inboard trailing-edge extension that started at the wing-semispan station (η = 0.383) and increased the chord at the root by 40 percent. The wing was fabricated with a removable tip section which could be easily replaced with a shorter tip to produce an aspect-ratio-10 wing planform. The aspect-ratio-12 wing had streamwise supercritical-wing sections with maximum thickness-chord ratios of 0.144 at the side-of-body semispan station (η = 0.096), 0.12 at the trailing-edge break station (η = 0.383), and 0.10 at the wing tip (η = 1.0). The wing was mounted to the fuselage with 5° dihedral and -1° of incidence at the wing root.

The wing was fabricated with removable leading- and trailing-edge segments. The cruise-wing segments could be removed easily and replaced with a leading-edge slat and trailing-edge flaps or aileron segments. The trailing-edge flap and low- and high-speed aileron surface areas were sized and positioned spanwise for the aspect-ratio-10 wing based on a comparative analysis of several existing designs for transport wings having lower aspect ratios of 6 to 8. The aspect-ratio-12 flap system was obtained by simply extending the outboard leading-edge slat and the outboard low-speed aileron segments. Although many wing configurations were possible, the six basic wing configurations which were tested during this investigation consisted of the following: cruise, climb, two representative take-off flaps, and two representative landing flaps. For the cruise wing configuration, the slats and flap components were nested; and for the climb wing configuration, the slats were deflected and the flaps were nested. For the four flapped wing configurations, the slats were deflected and the vane and aft-flap components were deflected equal amounts relative to the component forward of each. The two take-off-flap wing configurations consisted of a 15° and a 30° take-off wing configuration which meant that the relative deflections between the main and vane components and the vane and aft-flap components were the same and equal to 7.5° and 15°, respectively. The two landing-flap wing configurations consisted of a 45° and a 60° landing wing configuration which, likewise, meant relative equal deflections of 22.5° and 30°, respectively. The aspect-ratio-10 wing configurations were used during a majority of the tests because the flap and aileron surface areas were better proportioned than the corresponding areas for the aspect-ratio-12 wing.

Lateral-Control and High-Lift Flap Systems

The trailing-edge flap was a part-span inboard and outboard double-slotted flap that consisted of an advanced-design combination of a large-chord vane and small-chord aft flap as compared with the more conventionally used combination of a small-chord vane and large-chord aft flap. Advanced designs, which are similar to this combination and have recently been under development by several airplane manufacturers, have experimentally achieved maximum two-dimensional lift coefficients approaching those achieved by the more complex triple-slotted flap systems. The structural loads produced by this flap combination are less severe than those of the conventional combinations because a greater percentage of the total vane and aft-flap loads is generated by the more closely coupled large-chord vane component.

A simple-hinged, high-speed aileron segment was positioned outboard of the break station, and a simple-hinged, low-speed aileron segment was positioned outboard of the outboard-flap segment. The left and right high-speed ailerons could be deflected from -30° to 50°, and the left and right low-speed ailerons could be deflected from -30° to 30°. Both left and right inboard-flap segments were equipped with ground spoilers, and both left and right outboard-flap segments were equipped with flight spoilers. The left and right ground and flight spoilers could be deflected to either 45° or 60°, both of which are primarily ground lift-loss and speed-break deflections. The left outboard flight spoiler could also be deflected in 4° increments from 0° to 20°, which are primarily flight roll-control deflections.

The chord of the leading-edge slat was a constant 15.5 percent of the local chord of the trapezoidal planform. The inboard slats between the fuselage and the nacelle could be deflected -30°, -40°, -50°, and -60°. The outboard slats between the nacelle and the wing tip could be deflected -30°, -50°, and -60°, but not -40°.

Slat and Flap Settings

The slat, vane, and flap components were set at deflections representative of either climb, take-off, or landing wing configurations; and the corresponding gaps and overlaps were then optimized for maximum lift by using the theoretical, two-dimensional, multicomponent airfoil-analysis program described in reference 8. Because of current inaccuracies in the analysis program, the optimization could not be performed by including the effects of the confluent boundary layer developed by the leading-edge slat. Therefore, the position of the slat could not be optimized and was, instead, set at a constant gap and overlap of 2 percent for all deflections. A sketch of the deflection, gap, and overlap definition employed during this investigation is presented in figure 4. The deflections and overlaps are defined relative to the longest chord of the particular components. The longest chord is defined as the distance from the midpoint of the trailing-edge base of the component to the forward-most leading-edge coordinate. The overlap is defined as the distance from the lower-surface trailing-edge coordinate of the forward component along its longest chord to a point at which a perpendicular dropped from that chord intersects the forward-most coordinate on the leading edge of the aft component. The gap is defined as the shortest distance from the lower-surface trailing-edge coordinate of the forward component to the upper surface of the aft component.

The component geometries of the flapped-wing sections at the trailing-edge break station (η = 0.383) were used to perform the theoretical, two-dimensional gap and overlap optimizations. The results of the optimizations are summarized in the following table:

Wing configuration	Component	Deflection, deg	Gap per c	Overlap per c
Climb	Slat	-30, -40, -50, -60	0.02	0.02
	Vane	Nested		
	Aft flap	Nested		
15° take-off	Slat	-30, -40, -50, -60	0.02	0.02
	Vane	7.5	.015	.045
	Aft flap	7.5	.01	.01
30° take-off	Slat	-30, -40, -50, -60	0.02	0.02
	Vane	15	.015	.04
	Aft flap	15	.01	.01
45° landing	Slat	-30, -40, -50, -60	0.02	0.02
	Vane	22.5	.02	.03
	Aft flap	22.5	.01	.01
60° landing	Slat	-30, -40, -50, -60	0.02	0.02
	Vane	30	.02	.03
	Aft flap	30	.01	.005

These two-dimensional deflections, gaps, and overlaps were incorporated into the actual three-dimensional wing by using positioning jigs located at the edges of the

leading-edge slat and trailing-edge flap segments. For each wing configuration, the trailing-edge vane- and flap-component deflections, gaps, and overlaps at the trailing-edge break station were set initially, and the deflections of the positioning jigs for the inboard and outboard segments were then individually adjusted in the streamwise direction to maintain the proper gaps and overlaps. The change in deflections for the inboard and outboard segments was necessary because of the geometric twist of the wing. The trailing-edge vane and flap components were also translated slightly in an attempt to keep their pressure taps in the same streamwise plane as that of the main wing taps. The gaps and overlaps of the inboard vane and flap components were set at constant values along the segment span and were based on the local cruise wing chord at the trailing-edge break station. The gaps and overlaps of the outboard vane and flap components were set at constant percentage values based on the local chord.

The trailing-edge vane and flap brackets were attached in planes parallel to the wing symmetry plane. The leading-edge slat was positioned in a similar manner except that the inboard and outboard segments were adjusted in planes perpendicular to the leading edge of the cruise wing. The gap and overlap were set at constant percentage values based on the local chord of the trapezoidal planform. The leading-edge slat brackets were attached in planes perpendicular to the wing leading edge. No attempts were made to account for the chordwise deflection of either slat or flap brackets or for the spanwise deflection of the slat and flap components under aerodynamic loading.

Wing Pressure Taps

The model was instrumented with chordwise wing-surface static-pressure taps at three streamwise stations labeled "A," "B," and "C" as shown in figure 5(a). Station A had 66 pressure taps, station B had 64, and station C had 44 for a total of 174 pressure taps. At each of the three stations, several component combinations were possible as illustrated in figure 5(b). All combinations presented in figure 5(b) were possible at stations A and B; however, only combinations using components A, E, and F were possible at station C. The tabulated coordinates of the pressure-tap locations are 0.625 scale of those presented in reference 7 for the 12-ft-span model. The tabulated and plotted pressure-distribution data are presented in reference 9 from the tests in the Langley 4- by 7-Meter Tunnel and in reference 10 from the tests in the Ames 12-Foot Pressure Tunnel.

TESTS AND CORRECTIONS

Initially, the model was tested in the Langley 4- by 7-Meter Tunnel primarily to determine the interference effects of the Ames strut-support system on the aerodynamic performance of the model. The blockage effects of the fore-and-aft strut-support posts cause an increase in the velocity of the flow on the upper surface of the wing and fuselage which, in general, results in a positive shift in the normal force and moments. The most exact way to determine the magnitude of interference of the strut-support posts is to average the results obtained by testing the model in both the upright and inverted positions with and without a pair of dummy (images) strut-support posts positioned on the opposite side of the model. This procedure will also establish whether a flow-angularity correction exists. The model tested during this investigation, however, could not easily and economically be designed and fabricated with the added provision for testing in the inverted position on a strut-support system and, at the same time, retain the high-strength integrity of the model

strongback. However, provisions could easily be made to test the model on an aft-mounted sting-support system by providing an adapter which allowed the model to be attached to the sting at a position on the lower surface of the fuselage between the wing and horizontal-tail body stations. Although the presence of the adapter would induce some slight interference, it was concluded that this type of sting support would provide data with minimum support-system interference and, therefore, that strut-interference effects could be determined by taking the differences between the data obtained with the model mounted on strut- and sting-support systems.

During the initial phase of the tests in the Langley 4- by 7-Meter Tunnel, the model was mounted on the same strut-support system that was used during the follow-on tests in the Ames 12-Foot Pressure Tunnel. The strut-support system was mounted to the tunnel sting-support carriage just below the floor of the test section, and extensions were added to the upper support posts to position the model on the tunnel center line. During the second phase of testing, the run schedule of the first phase was repeated with the model mounted to the sting-support system. During this phase, the sting-support carriage was located in the aft-bay position so that the cantilevered model would remain in the same relative position in the tunnel that it was in during the first phase of the testing. Tests were conducted in the Langley 4- by 7-Meter Tunnel with the sidewalls and ceiling positioned for a closed-throat test section with a height of 14.5 ft, a width of 21.75 ft, and a length of approximately 50 ft. All the test runs were conducted at a free-stream dynamic pressure of 60.0 lb/ft^2 and at a Mach number of 0.2, which produced a corresponding free-stream Reynolds number of 1.3×10^6 per foot. The model with the cruise wing configuration was tested in both the upright and inverted positions during the sting-mounted test phase to determine the tunnel flow-angularity correction. This correction was found to be equal to 0.15° upflow and was applied to the measured angle of attack prior to applying jet-boundary corrections.

Following the tests in the Langley tunnel, more extensive tests were conducted in the Ames 12-Foot Pressure Tunnel to determine the effects of Reynolds number on the aerodynamic performance of the model. The Ames tunnel is a variable-density low-turbulence tunnel that can operate at subsonic speeds up to a Mach number of 0.98 with continuous flow. The tunnel can be pressurized to approximately 5 atm to provide a maximum free-stream Reynolds number of 9.0×10^6 per foot. The tunnel has a circular test section with partial interior flat-floor, ceiling, and sidewall segments 11.3 ft in width and height and 18 ft in length. During tests of this model, the stagnation pressure was varied from 1 to 5 atm at a free-stream Mach number of 0.2, which produced a corresponding Reynolds number range from 1.3 to 6.0×10^6 per foot and a dynamic pressure range from approximately 60 to 270 lb/ft^2. Several configurations were also tested through a Mach number range from 0.15 to 0.30 at the same Reynolds number condition of 4.0×10^6 per foot.

During tests in both the Langley and Ames tunnels the model was tested through an angle-of-attack range from -6° to 30°. The angle of attack was measured by an electronic inclinometer mounted inside the forward portion of the fuselage. The wing-surface static pressures were measured by differential-pressure transducers and four 48-port scanning valves. Fuselage chamber pressure was also measured by a differential-pressure transducer. The aerodynamic forces and moments were measured by a six-component strain-gage balance mounted inside the fuselage. Previous tests of the larger 12-ft-span model in the Langley 4- by 7-Meter Tunnel showed that the use of boundary-layer transition strips had almost no effect on the aerodynamic performance of the model (ref. 3); therefore, no transition strips were applied to this model during tests in either the Langley or the Ames tunnel.

Wind-tunnel jet-boundary corrections were determined according to references 11 and 12 and were applied to the force and moment data. These corrections were applied as follows:

$$C_{D,corr} = C_D + J_1 C_L^2$$

$$C_{m,corr} = C_m + J_3 C_L \qquad \text{(For tail-on data)}$$

$$\alpha_{corr} = \alpha + J_2 C_L$$

$$q_{corr} = q\left[1 + \left(2 - M_\infty^2\right)K\right]$$

$$M_{\infty,corr} = M_\infty\left[1 + \left(1 - 0.2M_\infty^2\right)K\right]$$

where

$$K = \frac{K_w + K_b + K_s}{\left(1 - M_\infty^2\right)^{3/2}} + \frac{\left(1 + 0.4M_\infty^2\right)}{\left(1 - M_\infty^2\right)} C_D' K_d$$

and

$$C_D' = C_D - \frac{C_L^2 S}{\pi b^2}$$

Wing, body, wake, and strut solid-blockage corrections were also applied to the data and were determined according to reference 13. The solid-blockage correction for the strut was estimated to be 0.25 times the ratio of strut frontal area to tunnel cross-

sectional area. Because of the relatively small ratio of model span to tunnel width, the difference was very small between the jet-boundary corrections and solid-blockage corrections for the wing configurations having aspect ratios of 10 and 12 in the Langley tunnel; therefore, an average correction value was applied to the data. The following table lists the correction values that were applied to the data for tests in both the Langley 4- by 7-Meter Tunnel and Ames 12-Foot Pressure Tunnel:

Correction	Data in Langley tunnel for -	Data in Ames tunnel for -	
	A = 10 and 12	A = 10	A = 12
Jet boundary			
J_1	0.0019	0.0060	0.0065
J_2, deg	.1066	.3426	.3700
J_3	.0024	.0113	.0124
Solid blockage			
K_w	0.00005	0.00024	0.00026
K_b	.00029	.00153	.00161
K_d	.00372	.01010	.01081
K_s	.00169	.00539	.00539

Drag corrections due to model chamber pressure, which was referenced to free-stream static pressure, were also applied to the data and generally ranged in value from 0.004 to 0.006.

PRESENTATION OF RESULTS

Although numerous test variables and wing configurations were possible for this high-lift research model, only combinations representative of the more significant configurations were tested. A summary of the particular test variables and wing configurations tested in both the Langley 4- by 7-Meter Tunnel and Ames 12-Foot Pressure Tunnel is presented in the following table:

Test variable	Figure index for wing configurations of -						Summary figure
	Cruise	Climb	15° take-off	30° take-off	45° landing	60° landing	
Strut-interference tests in Langley tunnel	6(a) to (d)	7(a) to (d)	8(a) to (e)	9(a) to (e)	10(a) to (e)	11(a) to (e)	
Comparison between 7.5- and 12-ft-span model data from tests in Langley tunnel	12(a), (b)	12(c)		12(d)		12(e)	
Reynolds number	13(a), (b)	14(a) to (d)	15(a), (b)	16(a), (b)	17(a) to (h)	18(a) to (e)	19
Horizontal-tail deflection	20(a) to (d)	21(a) to (e)	22(a) to (e)	23(a) to (e)	24(a) to (e)	25(a) to (e)	26
Aspect ratio	27(a)	27(b)	27(c)	27(d)	27(e)	27(f)	
Mach number				28(a)		28(b)	
Inboard and outboard slat deflection		29(a)			29(b), (c)	29(d)	
High-speed ailerons deflected to increase flap span						30	
Landing gear on and off						31	
Comparison of data from tests in Langley and Ames tunnels	32(a), (b)	32(c)	32(d), (e)	32(f), (g)	32(h) to (j)	32(k) to (n)	
Position of downstream high-speed sting centerbody						33	

A more detailed summary of the wing configurations with corresponding run numbers and plotted-data figure numbers for the strut-interference tests in the Langley tunnel is presented in table II. Listed on each data figure in this report are the run numbers corresponding to the data plotted in that figure. The tabulated longitudinal stability-axis data for all the runs presented in this report are given in appendix A for the test in the Langley tunnel and in appendix B for the test in the Ames tunnel. The longitudinal trim stability-axis data obtained by interpolation of the Ames test data for various horizontal-tail deflections are given in appendix C. Unless otherwise stated on the data figure, the nacelles were on and the horizontal tails were off for all wing configurations tested. In addition, unless otherwise stated, the landing gear was off for the cruise, climb, and take-off wing configurations and was on for the landing wing configurations.

DISCUSSION OF RESULTS

The discussion of the test results is divided into two main sections: (1) the strut-interference tests in the Langley 4- by 7-Meter Tunnel, and (2) the Reynolds number tests in the Ames 12-Foot Pressure Tunnel.

Strut-Interference Tests

The results of the strut-interference tests conducted in the Langley 4- by 7-Meter Tunnel for the cruise, climb, 15° take-off, 30° take-off, 45° landing, and 60° landing wing configurations are presented in figures 6, 7, 8, 9, 10, and 11, respectively. The lift, drag, and pitching-moment strut-interference corrections were determined by testing each wing configuration with the model mounted on both the Ames strut-support system and the Langley sting-support system and then by subtracting the base-line sting data from the strut data at the same angle of attack to obtain the correction values. As listed in table II, each wing configuration, except for the climb configuration, was tested with both aspect-ratio-10 and aspect-ratio-12 wing tips and with the horizontal tails both on and off. The climb and flapped wing configurations were tested with the outboard slats deflected a constant -50° and the inboard slats deflected -30°, -40°, and -50°. Previous test results of the larger 12-ft-span model with all slats deflected a constant -50° indicated that reduced inboard-slat deflections were needed to increase the inboard loading on the wing and, thereby, increase the maximum lift capability and stall angle of the flapped wing configurations. Therefore, the 7.5-ft-span model was fabricated with the additional slat brackets needed to study the effects of reduced inboard-slat deflection on aerodynamic performance.

For each wing configuration tested, the lift, drag, and pitching-moment strut-interference values for all combinations of slat deflection, for horizontal tail on and off, and for aspect ratios of 10 and 12 were each plotted against angle of attack on the same figure and were then faired to obtain averaged strut-interference correction values. The correction values obtained as a result of this procedure are given in table III for each of the six wing configurations tested. The data presented in figures 6 to 11 show the difference between the sting-mounted data and the strut-mounted data corrected for interference effects. As expected, the agreement between these two sets of data is generally excellent at angles of attack below stall for all wing configurations tested. The agreement near and beyond the stall angle of attack is not generally as good and is believed to be due primarily to the fact that at the higher angles of attack, the wing experienced unsteady flow separation which induced large model oscillations when mounted on the rather flexible, highly cantilevered

sting support. The strut-interference correction values, in general, decrease as the angle of attack increases and approach zero near the stall angle. This trend can probably be attributed to the fact that as the angle of attack increases, the wing rotates away from the strut-support posts and, also, a proportionately smaller percentage of the total wing load is developed over the inboard portion of the wing. The correction values were rather insensitive to slat deflection for each trailing-edge flap deflection tested, which was probably due to the fact that the strut-support posts were located well aft along the fuselage between the trailing edge of the wing and the horizontal tails.

Following the strut-interference tests, additional inboard and outboard slat brackets were fabricated to provide the capability to determine the optimum spanwise leading-edge slat deflections for maximum performance of the climb and the four flapped wing configurations during the follow-on tests in the Ames tunnel. These additional brackets included a higher (-60°) deflection for the inboard slats and a lower (-30°) and higher (-60°) deflection for the outboard slats. Although these additional deflections were not tested during the strut-interference tests, the strut-interference correction values obtained can still be applied to wing configurations with these additional slat deflections because of the demonstrated negligible effect of slat deflection on the averaged correction values.

Comparison of 7.5- and 12-Ft-Span Model Data

A comparison is presented in figure 12 of the longitudinal aerodynamic characteristics of the 7.5-ft-span model tested during the present strut-interference investigation with those of the larger 12-ft-span model tested during a previous investigation in the Langley 4- by 7-Meter Tunnel. (See ref. 4.) Comparisons are presented for the aspect-ratio-10 cruise, climb, 30° take-off, and 60° landing wing configurations. The inboard and outboard slats were deflected -50° for the climb and flapped wing configurations, and the horizontal tails were off for all wing configurations. The 7.5-ft-span model was tested at a free-stream-tunnel dynamic pressure of 60 lb/ft^2 with a corresponding Reynolds number, based on mean geometric chord, of 0.91×10^6; likewise, the 12-ft-span model was tested at 20 lb/ft^2 with a corresponding Reynolds number of 0.97×10^6.

The data show excellent agreement for the cruise and climb wing configurations and good agreement for the take-off and landing wing configurations at positive angles of attack below stall. The take-off and landing data show a small loss of lift coefficient for the 7.5-ft-span model over the linear portion of the comparison curves between 0° and approximately 13°. This loss of lift could possibly be attributed to slight differences in the positions and deflections of the trailing-edge-vane and aft-flap components. The data also show that the 7.5-ft-span model stalled at a much lower angle of attack than the 12-ft-span model. This premature stall condition is characterized by a noticeable break in the lift coefficient followed by an increase in nose-down pitching-moment coefficient. This type of stall indicates a separation of the flow on the inboard portion of the wing with a corresponding sudden shift in the wing loading outboard which, coupled with the wing sweep, caused a shift in the center of loading in the aft direction. When this stall behavior was initially observed, several repeat and hysteresis-type runs were made which verified a consistent stall behavior. It was believed, initially, that the strut-support posts had sufficient effect on the inboard flow over the wing to cause the apparent loss of lift; however, subsequent data from the sting-mounted phase of the test showed the continued existence of the same stall behavior which is substantiated by the comparisons presented in figures 6 to 11. It was not possible from the tests conducted to

determine the exact location of the inboard-flow separation because no flow-visualization studies were performed. However, the two most likely separation locations are between the nacelle pylon and the tips of the slats and between the tip of the inboard slat and the fuselage.

The comparison data for the 7.5- and 12-ft-span models show large discrepancies at negative and deep-stall angles of attack for both the take-off and landing wing configurations. At these angles of attack, the flow on the wing and flap components is generally highly separated which, in turn, induces large oscillations of the model. The differences in the oscillations for the two models can possibly be attributed to structural differences in the two wings and to the model support systems. The wings on the 7.5-ft-span model were made of high-strength steel and were, therefore, more rigid than the aluminum wings on the 12-ft-span model. The 7.5-ft-span model was tested on the rather rigid strut-support system as compared with the very flexible, highly cantilevered sting-support system for the 12-ft-span model.

Effect of Reynolds Number on Untrimmed Performance

Shown in figures 13 to 18 are the effects of an increase in Reynolds number from 1.3 to 6.0 $\times 10^6$ per foot on the untrimmed longitudinal aerodynamic performance of the six basic wing configurations tested in the Ames 12-Foot Pressure Tunnel. A summary is presented in figure 19 of the data for the aspect-ratio-10 cruise, climb, take-off, and landing wing configurations with all the slats deflected -50°.

Cruise wing.- Other than slight differences in C_L at a given angle of attack, the data presented in figure 13 for the cruise wing configurations show that the increase in Reynolds number had very little effect on aerodynamic performance at angles of attack below stall. However, these data show the expected result of an increase in maximum C_L and stall angle with an increase in Reynolds number. The maximum C_L increased approximately 0.4 for the aspect-ratio-12 cruise wing configuration and approximately 0.5 for the aspect-ratio-10 cruise wing configuration with corresponding increases in stall angle of approximately 4° and 5°, respectively. The tabulated data show that at the highest Reynolds number tested, the aspect-ratio-12 cruise wing with nacelles removed had a maximum L/D of 19.2 at $C_L = 0.64$ and the aspect-ratio-10 cruise wing had a maximum L/D of 16.6 at $C_L = 0.65$. The ratio of the maximum L/D values for the two cruise wing configurations is 1.16, which compares favorably with the expected value of 1.20 that was obtained based on the assumptions that both wing configurations have approximately the same C_D at zero C_L (that is, $C_{D,0}$) and the same wing efficiency factor e. (If $C_D = C_{D,0} + C_L^2/\pi eA$, then L/D is proportional to A.) Also, from an analysis of the data of C_D plotted against C_L^2, the average value of the wing efficiency factor at these low Mach numbers is 0.70 for both the aspect-ratio-10 and aspect-ratio-12 cruise wing configurations. Both cruise wing configurations demonstrated a rapid positive shift in C_m immediately after stall, which indicated a sudden loss of lift outboard which is a characteristic behavior of tip stall.

Climb wing.- Presented in figure 14 are the data obtained for the aspect-ratio-12 climb wing configuration with all slats deflected -50° and for the aspect-ratio-10 climb wing configuration with all slats deflected -30°, -50°, and -60°. These data show that at a given angle of attack at and below the stall angle, the increase in Reynolds number had negligible effect on C_m and C_D but caused a definite increase in C_L. The C_L increased by approximately 0.1 for the configuration with slats deflected -30° and -50° and by approximately 0.2 for the configuration with slats deflected -60°. This positive shift in C_L with increased Reynolds

number was not expected for the climb wing configuration because no corresponding shift occurred for the cruise wing configurations. As expected, the deployment of leading-edge devices on a cruise wing resulted in a reduction in C_L at a given angle of attack and a considerable increase in the stall angle as illustrated in figure 19.

For each climb wing configuration, an increase in Reynolds number had negligible effect on the stall angle of attack. The negative shift in C_m immediately after stall indicates a loss of lift over the inboard part of the wing. A further increase in the angle of attack produced a gradual positive shift in C_m which indicates a loss of lift over the outboard part of the wing. The tabulated data show that at the highest Reynolds number tested, the aspect-ratio-12 climb wing configuration had a maximum value of L/D of 12.7 at $C_L = 1.08$, and the aspect-ratio-10 climb wing had maximum values of L/D of 13.7, 11.9, and 11.2 at $C_L = 0.75$, 0.69, and 0.69 for slat deflections of -30°, -50°, and -60°, respectively. Also, from an analysis of the data of C_D plotted against C_L^2, the average wing efficiency factor was 0.67, which is slightly lower than the value for the cruise wing configurations.

Take-off wings.- The effect of Reynolds number on the untrimmed performance of both the aspect-ratio-12 and aspect-ratio-10, 15° and 30° take-off wing configurations with slats deflected -50° is presented in figures 15 and 16, respectively. These data show the expected result that an increase in Reynolds number had only a minor effect on the aerodynamic performance for an angle-of-attack range from 2° to approximately 16° where the near-linear behavior of the C_L curves indicates attached flow on all wing surfaces. At angles of attack below 2°, the increase in Reynolds number generally caused an increase in C_L, a decrease in C_D, and an increase in nose-down C_m, which indicates a reduction in outboard-flow separation. Each take-off wing configuration generally stalled at an angle of attack between 16° and 18° and, unexpectedly, like the climb wing configurations, was not greatly affected by the increase in Reynolds number. The increase in maximum C_L at stall was generally less than 0.1 with the increase in Reynolds number.

The C_m behavior for the take-off wing configurations was very similar to that for the climb wing configurations. The C_m had a gradual negative shift immediately after stall which was followed by a gradual positive shift at higher angles of attack. This behavior indicates an initial inboard-flow separation followed by an additional outboard-flow separation at the higher angles of attack. At the highest Reynolds number, the maximum L/D for the aspect-ratio-12, 15° take-off wing configuration was 12.7 at $C_L = 1.11$; and for the corresponding 30° take-off wing configuration, it was 11.2 at $C_L = 1.45$. Likewise, the maximum L/D for the aspect-ratio-10, 15° take-off wing configuration was 12.2 at $C_L = 1.14$; and for the corresponding 30° take-off wing configuration, it was 10.9 at $C_L = 1.08$. An analysis of the data showing C_D plotted against C_L^2 shows that the take-off wing configurations have an averaged wing efficiency factor of 0.92, which represents a 0.22 increase in the value obtained for the cruise wing configurations. In general, a trailing-edge high-lift system will improve the flow quality at higher values of C_L in that flow separation is reduced and additional leading-edge suction is recovered so that the wing efficiency is higher for the high-lift case than for the clean-wing or slats-deflected case.

Landing wings.- The effect of Reynolds number on the untrimmed performance of both aspect-ratio-12 and aspect-ratio-10, 45° and 60° landing wing configurations with slats deflected -50° are presented in figures 17 and 18, respectively. Data are also presented for the aspect-ratio-10, 45° and 60° landing wing configurations with various combinations of inboard- and outboard-slat deflections and for the aspect-

ratio-10, 60° landing wing configuration with the landing gear removed and with the inboard high-speed ailerons deflected down to increase the flap effectiveness.

These data, like that for the take-off wing configurations, show the expected result that an increase in Reynolds number had only minor effects on the aerodynamic performance for an angle-of-attack range from 2° to approximately 16°. The largest positive shift in C_L at a given angle of attack was approximately 0.1 and occurred for the landing wing configurations with inboard slats deflected either -30° or -40° and with the outboard slats deflected -60° as shown in figures 17(f) and 17(g). At angles of attack below 2°, the trends observed for the landing wing configurations are very similar to those observed for the take-off wing configurations.

Also, like the take-off wing configurations, an increase in Reynolds number had little effect on the stall angle of attack or on the maximum value of C_L. At angles of attack above stall, the observed trends were also very similar to those observed for the take-off wing configurations, with the notable exception that the landing configurations with reduced inboard-slat deflection and with a fixed outboard-slat deflection had a reduced shift in the nose-down C_m immediately after stall. In fact, the shift was almost eliminated with the inboard slats deflected -30°, which indicates a reduction in the loss of lift inboard.

During the development of a high-lift system for a given transport airplane, it is generally desirable to tailor the shape and deflection of inboard and outboard leading-edge devices so that the flow will separate outboard initially. This will reduce the nose-down C_m and thereby reduce the horizontal tail loads required to trim the aircraft at the maximum C_L conditions. Eliminating inboard-flow separation also insures that the horizontal-tail effectiveness can be maintained. Care must also be taken to insure that the outboard-flow separation is not extensive enough to affect adversely the roll-control effectiveness of the outboard low-speed ailerons.

At the highest Reynolds number, the maximum L/D for the aspect-ratio-12, 45° landing wing configuration with slats deflected -50° was 9.2 at $C_L = 1.79$; and for the corresponding 60° landing wing configuration, it was 8.5 at $C_L = 1.96$. Likewise, the maximum L/D for the aspect-ratio-10, 45° landing wing configuration was 8.4 at $C_L = 1.60$; and for the corresponding 60° landing wing configuration, it was 8.1 at $C_L = 1.64$. An analysis of the data showing C_D plotted against C_L^2 reveals that the landing wing configurations have an averaged wing efficiency factor of 0.91, which is slightly lower than that for the take-off wing configurations.

Summary of untrimmed performance.- A summary of the untrimmed longitudinal aerodynamic characteristics of the aspect-ratio-10 cruise, climb, take-off, and landing wing configurations is presented in figure 19 for Reynolds numbers of 0.91, 1.4, 2.8, and 4.2×10^6. The slats were deflected -50° for the climb, take-off, and landing wing configurations. These data show that the slopes of the linear portion of the curves of C_L plotted against angle of attack are approximately equal for the cruise and climb wing configurations and are slightly less than the almost identical slopes for the take-off and landing wing configurations. Potential-flow theory indicates that the slope of the curve of C_L plotted against angle of attack is primarily a function of the planform characteristics and that C_L at zero angle of attack is a function of wing twist and camber. For this configuration, a constant deflection of the leading-edge slats results in a constant negative camber change in the leading edge of the cruise wing with little change in the planform, which explains the negative shift in C_L without a change in slope of the C_L curves for the cruise and climb wing configurations. Deflecting the part-span trailing-edge flaps results in

an additional increase in planform area and trailing-edge camber, which explains the positive shift in C_L and the increase in the slope of the C_L curves for the take-off and landing wing configurations. An increase in the trailing-edge flap deflection from 15° to 30° and from 30° to 45° generally produced positive C_L increments of 0.38 and 0.35 at angles of attack from 2° to stall. The additional increase in flap deflection to 60° produced a much smaller C_L increment of approximately 0.2 at the lower angles of attack and a negligible increment at the higher angles of attack near stall. At the highest Reynolds number tested, the values of C_L at the stall angles were 1.70, 1.72, 2.17, 2.42, 2.72, and 2.74 for the cruise, climb, 15° take-off, 30° take-off, 45° landing, and 60° landing wing configurations, respectively.

Effect of Reynolds Number on Trimmed Performance

The effects of horizontal-tail deflection on the longitudinal aerodynamic characteristics of the six basic, aspect-ratio-10 wing configurations are presented in figures 20 and 25. The slats were deflected -50° for the climb, take-off, and landing wing configurations. The longitudinal trim characteristics ($C_m = 0$), determined by interpolating the experimental-data curves to obtain data at incremental tail incidences, are also presented for each wing configuration. These trim data are also presented in tabulated form in appendix C. A summary of the trim performance for all aspect-ratio-10 wing configurations are presented in figure 26 for Reynolds numbers of 0.91, 1.4, 2.8, and 4.2×10^6. Trim-performance data are presented for a range of C_L from 0 to the maximum value obtained which occurred at the first neutral-stability point (the angle of attack where $\partial C_m/\partial C_L \approx 0$).

Cruise and climb wings.- The tail-on performance data for the aspect-ratio-10, cruise and climb wing configurations are presented in figures 20 and 21, respectively. The first neutral-stability point generally occurred at approximately 10° for the cruise wing configuration and at approximately 15° for the climb wing configuration. The neutral-stability point was not greatly affected by an increase in Reynolds number. As the angle of attack increased beyond the first neutral-stability point, the cruise wing configuration experienced a positive shift (nose up) in C_m; this was followed by another neutral-stability point and then by a negative shift (nose down) in C_m. The climb wing configuration, unlike the cruise wing, experienced an increased nose-down C_m at angles of attack after passing the neutral-stability point. This difference in behavior can be attributed to the fact that the deflection of the slat increased the leading-edge camber of the wing and, thereby, reduced the amount of flow separation near the wing tips. An increase in Reynolds number had very little effect on the stability characteristics of the climb wing configuration; however, for the cruise wing configuration, the pitch-up was reduced and the angle-of-attack range between the neutral-stability points was increased. For both the cruise and climb wing configurations, the increase in Reynolds number resulted in an increase in the maximum value of L/D of approximately 1.0. For the cruise wing configuration, the maximum trimmed C_L was 1.18 at an angle of attack of 10° and the maximum trimmed L/D was 16.6 at $C_L = 0.75$. Likewise, for the climb wing configuration, the maximum trimmed C_L was 1.61 at an angle of attack of 16° and the maximum trimmed L/D was 11.4 at $C_L = 1.11$.

Take-off wings.- The tail-on performance data for the aspect-ratio-10, 15° and 30° take-off wing configurations are presented in figures 22 and 23, respectively. Unlike the cruise and climb wing configurations, the angle of attack for neutral stability varied with tail incidence for the take-off wing configurations. The angle of attack for neutral stability increased with increased down loads (negative incidence) on the horizontal tails. The pitch-up behavior was similar to

that for the climb wing configuration in that it was very gradual after neutral stability, which was followed by an increase in nose-down C_m at the higher angles of attack. For both take-off wing configurations, an increase in Reynolds number had very little effect on the characteristics of C_L (as a function of) angle of attack. Like the cruise and climb wing configurations, the increase in Reynolds number resulted in an increase in the maximum L/D of approximately 1.0. Also, for the climb and take-off wing configurations, very little reduction in C_D occurred between Reynolds numbers of 0.91 and 1.4×10^6 and between 2.8 and 4.2×10^6. The largest reduction in C_D occurred between Reynolds numbers of 1.4 and 2.8×10^6. Similar Reynolds number effects were not observed with the horizontal tails removed, which indicates that the trends observed with the horizontal tails on may be due to the effect of Reynolds number on the performance of the tails themselves rather than due to the effect of the wings. For the 15° take-off wing configuration, the maximum trimmed C_L was 1.92 at an angle of attack of 14.6° and the maximum trimmed L/D was 11.9 at $C_L = 1.20$. For the 30° take-off wing configuration, the maximum trimmed C_L was 2.47 at an angle of attack of 17.1° and the maximum trimmed L/D was 10.1 at $C_L = 1.26$.

Landing wings.- The tail-on performance data for the aspect-ratio-10, 45° and 60° landing wing configurations are presented in figures 24 and 25, respectively. Like the take-off wing configurations, the angle of attack for neutral stability increased with increased down loads on the horizontal tails. The pitch-up behavior after passing the neutral-stability point was also very gradual and was followed by a gradual increase in nose-down C_m at the higher angles of attack. Unlike the take-off wing configurations, however, an increase in Reynolds number had very little effect on the L/D performance of the landing wing configurations. As previously discussed, an increase in Reynolds number had negligible effect on the performance of both the take-off and landing wing configurations with the horizontal tails removed; therefore, similar performance trends were expected with the tails on. The interaction between the wing wake and horizontal tails is very complex, especially with leading- and trailing-edge flaps deflected. Without detailed flow-field survey data in the vicinity of the horizontal tails, the difference in the Reynolds number effects on trimmed performance of the take-off and landing wing configurations cannot be fully explained. For the 45° landing wing configuration, the maximum trimmed C_L was 2.24 at an angle of attack of 12.3° and the maximum trimmed L/D was 8.1 at $C_L = 1.66$. For the 60° landing wing configuration, the maximum trimmed C_L was 2.58 at an angle of attack of 15.5° and the maximum trimmed L/D was 7.4 at $C_L = 1.98$.

Summary of trimmed performance.- A summary of the trimmed-performance characteristics of the six basic, aspect-ratio-10 wing configurations is presented in figure 26. These data show the expected result that with an increase in flap deflection, the angle of attack decreased, C_D increased, and L/D decreased at a given trimmed C_L. In general, the maximum trimmed C_L for the 30° take-off wing configuration was slightly greater than that for the 45° landing wing configuration and less than that for the 60° landing wing configuration. The maximum trimmed L/D for the 15° take-off wing configuration was generally slightly greater than that for the climb wing configuration. As expected, the maximum trimmed L/D decreased with increased flap deflection because of the increase in nose-down C_m.

Aspect Ratio

The effects of an increase in aspect ratio on the longitudinal aerodynamic characteristics of the six basic wing configurations at a Reynolds number of 6.0×10^6

per foot are presented in figure 27. The leading-edge slats were deflected -50° for the climb, take-off, and landing wing configurations. These data show that an increase in aspect ratio from 10 to 12 had negligible effects on the performance of the cruise and climb wing configurations. The only noticeable difference was a slight reduction of approximately 2° in the stall angle for the aspect-ratio-12 cruise wing configuration. For the take-off and landing wing configurations, the increase in aspect ratio resulted in a slight reduction in C_L, C_D, and nose-down C_m at a given angle of attack. In general, the aspect-ratio-10 and aspect-ratio-12, take-off and landing wing configurations stalled at the same approximate angle of attack with corresponding slight reductions in the maximum C_L with increased aspect ratio. The reduction in C_D was expected because of a reduction in induced drag with the increase in aspect ratio.

The incremental change in C_m for the aspect-ratio-10 and aspect-ratio-12, take-off and landing wing configurations was fairly constant through the angle-of-attack range and varied from 0.05 for the 15° take-off wing configuration to 0.10 for the 60° landing wing configuration. The reduction in nose-down C_m with the increase in aspect ratio can be attributed in part to the corresponding reduction in C_L and in part to the aft movement of the model moment center. The lower nose-down C_m of the aspect-ratio-12 configuration means that slightly lower negative horizontal-tail loads will be required to trim the aspect-ratio-12 take-off and landing wing configurations; however, when coupled with the reduction in wing C_L, probably very little improvement in trimmed-performance characteristics would result. It should also be remembered that the aspect-ratio-12 wing configurations were obtained by simply extending the tips of the aspect-ratio-10 configurations, which resulted in a reduction in the flap-to-wing span ratio for the flapped wing configuration and a corresponding reduction in C_L.

A more properly sized flap system for the aspect-ratio-12 wing configurations could be obtained by increasing the span of the outboard-flap segment. Although this would produce additional wing C_L, the nose-down C_m would also increase because of the additional span loading aft of the wing moment center which, in turn, would mean higher horizontal-tail down loads to trim and, again, possibly little improvement in trimmed performance.

Mach Number

The effects of an increase in free-stream Mach number on the longitudinal aerodynamic characteristics of the aspect-ratio-10, 30° take-off and 60° landing wing configurations are presented in figure 28. The leading-edge slats were deflected -50°, and the Reynolds number was a constant 2.8×10^6. The increase in Mach number from 0.20 to 0.30 had a negligible effect on the aerodynamic characteristics of the 30° take-off wing configuration. The only noticeable changes were a reduction in stall angle of approximately 1° with the increase in Mach number from 0.20 to 0.25 and a large increase in C_D near the stall angle with the increase in Mach number from 0.25 to 0.30. For the 60° landing wing configuration, the increase in Mach number from 0.15 to 0.30 resulted in an increase in C_L of approximately 0.1 at a given angle of attack. The stall angles at Mach numbers of 0.15, 0.20, and 0.25 were the same and were approximately 2° greater than the stall angle at a Mach number of 0.30. The increase in Mach number had very little effect on C_D and C_m at angles of attack below stall.

Slat Deflection

The effects of the variation of inboard- and outboard-slat deflections on the longitudinal aerodynamic characteristics of the aspect-ratio-10 climb, 45° landing, and 60° landing wing configurations at a Reynolds number of 4.2×10^6 are presented in figure 29. The data presented in figure 29(a) show the effect of varying both inboard- and outboard-slat deflections -30°, -50°, and -60° on the performance of the climb wing configuration. These data show that increasing the slat deflection had a negligible effect on C_D and C_m at a given angle of attack. The angle of attack for zero C_L was relatively unchanged; however, the slope of curves of C_L plotted against angle of attack decreased and the stall angle increased slightly. The data presented in figures 29(b) and 29(c) show the effect of varying the inboard-slat deflection with a constant outboard-slat deflection on the performance of the 45° landing wing configuration. Similar data are presented for the 60° landing wing configuration in figure 29(d). These data show that increasing the inboard-slat deflection from -30° to -50° with the outboard slats deflected -50° had negligible effects on C_L, C_D, and C_m at a given angle of attack below stall. The stall angle, however, increased approximately 2° per -10° increase of the inboard-slat deflection. In contrast, increasing the inboard-slat deflection from -30° to -60° with the outboard slats deflected -60° had a negligible effect on C_D and C_m and caused a slight decrease in C_L at a given angle of attack. The total increase in the stall angle was approximately 1°.

High-Speed Ailerons

The effects of deflecting the high-speed ailerons to increase the effective flap span on the longitudinal aerodynamic characteristics of the aspect-ratio-10, 60° landing wing configuration are presented in figure 30. The Reynolds number was 4.2×10^6 and the leading-edge slats were deflected -50°. The high-speed ailerons were deflected 20° so that the lower surface of the aileron would match the lower-surface contours of the adjacent flap segments. Each aileron was rotated about a fixed hinge line without Fowler motion and, therefore, did not completely fill the connecting region between the inboard- and outboard-flap segments. The data presented show that the deflection of the high-speed ailerons had relatively no effect on the performance of the 60° landing wing configuration. The only noticeable change was an approximate 1° increase in stall angle with a corresponding very small increase in maximum C_L.

Landing Gear

The effects of the landing gear on the longitudinal aerodynamic characteristics of the aspect-ratio-10, 60° landing wing configuration are presented in figure 31. The Reynolds number was 4.2×10^6 and the leading-edge slats were deflected -50°. These data show the expected result that adding the landing gear decreased C_L and slightly increased C_D and C_m at a given angle of attack. The lift losses were expected because of the interaction of low-energy wakes generated by the gear with the high-energy flow through the vane and aft-flap slots. In general, this interaction reduces the energy of the flow through the slots and thereby reduces the lift increment generated by the inboard-flap segment.

Comparison Between Langley and Ames Tunnel Data

A comparison is presented in figure 32 of the longitudinal aerodynamic characteristics of the aspect-ratio-10 and aspect-ratio-12 cruise, climb, take-off, and landing wing configurations obtained from tests in the Langley 4- by 7-Meter and Ames 12-Foot Pressure Tunnels. The free-stream Reynolds number was 1.3×10^6 per foot and the horizontal tails were off for all wing configurations. These data show excellent agreement between the results obtained from tests in two different-sized tunnels. The ratio of the cross-sectional areas of the Langley and Ames tunnels is approximately 2.9, which means that the interference due to the tunnel walls is considerably less for the Langley tunnel. The tests in both facilities were conducted with the model mounted on the same strut-support system with the primary exception that extensions were added to the fore and aft support posts during the tests in the Langley facility to position the model on the tunnel center line. It was, therefore, expected that by applying the proper jet-boundary and blockage corrections, the data from the two different facilities would be in good agreement.

The only disagreement occurred for the flapped wing configurations tested in the Langley tunnel and consisted of a noticeable break in the aerodynamic characteristics at an angle of attack of approximately 13°. As previously stated during the discussion of the comparison between the 7.5- and 12-ft-span-model data, this premature break indicates a separation of the flow on the inboard portion of the wing. Also, as previously stated, it was believed, initially, that the strut-support posts had sufficient effect on the inboard flow over the wing to cause the break in performance; however, subsequent data from the sting-mounted phase of the Langley tunnel tests showed the continued existence of this behavior. Based on the data taken, it is not possible, therefore, to state definitely what caused the break in performance other than possible balance fouling due to the routing of the cables to the angle-of-attack and pressure-scanning devices mounted in the forward part of the fuselage.

Downstream High-Speed Sting Support

During the tests in the Ames facility, some concern was expressed about the influence of the high-speed sting-support system located approximately 12 ft downstream of the model position. It was believed that possibly both the large physical size and the vertical position in the tunnel could adversely affect the performance of the model. Therefore, during the test of the aspect-ratio-10, 60° landing wing configuration, the high-speed sting-support position was varied from the lower to upper vertical limits. The results of this test are presented in figure 33 and show that the position of the sting support had relatively no effect on the performance of the model. The only noticeable effect was a slight reduction in the maximum C_L with the sting positioned near either the floor or ceiling.

SUMMARY OF RESULTS

An investigation was conducted in the Ames 12-Foot Pressure Tunnel to determine the effects of Reynolds number on the static longitudinal aerodynamic characteristics of an advanced high-aspect-ratio, supercritical-wing transport model equipped with a full-span leading-edge slat and part-span, double-slotted trailing-edge flaps. The model had a wing span of 7.5 ft and was tested through a free-stream Reynolds number range from 1.3 to 6.0×10^6 per foot at a Mach number of 0.20. Prior to the Ames tests, an investigation was also conducted in the Langley 4- by 7-Meter Tunnel at a Reynolds number of 1.3×10^6 per foot with the model mounted on the Ames strut-

support system and on the Langley sting-support system to determine strut-interference corrections. The data obtained from the Langley tests were also used to determine the aerodynamic similarity between the rather stiff, 7.5-ft-span steel-wing model and the previously tested larger, and rather flexible, 12-ft-span aluminum-wing model. During the tests in both the Langley and Ames tunnels, the model was tested with six basic wing configurations: (1) cruise, (2) climb (slats only extended), (3) 15° take-off flaps, (4) 30° take-off flaps, (5) 45° landing flaps, and (6) 60° landing flaps. The results of these investigations are summarized as follows:

1. The agreement was excellent between the data obtained from the Langley tunnel tests with the model mounted on the sting-support system and the data obtained from the Ames tunnel tests with the model mounted on the strut-support system with interference corrections applied at angles of attack below stall for all six wing configurations.

2. A comparison of the Langley tunnel data obtained for the 7.5- and 12-ft-span models showed excellent agreement for the cruise and climb wing configurations and good agreement for the take-off and landing wing configurations at positive angles of attack below stall.

3. For the cruise wing configuration, an increase in Reynolds number from 1.3 to 6.0 $\times 10^6$ per foot resulted in an increase in the untrimmed maximum lift coefficient C_L of 0.5 for the aspect-ratio-10 configuration with a corresponding increase in stall angle of approximately 5°. In general, the increase in Reynolds number had only a minor effect on the maximum untrimmed C_L and stall angles for the climb, take-off, and landing wing configurations.

4. At a Reynolds number of 6.0 $\times 10^6$ per foot, an increase in the trailing-edge flap deflection from 15° to 30° and from 30° to 45° generally produced positive untrimmed C_L increments from 0.38 to 0.35 at angles of attack from 2° to stall. The additional increase in flap deflection from 45° to 60° produced a smaller increment of 0.2 at the lower angles of attack and a negligible increment at higher angles of attack near stall.

5. The cruise wing configuration had a noticeable nose-up pitching-moment behavior after stall with the horizontal tails on. The climb wing configuration had a very mild nose-up pitching-moment behavior after stall which was followed by an increased nose-down pitching moment at higher angles of attack. The flapped wing configurations experienced increased nose-up pitching moment with increased flap deflection after stall which was followed by an additional neutral-stability (deep-stall) point at higher angles of attack. An increase in Reynolds number had a negligible effect on the pitching-moment behavior of each configuration.

6. In general, the increase in Reynolds number from 1.3 to 6.0 $\times 10^6$ per foot had only a minor effect on the trimmed aerodynamic characteristics of the six basic wing configurations. For each wing configuration, the maximum lift-drag ratio L/D generally increased by approximately 1.0, C_L at a given angle of attack increased by less than 0.2, and the increase in maximum C_L was also generally less than 0.2.

7. At a given Reynolds number, the angles of attack for neutral stability remained approximately the same with an increase in down loads (negative incidence) on the horizontal tail for the cruise and climb wing configurations and increased for the four flapped wing configurations.

8. An increase in aspect ratio from 10 to 12 had a negligible effect on the performance of the cruise and climb wing configurations and resulted in a slight reduction in lift coefficient, drag coefficient, and nose-down pitching-moment coefficient at a given angle of attack for the take-off and landing wing configurations.

9. An increase in Mach number from 0.15 to 0.30 had a negligible effect on the aerodynamic performance of the 30° take-off and 60° landing wing configurations.

10. An increase in the inboard-slat deflection of the 45° landing wing configuration from -30° to -50° resulted in an increase in the stall angle of attack of approximately 2° per -10° increase in inboard-slat deflection with the outboard slats deflected -50°. However, with the outboard slats deflected -60°, the total increase in the stall angle was approximately 1° for an increase in inboard-slat deflection from -30° to -60°.

11. Deflecting the high-speed ailerons to increase the effective flap span had relatively no effect on the performance of the 60° landing wing configuration.

12. A comparison of the low Reynolds number data from the Ames tunnel tests with the data from the Langley tunnel tests showed very good agreement except for a noticeable break in the aerodynamic characteristics at an angle of attack of approximately 13°, which indicated premature separation of the flow on the inboard portion of the wing during the tests in the Langley tunnel. It was believed, initially, that the strut-support posts had sufficient effect on the inboard flow over the wing to cause the break in performance; however, subsequent data from the sting-mounted tests showed the continued existence of this behavior, which means that no definitive cause could be found.

Langley Research Center
National Aeronautics and Space Administration
Hampton, VA 23665
April 20, 1983

APPENDIX A

LONGITUDINAL STABILITY-AXIS DATA FROM THE LANGLEY 4- BY 7-METER TUNNEL

The force and moment data, presented graphically in figures 6 to 12, are presented in tabular form in this appendix. The longitudinal data for C_L, C_D, C_m, and L/D (CL, CD, CM, and L/D, respectively, in tabular form) are presented both uncorrected and corrected for strut interference. During runs 1 to 70, the model was mounted on the strut-support system and, during runs 71 to 107, it was mounted on the sting-support system. These data were obtained during test 218 conducted in the Langley 4- by 7-Meter Tunnel.

APPENDIX A

RUN NUMBER 1 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.204	60.24	-6.15	-.2453	.0358	-.0666	-6.86	-.3692	.0313	-.1216	-11.78
.204	60.21	-4.09	-.0257	.0286	-.0713	-.90	-.1508	.0243	-.1263	-6.20
.204	60.20	-2.04	.2026	.0237	-.0760	8.55	.0766	.0197	-.1310	3.89
.204	60.26	-.08	.3953	.0251	-.0657	15.74	.2682	.0213	-.1208	12.59
.204	60.40	1.94	.5988	.0263	-.0388	22.79	.4747	.0236	-.0870	20.09
.204	60.29	3.97	.7693	.0339	-.0200	22.66	.6522	.0339	-.0748	19.25
.204	60.25	6.05	.9467	.0427	-.0011	22.18	.8380	.0451	-.0621	18.59
.204	60.22	8.04	1.1242	.0535	.0342	21.03	1.0245	.0568	-.0300	18.05
.204	60.21	10.06	1.2223	.0949	.1011	12.88	1.1544	.1009	.0328	11.44
.204	60.26	12.08	1.1438	.2008	.1557	5.70	1.1347	.2031	.1426	5.59
.204	60.35	14.06	1.1306	.2606	.1673	4.34	1.1181	.2611	.1563	4.28
.204	60.23	16.10	1.1205	.3102	.2024	3.61	1.0955	.3102	.1600	3.53
.204	60.44	18.09	1.1236	.3589	.2259	3.13	1.0986	.3589	.1788	3.06

RUN NUMBER 2 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.204	60.32	-6.13	-.2157	.0323	-.1006	-6.68	-.3396	.0279	-.1556	-12.18
.204	60.19	-4.06	-.0145	.0265	-.1012	-.55	-.1395	.0222	-.1562	-6.28
.204	60.24	-2.05	.1961	.0236	-.0965	8.32	.0702	.0196	-.1515	3.58
.204	60.31	-.01	.4061	.0249	-.0802	16.32	.2791	.0211	-.1352	13.24
.204	60.33	2.01	.5758	.0285	-.0578	20.23	.4518	.0259	-.1058	17.46
.204	60.27	4.03	.7708	.0372	-.0284	20.72	.6538	.0372	-.0835	17.55
.204	60.22	6.05	.9415	.0442	-.0119	21.29	.8327	.0466	-.0728	17.87
.204	60.27	8.05	1.1095	.0583	.0249	19.02	1.0098	.0617	-.0393	16.37
.204	60.25	10.02	1.2376	.0848	.0741	14.59	1.1682	.0909	.0053	12.85
.204	60.29	12.09	1.1426	.2048	.1468	5.58	1.1336	.2071	.1339	5.47
.204	60.31	14.06	1.1205	.2643	.1646	4.24	1.1080	.2647	.1535	4.19
.204	60.49	16.12	1.1135	.3125	.1813	3.56	1.0885	.3125	.1388	3.48
.204	60.44	18.07	1.1162	.3604	.2052	3.10	1.0912	.3604	.1581	3.03

RUN NUMBER 4 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.204	60.24	-6.03	-.3417	.0478	.2119	-7.14	-.4657	.0434	.1569	-10.72
.204	60.23	-4.06	-.1257	.0386	.1421	-3.25	-.2507	.0343	.0871	-7.30
.204	60.33	-2.05	.1107	.0320	.0666	3.46	-.0152	.0279	.0116	-.55
.204	60.26	.02	.3566	.0314	.0022	11.37	.2296	.0276	-.0528	8.33
.204	60.30	2.06	.5614	.0376	-.0486	14.93	.4375	.0351	-.0965	12.48
.204	60.20	4.07	.7870	.0460	-.0876	17.11	.6702	.0461	-.1429	14.53
.204	60.30	6.10	.9941	.0582	-.1231	17.08	.8857	.0606	-.1839	14.62
.204	60.39	8.14	1.2022	.0751	-.1564	16.01	1.1032	.0787	-.2211	14.02
.204	60.27	10.18	1.3605	.1034	-.1673	13.16	1.2965	.1092	-.2339	11.87
.204	60.02	12.19	1.3252	.2231	-.1569	5.94	1.3170	.2252	-.1675	5.85
.204	60.27	14.18	1.3460	.3018	-.2563	4.46	1.3321	.3022	-.2698	4.41
.204	60.22	16.19	1.3684	.3688	-.3875	3.71	1.3433	.3688	-.4302	3.64
.204	60.47	18.21	1.4176	.4383	-.5062	3.23	1.3926	.4383	-.5534	3.18

RUN NUMBER 11 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.204	60.18	-6.06	-.2295	.0388	-.1448	-5.91	-.3534	.0344	-.1998	-10.27
.204	60.21	-3.99	-.0282	.0337	-.1191	-.84	-.1532	.0294	-.1741	-5.21
.204	60.29	-2.01	.2024	.0287	-.0981	7.04	.0764	.0247	-.1531	3.09
.204	60.29	-.06	.3721	.0297	-.0703	12.51	.2450	.0259	-.1253	9.45
.204	60.33	2.06	.5637	.0349	-.0406	16.16	.4398	.0323	-.0885	13.60
.204	60.14	4.07	.7576	.0407	-.0095	18.60	.6408	.0409	-.0649	15.68
.204	60.14	6.14	.9386	.0521	.0181	18.03	.8304	.0544	-.0427	15.26
.204	60.25	8.12	1.1176	.0657	.0512	17.01	1.0185	.0692	-.0134	14.71
.204	60.10	10.10	1.2642	.0873	.1008	14.49	1.1976	.0932	.0330	12.85
.204	60.49	12.21	1.2426	.2074	.1237	5.99	1.2346	.2095	.1136	5.89
.204	60.16	14.23	1.1956	.2760	.1184	4.33	1.1812	.2763	.1037	4.27
.204	60.52	16.15	1.1949	.3314	.1451	3.61	1.1699	.3314	.1025	3.53
.204	60.47	18.19	1.1780	.3820	.1627	3.08	1.1529	.3820	.1155	3.02

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RUN NUMBER 13 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.205	60.36	-6.11	-.2440	.1619	-.1998	-1.51	-.3369	.1698	-.2648	-1.98
.205	60.26	-4.06	-.1100	.1293	-.1476	-.85	-.2049	.1341	-.2126	-1.53
.204	60.11	-2.09	.0155	.1026	-.0951	.15	-.0806	.1048	-.1592	-.77
.204	60.16	-.03	.1746	.0810	-.0484	2.16	.0777	.0808	-.1114	.96
.204	60.05	2.02	.3733	.0651	-.0238	5.73	.2702	.0629	-.0758	4.29
.204	60.01	4.03	.5796	.0659	-.0067	8.80	.4695	.0631	-.0709	7.45
.204	60.02	6.05	.7791	.0706	.0208	11.04	.6682	.0691	-.0544	9.67
.205	60.68	8.15	.9566	.0835	.0481	11.46	.8467	.0846	-.0245	10.00
.205	60.32	10.13	1.1365	.0975	.0695	11.66	1.0333	.0999	.0017	10.34
.205	60.24	12.17	1.3194	.1178	.1135	11.20	1.2318	.1209	.0540	10.19
.205	60.56	14.24	1.4721	.1403	.1499	10.49	1.3996	.1436	.0949	9.75
.205	60.61	16.19	1.5573	.1856	.1531	8.39	1.4940	.1885	.1035	7.93
.205	60.39	18.25	1.6170	.2427	.1453	6.66	1.5620	.2445	.1006	6.39
.205	60.41	20.28	1.7369	.2975	.1724	5.84	1.6885	.2983	.1310	5.66
.205	60.36	22.27	1.7943	.3499	.2008	5.13	1.7486	.3500	.1634	5.00
.205	60.49	24.30	1.8657	.4157	.2443	4.49	1.8206	.4157	.2098	4.38
.205	60.46	26.36	1.9374	.4808	.2846	4.03	1.8924	.4808	.2529	3.94
.205	60.39	28.34	1.9170	.5608	.3445	3.42	1.8720	.5608	.3148	3.34

RUN NUMBER 17 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.205	60.27	-6.09	-.3484	.1663	.1212	-2.10	-.4413	.1741	.0562	-2.53
.205	60.35	-4.03	-.1731	.1272	.0666	-1.36	-.2681	.1320	.0016	-2.03
.205	60.32	-2.07	-.0236	.1035	.0434	-.23	-.1197	.1056	-.0207	-1.13
.205	60.38	-.10	.1545	.0816	.0037	1.89	.0577	.0816	-.0594	.71
.205	60.33	2.05	.3906	.0652	-.0751	5.99	.2874	.0629	-.1270	4.57
.205	60.31	4.06	.6100	.0694	-.1318	8.79	.4999	.0666	-.1963	7.51
.205	60.29	6.10	.8337	.0777	-.1826	10.73	.7227	.0763	-.2578	9.47
.205	60.27	8.10	1.0337	.0941	-.2284	10.99	.9238	.0952	-.3011	9.71
.205	60.24	10.18	1.2697	.1138	-.2899	11.16	1.1668	.1162	-.3575	10.04
.204	60.09	12.25	1.4719	.1409	-.3324	10.45	1.3849	.1440	-.3916	9.62
.205	60.44	14.15	1.6362	.1687	-.3622	9.70	1.5632	.1720	-.4176	9.09
.205	60.44	16.24	1.7594	.2260	-.4559	7.79	1.6963	.2289	-.5053	7.41
.205	60.28	18.24	1.8490	.2974	-.5821	6.22	1.7940	.2993	-.6269	5.99
.205	60.22	20.25	1.9998	.3674	-.6288	5.44	1.9514	.3682	-.6702	5.30
.205	60.50	22.29	2.0748	.4414	-.6408	4.70	2.0291	.4415	-.6781	4.60
.205	60.39	24.33	2.1666	.5262	-.7069	4.12	2.1216	.5262	-.7413	4.03
.205	60.30	26.36	2.2628	.6089	-.7168	3.72	2.2178	.6089	-.7485	3.64
.205	60.33	28.36	2.2468	.7001	-.7243	3.21	2.2018	.7001	-.7540	3.14

RUN NUMBER 20 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.206	60.47	-6.08	-.2471	.1505	-.2177	-1.64	-.3400	.1583	-.2827	-2.15
.206	60.51	-4.01	-.1114	.1202	-.1567	-.93	-.2063	.1249	-.2217	-1.65
.205	60.17	-1.99	.0167	.0938	-.0970	.18	-.0793	.0959	-.1610	-.83
.206	60.47	.00	.1862	.0733	-.0514	2.54	.0892	.0731	-.1144	1.22
.206	60.47	2.07	.3866	.0581	-.0306	6.65	.2833	.0559	-.0824	5.07
.206	60.38	4.07	.5872	.0589	-.0047	9.98	.4770	.0561	-.0692	8.51
.205	60.29	6.13	.7616	.0652	.0175	11.68	.6507	.0638	-.0578	10.19
.205	60.29	8.13	.9540	.0764	.0505	12.49	.8441	.0775	-.0221	10.89
.205	60.27	10.20	1.1369	.0882	.0739	12.89	1.0341	.0907	.0063	11.41
.205	60.26	12.18	1.3121	.1106	.1165	11.86	1.2246	.1137	.0571	10.77
.205	60.27	14.22	1.4170	.1471	.1154	9.64	1.3445	.1503	.0603	8.94
.206	60.41	16.28	1.5175	.1975	.1193	7.68	1.4546	.2004	.0700	7.26
.206	60.51	18.27	1.6082	.2398	.1381	6.71	1.5533	.2416	.0934	6.43
.205	60.33	20.28	1.7122	.2929	.1829	5.85	1.6639	.2937	.1415	5.67
.205	60.31	22.36	1.7648	.3495	.2138	5.05	1.7192	.3495	.1766	4.92
.205	60.20	24.35	1.8321	.4139	.2746	4.43	1.7870	.4139	.2402	4.32
.205	60.18	26.42	1.8446	.4784	.3161	3.86	1.7996	.4784	.2845	3.76
.205	60.25	28.31	1.8480	.5525	.3528	3.34	1.8030	.5525	.3231	3.26

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RUN NUMBER 21 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.206	60.47	-6.05	-.2322	.1437	-.2136	-1.62	-.3252	.1515	-.2786	-2.15
.206	60.47	-4.11	-.1131	.1203	-.1504	-.94	-.2080	.1252	-.2154	-1.66
.206	60.45	-2.00	.0226	.0961	-.0841	.24	-.0734	.0982	-.1481	-.75
.206	60.42	.01	.2045	.0762	-.0342	2.68	.1075	.0760	-.0972	1.41
.206	60.31	2.12	.3959	.0627	-.0093	6.31	.2924	.0604	-.0610	4.84
.206	60.31	4.08	.5979	.0630	.0138	9.49	.4877	.0602	-.0508	8.10
.206	60.30	6.08	.7777	.0702	.0375	11.08	.6668	.0688	-.0377	9.69
.206	60.35	8.12	.9751	.0825	.0733	11.82	.8652	.0836	.0007	10.35
.206	60.41	10.19	1.1701	.0947	.1053	12.36	1.0672	.0971	.0377	10.99
.206	60.32	12.21	1.3410	.1212	.1465	11.07	1.2538	.1242	.0872	10.09
.206	60.24	14.29	1.4350	.1557	.1524	9.22	1.3628	.1589	.0975	8.57
.206	60.34	16.28	1.5299	.2013	.1515	7.60	1.4670	.2042	.1022	7.18
.206	60.40	18.29	1.6314	.2485	.1846	6.57	1.5765	.2503	.1399	6.30
.206	60.53	20.30	1.6817	.3085	.2308	5.45	1.6334	.3093	.1894	5.28
.206	60.46	22.34	1.7190	.3709	.2627	4.63	1.6734	.3710	.2254	4.51
.206	60.32	24.33	1.7540	.4377	.3046	4.01	1.7090	.4377	.2702	3.90
.206	60.44	26.31	1.7631	.5101	.3305	3.46	1.7181	.5101	.2988	3.37
.207	60.78	28.37	1.6903	.5615	.3309	3.01	1.6453	.5615	.3012	2.93

RUN NUMBER 22 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.205	60.42	-6.01	.3392	.1588	-.3613	2.14	-.0554	.1538	-.2570	-.36
.205	60.29	-3.97	.7230	.1527	-.4312	4.74	.4192	.1478	-.3646	2.84
.205	60.41	-1.87	1.1709	.1622	-.5364	7.22	.9635	.1574	-.5076	6.12
.205	60.29	.13	1.4417	.1833	-.5299	7.87	1.3119	.1789	-.5338	7.33
.205	60.57	2.24	1.6636	.2028	-.5085	8.20	1.5807	.2000	-.5399	7.90
.205	60.40	4.22	1.8690	.2258	-.4743	8.28	1.7989	.2256	-.5158	7.97
.205	60.33	6.23	2.0411	.2533	-.4462	8.06	1.9777	.2548	-.4869	7.76
.205	60.32	8.21	2.2386	.2803	-.4016	7.99	2.1825	.2825	-.4403	7.73
.205	60.33	10.43	2.4150	.3151	-.3604	7.66	2.3693	.3190	-.3926	7.43
.205	60.31	12.28	2.5594	.3491	-.3055	7.33	2.5294	.3539	-.3238	7.15
.205	60.35	14.48	2.5882	.3965	-.2723	6.53	2.5801	.3989	-.2728	6.47
.204	60.19	15.37	2.5925	.4105	-.2458	6.32	2.5889	.4121	-.2482	6.28
.205	60.37	16.35	2.5669	.4320	-.2353	5.94	2.5657	.4328	-.2412	5.93
.205	60.39	17.36	2.5377	.4569	-.1979	5.55	2.5379	.4572	-.2056	5.55
.205	60.44	18.45	2.4368	.4822	-.1200	5.05	2.4368	.4821	-.1297	5.05
.205	60.43	19.40	2.3565	.5128	-.0631	4.60	2.3565	.5128	-.0729	4.60
.205	60.49	20.31	2.3230	.5477	-.0405	4.24	2.3230	.5477	-.0491	4.24
.205	60.49	22.42	2.2018	.6431	-.0124	3.42	2.2018	.6431	-.0190	3.42
.205	60.35	24.42	2.1161	.7211	-.0192	2.93	2.1161	.7211	-.0238	2.93
.205	60.65	26.33	2.0743	.7873	-.0073	2.63	2.0743	.7873	-.0100	2.63
.205	60.64	28.40	2.0393	.8437	-.0205	2.42	2.0393	.8437	-.0210	2.42

RUN NUMBER 23 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.205	60.41	-6.03	.3174	.1624	-.3549	1.95	-.0777	.1574	-.2504	-.49
.205	60.42	-3.97	.7188	.1561	-.4418	4.61	.4154	.1512	-.3754	2.75
.205	60.41	-1.92	1.1446	.1646	-.5394	6.95	.9352	.1598	-.5099	5.85
.205	60.40	.13	1.4317	.1845	-.5444	7.76	1.3022	.1802	-.5484	7.23
.205	60.30	2.16	1.6730	.2055	-.5273	8.14	1.5891	.2025	-.5580	7.85
.205	60.25	4.23	1.8820	.2276	-.5004	8.27	1.8119	.2274	-.5419	7.97
.205	60.45	6.20	2.0518	.2523	-.4719	8.13	1.9883	.2538	-.5126	7.83
.205	60.39	8.28	2.2459	.2820	-.4228	7.96	2.1899	.2842	-.4614	7.71
.205	60.32	10.29	2.4036	.3127	-.3753	7.69	2.3571	.3164	-.4081	7.45
.205	60.35	12.32	2.5808	.3474	-.3236	7.43	2.5513	.3522	-.3415	7.24
.205	60.51	14.37	2.6389	.3838	-.2686	6.88	2.6300	.3863	-.2692	6.81
.205	60.46	16.30	2.5732	.4403	-.2655	5.84	2.5719	.4412	-.2713	5.83
.205	60.41	18.38	2.5856	.4961	-.1962	5.21	2.5856	.4960	-.2058	5.21
.205	60.41	20.35	2.5585	.5774	-.1079	4.43	2.5585	.5774	-.1165	4.43
.205	60.47	22.46	2.4245	.6374	-.0009	3.80	2.4245	.6374	-.0074	3.80
.205	60.43	24.37	2.2733	.7130	.0702	3.19	2.2733	.7130	.0656	3.19
.205	60.60	26.38	2.2237	.7890	.0682	2.82	2.2237	.7890	.0656	2.82
.205	60.75	28.36	2.1584	.8614	.0569	2.51	2.1584	.8614	.0563	2.51

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RUN NUMBER 24 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.205	60.32	-6.08	.1754	.1708	-.2979	1.03	-.2220	.1658	-.1924	-1.34
.205	60.61	-4.00	.6282	.1577	-.4015	3.98	.3231	.1528	-.3345	2.12
.204	60.16	-1.94	1.0588	.1629	-.5059	6.50	.8485	.1581	-.4760	5.37
.205	60.45	.21	1.4040	.1842	-.5542	7.62	1.2769	.1799	-.5593	7.10
.205	60.44	2.22	1.6664	.1980	-.5308	8.42	1.5833	.1952	-.5621	8.11
.205	60.43	4.14	1.8444	.2213	-.5026	8.33	1.7740	.2210	-.5439	8.03
.204	60.25	6.28	2.0369	.2477	-.4694	8.22	1.9737	.2493	-.5100	7.92
.204	60.28	8.25	2.2200	.2709	-.4277	8.20	2.1640	.2730	-.4663	7.93
.204	60.28	10.32	2.3807	.2989	-.3726	7.96	2.3344	.3027	-.4053	7.71
.205	60.47	12.31	2.5807	.3416	-.3383	7.55	2.5510	.3465	-.3564	7.36
.205	60.54	14.34	2.6659	.3691	-.2789	7.22	2.6567	.3717	-.2796	7.15
.205	60.57	16.32	2.5398	.4365	-.2970	5.82	2.5386	.4374	-.3029	5.80
.205	60.55	18.42	2.5846	.4893	-.2279	5.28	2.5846	.4893	-.2376	5.28
.205	60.55	20.40	2.5694	.5706	-.1526	4.50	2.5694	.5706	-.1611	4.50
.205	60.52	22.40	2.5956	.6323	-.1032	4.10	2.5956	.6323	-.1098	4.10
.205	60.42	24.36	2.3436	.6954	.0665	3.37	2.3436	.6954	.0619	3.37
.205	60.38	26.44	2.3196	.7718	.1005	3.01	2.3196	.7718	.0980	3.01
.204	60.23	28.41	2.3307	.8472	.1425	2.75	2.3307	.8472	.1420	2.75

RUN NUMBER 27 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.36	-5.85	.2189	.1936	-.3400	1.13	-.1684	.1886	-.2389	-.89
.203	60.38	-3.74	.6574	.1795	-.4483	3.66	.3642	.1746	-.3859	2.09
.203	60.21	-1.75	1.1223	.1835	-.5607	6.12	.9205	.1787	-.5341	5.15
.203	60.40	.27	1.4465	.1997	-.5804	7.24	1.3212	.1954	-.5863	6.76
.203	60.31	2.26	1.6604	.2190	-.5481	7.58	1.5777	.2162	-.5797	7.30
.203	60.34	4.34	1.8552	.2383	-.5109	7.79	1.7856	.2382	-.5525	7.50
.203	60.36	6.38	2.0366	.2611	-.4750	7.80	1.9737	.2627	-.5156	7.51
.203	60.28	8.40	2.2356	.2838	-.4259	7.88	2.1801	.2861	-.4642	7.62
.203	60.30	10.34	2.3664	.3160	-.3925	7.49	2.3203	.3198	-.4251	7.26
.203	60.35	12.49	2.5185	.3488	-.3377	7.22	2.4909	.3534	-.3539	7.05
.203	60.23	14.44	2.5369	.3921	-.3077	6.47	2.5285	.3945	-.3082	6.41
.203	60.22	16.44	2.6188	.4304	-.2700	6.08	2.6179	.4312	-.2761	6.07
.203	60.27	18.48	2.5619	.4981	-.2561	5.14	2.5619	.4980	-.2658	5.14
.204	60.54	20.47	2.5242	.5682	-.1744	4.44	2.5242	.5682	-.1829	4.44
.203	60.44	22.48	2.5297	.6371	-.1256	3.97	2.5297	.6371	-.1321	3.97
.203	60.40	24.48	2.3361	.7024	.0292	3.33	2.3361	.7024	.0247	3.33
.204	60.71	26.54	2.2746	.7746	.0796	2.94	2.2746	.7746	.0771	2.94
.203	60.41	28.64	2.2875	.8511	.1078	2.69	2.2875	.8511	.1075	2.69

RUN NUMBER 31 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.204	60.48	-5.90	.0302	.2003	.1737	.15	-.3595	.1953	.2758	-1.84
.203	60.37	-3.82	.5056	.1822	-.0080	2.77	.2088	.1773	.0557	1.18
.203	60.32	-1.83	.9430	.1829	-.1700	5.16	.7377	.1781	-.1421	4.14
.204	60.51	.27	1.3122	.1998	-.3081	6.57	1.1870	.1955	-.3141	6.07
.204	60.50	2.31	1.5619	.2169	-.3780	7.20	1.4798	.2142	-.4100	6.91
.203	60.32	4.32	1.7918	.2349	-.4356	7.63	1.7221	.2347	-.4773	7.34
.203	60.33	6.37	1.9986	.2608	-.4820	7.66	1.9356	.2625	-.5226	7.37
.203	60.16	8.42	2.2208	.2902	-.5215	7.65	2.1654	.2924	-.5598	7.40
.204	60.43	10.48	2.4211	.3190	-.5525	7.59	2.3757	.3230	-.5844	7.36
.203	60.24	12.45	2.5770	.3527	-.5758	7.31	2.5490	.3574	-.5924	7.13
.203	60.30	14.49	2.6045	.4082	-.6417	6.38	2.5965	.4106	-.6421	6.32
.203	60.28	16.48	2.7028	.4465	-.6283	6.05	2.7020	.4473	-.6345	6.04
.203	60.32	18.46	2.6488	.5151	-.6470	5.14	2.6488	.5150	-.6567	5.14
.204	60.39	20.52	2.6284	.6047	-.6203	4.35	2.6284	.6047	-.6287	4.35
.203	60.32	22.53	2.6398	.6753	-.6060	3.91	2.6398	.6753	-.6125	3.91
.204	60.68	24.52	2.4169	.7455	-.4732	3.24	2.4169	.7455	-.4776	3.24
.204	60.46	26.52	2.4493	.8372	-.5498	2.93	2.4493	.8372	-.5523	2.93
.204	60.64	28.54	2.4807	.9287	-.6232	2.67	2.4807	.9287	-.6236	2.67

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RUN NUMBER 34 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.35	-5.92	.1471	.1694	-.2620	.87	-.2433	.1645	-.1595	-1.48
.203	60.34	-3.84	.5962	.1530	-.3381	3.90	.2986	.1481	-.2740	2.02
.203	60.25	-1.75	.9961	.1551	-.4133	6.42	.7940	.1504	-.3866	5.28
.203	60.25	.30	1.3764	.1703	-.4359	8.08	1.2519	.1660	-.4422	7.54
.203	60.24	2.26	1.6014	.1855	-.4141	8.63	1.5188	.1827	-.4457	8.31
.204	60.39	4.30	1.7933	.2058	-.3814	8.72	1.7236	.2056	-.4230	8.38
.204	60.40	6.37	1.9718	.2297	-.3568	8.58	1.9088	.2313	-.3974	8.25
.204	60.41	8.36	2.1659	.2514	-.3052	8.62	2.1104	.2536	-.3436	8.32
.203	60.28	10.42	2.3179	.2757	-.2611	8.41	2.2722	.2797	-.2934	8.13
.203	60.28	12.44	2.4866	.3149	-.2002	7.90	2.4585	.3196	-.2170	7.69
.203	60.33	14.46	2.4818	.3558	-.1769	6.97	2.4736	.3583	-.1774	6.90
.203	60.29	16.46	2.5441	.3983	-.1054	6.39	2.5432	.3991	-.1116	6.37
.203	60.29	17.46	2.4813	.4306	-.1369	5.76	2.4815	.4309	-.1448	5.76
.203	60.33	18.49	2.4732	.4630	-.0766	5.34	2.4731	.4630	-.0863	5.34
.204	60.58	20.47	2.4632	.5373	-.0234	4.58	2.4632	.5373	-.0319	4.58
.204	60.56	22.58	2.3803	.6128	.0682	3.88	2.3803	.6128	.0618	3.88
.204	60.44	24.50	2.2844	.6726	.1411	3.40	2.2844	.6726	.1366	3.40
.204	60.58	26.56	2.2856	.7449	.1693	3.07	2.2856	.7449	.1669	3.07
.204	60.52	28.52	2.2670	.8253	.2260	2.75	2.2670	.8253	.2256	2.75

RUN NUMBER 35 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.35	-5.89	.2150	.1422	-.3157	1.51	-.1253	.1453	-.2701	-.86
.203	60.32	-3.85	.5581	.1240	-.3584	4.50	.2551	.1261	-.3255	2.02
.203	60.19	-1.73	.9843	.1222	-.4539	8.05	.7350	.1236	-.4390	5.94
.203	60.42	.27	1.2662	.1363	-.4668	9.29	1.0878	.1373	-.4850	7.92
.203	60.07	2.29	1.4889	.1565	-.4604	9.51	1.3705	.1601	-.5017	8.56
.203	60.09	4.30	1.7120	.1780	-.4231	9.62	1.6197	.1838	-.4706	8.81
.203	60.44	6.42	1.9394	.2021	-.3999	9.60	1.8545	.2088	-.4499	8.88
.203	60.38	8.39	2.1246	.2364	-.3592	8.99	2.0491	.2440	-.4099	8.40
.203	60.41	10.41	2.2934	.2703	-.3221	8.49	2.2321	.2791	-.3716	8.00
.204	60.47	12.47	2.4580	.3084	-.2678	7.97	2.4260	.3168	-.3070	7.66
.203	60.29	14.52	2.4597	.3515	-.2457	7.00	2.4552	.3559	-.2497	6.90
.203	60.38	15.48	2.4584	.3756	-.2492	6.55	2.4578	.3783	-.2497	6.50
.203	60.31	16.45	2.4303	.4028	-.2188	6.03	2.4304	.4041	-.2265	6.01
.203	60.39	17.49	2.4074	.4263	-.1825	5.65	2.4074	.4266	-.2006	5.64
.204	60.46	18.45	2.3699	.4602	-.1203	5.15	2.3699	.4601	-.1434	5.15
.204	60.62	20.41	2.2815	.5172	-.0186	4.41	2.2815	.5172	-.0447	4.41
.204	60.68	22.47	2.1807	.6085	.0132	3.58	2.1807	.6085	-.0113	3.58
.204	60.66	24.52	2.1116	.6846	-.0055	3.08	2.1116	.6846	-.0271	3.08
.204	60.93	26.57	2.0633	.7489	-.0223	2.76	2.0633	.7489	-.0377	2.76
.204	60.48	28.53	2.0516	.8133	-.0278	2.52	2.0516	.8133	-.0359	2.52

RUN NUMBER 36 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.36	-5.90	.1571	.1488	-.2990	1.06	-.1834	.1519	-.2534	-1.21
.203	60.26	-3.85	.5352	.1284	-.3537	4.17	.2322	.1305	-.3208	1.78
.203	60.44	-1.80	.9710	.1210	-.4496	8.02	.7198	.1224	-.4340	5.88
.203	60.42	.24	1.2541	.1360	-.4730	9.22	1.0748	.1370	-.4908	7.84
.203	60.23	2.32	1.5103	.1512	-.4592	9.99	1.3924	.1548	-.5008	9.00
.203	60.19	4.29	1.7051	.1754	-.4326	9.72	1.6127	.1812	-.4802	8.90
.203	60.16	6.35	1.8887	.2043	-.4140	9.25	1.8037	.2110	-.4639	8.55
.203	60.12	8.40	2.1077	.2317	-.3699	9.10	2.0323	.2393	-.4206	8.49
.204	60.67	10.50	2.2850	.2639	-.3325	8.66	2.2246	.2727	-.3819	8.16
.203	60.23	12.46	2.4248	.2966	-.2815	8.18	2.3927	.3050	-.3208	7.84
.203	60.12	13.47	2.4093	.3209	-.2895	7.51	2.3935	.3276	-.3118	7.31
.203	60.18	14.50	2.4747	.3443	-.2597	7.19	2.4701	.3489	-.2639	7.08
.203	60.14	15.47	2.5033	.3659	-.2391	6.84	2.5027	.3686	-.2396	6.79
.203	60.35	16.48	2.5400	.3878	-.2095	6.55	2.5401	.3892	-.2174	6.53
.203	60.29	17.55	2.4724	.4200	-.2187	5.89	2.4724	.4203	-.2372	5.88
.203	60.25	18.52	2.4543	.4523	-.1811	5.43	2.4543	.4523	-.2045	5.43
.204	60.62	20.53	2.4361	.5241	-.0940	4.65	2.4361	.5241	-.1201	4.65
.204	60.49	22.61	2.3786	.6018	.0139	3.95	2.3784	.6018	-.0105	3.95
.204	60.48	24.51	2.2809	.6663	.0643	3.42	2.2809	.6663	.0427	3.42
.203	60.32	26.55	2.2499	.7371	.0721	3.05	2.2499	.7371	.0567	3.05
.203	60.33	28.54	2.2023	.8130	.0668	2.71	2.2023	.8130	.0587	2.71

APPENDIX A

RUN NUMBER 37 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.39	-5.97	.0694	.1584	-.2601	.44	-.2722	.1614	-.2142	-1.69
.203	60.26	-3.90	.4613	.1347	-.3292	3.43	.1572	.1369	-.2959	1.15
.203	60.23	-1.81	.8717	.1249	-.4266	6.98	.6202	.1263	-.4109	4.91
.203	60.14	.20	1.2285	.1368	-.4744	8.98	1.0478	.1378	-.4916	7.60
.204	60.46	2.28	1.4717	.1525	-.4643	9.65	1.3530	.1560	-.5056	8.67
.203	60.28	4.28	1.6860	.1726	-.4447	9.77	1.5937	.1784	-.4923	8.93
.203	60.28	6.29	1.8705	.1984	-.4239	9.43	1.7854	.2051	-.4739	8.70
.203	60.10	8.35	2.0867	.2253	-.3840	9.26	2.0111	.2329	-.4348	8.64
.203	59.93	10.37	2.2512	.2564	-.3513	8.78	2.1895	.2652	-.4009	8.26
.203	60.32	12.36	2.4138	.2879	-.2997	8.38	2.3800	.2964	-.3399	8.03
.203	60.19	13.40	2.4665	.3023	-.2870	8.16	2.4497	.3092	-.3108	7.92
.203	60.28	14.41	2.4418	.3348	-.2839	7.29	2.4366	.3395	-.2890	7.18
.203	60.10	15.42	2.4915	.3501	-.2591	7.12	2.4907	.3529	-.2595	7.06
.204	59.95	16.46	2.5224	.3766	-.2388	6.70	2.5225	.3780	-.2465	6.67
.203	60.08	17.45	2.4715	.4137	-.2510	5.97	2.4715	.4140	-.2688	5.97
.203	60.20	18.48	2.4741	.4453	-.2171	5.56	2.4741	.4452	-.2403	5.56
.203	60.20	20.50	2.4641	.5207	-.1375	4.73	2.4641	.5207	-.1636	4.73
.203	60.37	22.47	2.4495	.5847	-.0566	4.19	2.4495	.5847	-.0811	4.19
.203	60.33	24.52	2.3343	.6645	.0420	3.51	2.3343	.6645	.0204	3.51
.203	60.25	26.55	2.3132	.7332	.0820	3.15	2.3132	.7332	.0665	3.15
.204	60.53	28.55	2.3410	.8137	.1141	2.88	2.3410	.8137	.1060	2.88

RUN NUMBER 39 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.37	-5.87	.1093	.1765	-.3014	.62	-.2307	.1796	-.2559	-1.28
.203	60.34	-3.96	.4390	.1555	-.3485	2.82	.1338	.1576	-.3148	.85
.203	60.20	-1.89	.8307	.1466	-.4383	5.67	.5769	.1481	-.4216	3.90
.203	60.20	.15	1.2187	.1539	-.4994	7.92	1.0361	.1549	-.5158	6.69
.203	60.34	2.25	1.4507	.1690	-.4778	8.58	1.3313	.1725	-.5188	7.72
.203	60.27	4.21	1.6678	.1832	-.4415	9.10	1.5751	.1890	-.4889	8.33
.203	60.33	6.43	1.8545	.2146	-.4156	8.64	1.7697	.2213	-.4655	8.00
.203	60.34	8.38	2.0225	.2417	-.3809	8.37	1.9471	.2493	-.4316	7.81
.203	60.17	10.28	2.1995	.2666	-.3403	8.25	2.1370	.2753	-.3900	7.76
.203	60.46	12.46	2.3526	.2929	-.2884	8.03	2.3204	.3014	-.3277	7.70
.203	60.31	14.41	2.3835	.3470	-.2803	6.87	2.3781	.3517	-.2855	6.76
.203	60.31	16.50	2.3701	.4078	-.2743	5.81	2.3702	.4091	-.2826	5.79
.203	60.47	18.47	2.3669	.4577	-.1961	5.17	2.3669	.4577	-.2192	5.17
.203	60.37	20.54	2.3515	.5280	-.1215	4.45	2.3515	.5280	-.1476	4.45
.203	60.40	22.53	2.3570	.5998	-.0639	3.93	2.3570	.5998	-.0883	3.93
.204	60.66	24.41	2.2967	.6616	.0391	3.47	2.2967	.6616	.0172	3.47
.203	60.45	26.54	2.2658	.7353	.0812	3.08	2.2658	.7353	.0657	3.08
.204	60.60	28.60	2.2841	.8089	.1188	2.82	2.2841	.8089	.1110	2.82

RUN NUMBER 43 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.44	-6.01	-.0966	.1844	.2229	-.52	-.4387	.1875	.2689	-2.34
.203	60.27	-4.01	.2803	.1564	.1057	1.79	-.0260	.1586	.1398	-.16
.203	60.26	-1.87	.7188	.1415	-.0779	5.08	.4656	.1429	-.0614	3.26
.203	60.43	.24	1.1120	.1500	-.2342	7.41	.9327	.1511	-.2520	6.17
.203	60.36	2.27	1.3984	.1621	-.3183	8.63	1.2794	.1656	-.3595	7.73
.203	60.14	4.27	1.6225	.1833	-.3742	8.85	1.5301	.1891	-.4217	8.09
.204	60.57	6.33	1.8405	.2095	-.4190	8.79	1.7554	.2162	-.4690	8.12
.203	60.26	8.36	2.0680	.2360	-.4762	8.76	1.9925	.2436	-.5270	8.18
.204	60.57	10.36	2.2383	.2743	-.5095	8.16	2.1766	.2831	-.5592	7.69
.203	60.51	12.43	2.4173	.3086	-.5377	7.83	2.3846	.3171	-.5773	7.52
.203	60.25	14.37	2.5414	.3440	-.5774	7.39	2.5358	.3488	-.5830	7.27
.203	60.28	16.42	2.4892	.4143	-.6486	6.01	2.4893	.4157	-.6559	5.99
.203	60.39	18.49	2.5414	.4822	-.6318	5.27	2.5414	.4821	-.6551	5.27
.203	60.30	20.44	2.5267	.5536	-.5925	4.56	2.5267	.5536	-.6186	4.56
.203	60.40	22.48	2.5278	.6339	-.5620	3.99	2.5278	.6339	-.5864	3.99
.204	60.52	24.50	2.4966	.7108	-.5397	3.51	2.4966	.7108	-.5614	3.51
.204	60.51	26.46	2.4720	.8008	-.5888	3.09	2.4720	.8008	-.6045	3.09
.204	60.95	28.60	2.5306	.9061	-.6777	2.79	2.5306	.9061	-.6856	2.79

APPENDIX A

RUN NUMBER 46 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.35	-5.94	.0649	.1553	-.2335	.42	-.2761	.1584	-.1878	-1.74
.203	60.31	-3.90	.4238	.1324	-.2709	3.20	.1199	.1345	-.2376	.89
.204	60.46	-1.85	.8669	.1176	-.3427	7.37	.6142	.1191	-.3264	5.16
.203	60.32	.20	1.1799	.1284	-.3763	9.19	.9993	.1295	-.3936	7.72
.204	60.37	2.33	1.4355	.1425	-.3710	10.07	1.3178	.1461	-.4126	9.02
.203	60.29	4.31	1.6290	.1608	-.3372	10.13	1.5367	.1667	-.3848	9.22
.203	60.34	6.25	1.8431	.1814	-.3078	10.16	1.7578	.1880	-.3578	9.35
.203	60.33	8.27	2.0349	.2036	-.2777	10.00	1.9590	.2111	-.3285	9.28
.204	60.45	10.35	2.1879	.2348	-.2412	9.32	2.1261	.2436	-.2908	8.73
.203	60.32	12.42	2.3445	.2664	-.1777	8.80	2.3117	.2749	-.2174	8.41
.204	60.40	16.47	2.3585	.3674	-.1449	6.42	2.3586	.3687	-.1527	6.40
.203	60.23	17.41	2.3801	.3839	-.1271	6.20	2.3800	.3843	-.1447	6.19
.203	60.33	18.52	2.4030	.4149	-.1022	5.79	2.4030	.4149	-.1256	5.79
.204	60.44	20.50	2.3539	.4970	-.0191	4.74	2.3539	.4970	-.0452	4.74
.204	60.46	22.61	2.3694	.5620	.0407	4.22	2.3694	.5620	.0164	4.22
.204	60.44	24.49	2.2795	.6311	.1319	3.61	2.2795	.6311	.1102	3.61
.204	60.52	26.70	2.2626	.7089	.1711	3.19	2.2626	.7089	.1560	3.19
.204	60.61	28.52	2.2863	.7702	.2033	2.97	2.2863	.7702	.1952	2.97
.203	60.22	13.35	2.4009	.2754	-.1640	8.72	2.3834	.2824	-.1889	8.44
.203	60.30	14.41	2.3840	.3081	-.1642	7.74	2.3786	.3128	-.1694	7.60
.203	60.30	15.39	2.4174	.3277	-.1462	7.38	2.4166	.3306	-.1467	7.31

RUN NUMBER 47 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.34	-5.94	-.0483	.1484	-.2144	-.33	-.2862	.1552	-.2362	-1.84
.203	60.29	-3.98	.1828	.1230	-.1924	1.49	-.0512	.1285	-.2063	-.40
.203	60.27	-1.84	.5107	.0988	-.2161	5.17	.2907	.1023	-.2261	2.84
.203	60.19	.17	.8166	.0943	-.2407	8.66	.6368	.0941	-.2569	6.77
.203	60.37	2.23	1.0941	.0996	-.2388	10.99	.9646	.1002	-.2761	9.63
.203	60.33	4.25	1.3127	.1131	-.2169	11.60	1.2043	.1156	-.2693	10.42
.203	60.29	6.34	1.5141	.1313	-.2012	11.53	1.4112	.1356	-.2573	10.40
.203	60.20	8.32	1.7265	.1529	-.1711	11.29	1.6254	.1578	-.2259	10.30
.203	60.22	10.28	1.8967	.1771	-.1439	10.71	1.8093	.1834	-.1924	9.86
.203	60.07	12.38	2.0833	.2081	-.0952	10.01	2.0217	.2168	-.1238	9.33
.204	60.40	13.44	2.1493	.2230	-.0771	9.64	2.1053	.2303	-.0897	9.14
.203	60.06	14.38	2.1372	.2571	-.0825	8.31	2.1114	.2624	-.0858	8.05
.203	60.11	15.41	2.1884	.2773	-.0699	7.89	2.1771	.2803	-.0704	7.77
.203	60.10	16.42	2.2175	.3000	-.0421	7.39	2.2126	.3015	-.0474	7.34
.203	60.31	17.43	2.1842	.3370	-.0580	6.48	2.1822	.3374	-.0758	6.47
.203	60.18	18.47	2.2055	.3657	-.0249	6.03	2.2051	.3657	-.0544	6.03
.204	60.45	20.44	2.2287	.4344	.0201	5.13	2.2286	.4344	-.0171	5.13
.203	60.34	22.49	2.2611	.5035	.0686	4.49	2.2611	.5035	.0336	4.49
.203	60.34	24.53	2.2456	.5741	.1479	3.91	2.2456	.5741	.1192	3.91
.203	60.11	26.49	2.1909	.6431	.1906	3.41	2.1909	.6431	.1693	3.41
.204	60.49	28.59	2.2303	.7156	.2293	3.12	2.2303	.7156	.2207	3.12

RUN NUMBER 48 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.29	-5.94	-.0265	.1494	-.2150	-.18	-.2644	.1562	-.2367	-1.69
.203	60.35	-3.97	.2210	.1229	-.2212	1.80	-.0129	.1283	-.2351	-.10
.203	60.38	-1.84	.4989	.1062	-.2590	4.70	.2789	.1097	-.2690	2.54
.203	60.25	.21	.8590	.0979	-.3081	8.78	.6804	.0976	-.3247	6.97
.203	60.31	2.21	1.1099	.1088	-.3025	10.20	.9802	.1093	-.3396	8.96
.203	60.19	4.28	1.3560	.1221	-.2851	11.11	1.2478	.1246	-.3375	10.02
.203	60.30	6.31	1.5580	.1420	-.2685	10.97	1.4551	.1463	-.3246	9.94
.203	60.11	8.35	1.7600	.1676	-.2403	10.50	1.6589	.1725	-.2951	9.62
.203	59.90	10.38	1.9295	.1961	-.2163	9.84	1.8430	.2026	-.2643	9.10
.203	60.38	12.33	2.1149	.2262	-.1755	9.35	2.0525	.2349	-.2048	8.74
.203	60.29	13.47	2.1965	.2410	-.1589	9.11	2.1531	.2482	-.1710	8.67
.203	60.27	14.45	2.1988	.2743	-.1625	8.02	2.1742	.2794	-.1654	7.78
.203	60.25	15.39	2.2297	.2963	-.1570	7.53	2.2181	.2994	-.1575	7.41
.203	60.29	16.40	2.2725	.3178	-.1303	7.15	2.2675	.3193	-.1354	7.10
.203	60.36	17.46	2.2307	.3601	-.1503	6.19	2.2287	.3605	-.1685	6.18
.203	60.19	18.48	2.2612	.3899	-.1271	5.80	2.2608	.3899	-.1568	5.80
.203	60.35	20.47	2.2675	.4626	-.0532	4.90	2.2675	.4626	-.0904	4.90
.203	60.30	22.48	2.2862	.5295	-.0068	4.32	2.2862	.5295	-.0418	4.32
.204	60.48	24.49	2.2845	.6030	.0716	3.79	2.2845	.6030	.0427	3.79
.203	60.41	26.55	2.2232	.6758	.1287	3.29	2.2232	.6758	.1078	3.29
.203	60.37	28.49	2.2625	.7492	.1598	3.02	2.2625	.7492	.1506	3.02

APPENDIX A

RUN NUMBER 50 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q.PSF	ALPHA.DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	59.96	-6.00	-.0087	.1690	-.2688	-.05	-.2467	.1758	-.2908	-1.40
.203	60.36	-3.97	.2170	.1447	-.2461	1.50	-.0169	.1502	-.2600	-.11
.203	60.29	-1.91	.5311	.1236	-.2894	4.30	.3103	.1272	-.2994	2.44
.203	60.22	.16	.8589	.1158	-.3361	7.41	.6786	.1156	-.3522	5.87
.203	60.11	2.18	1.1250	.1235	-.3282	9.11	.9949	.1241	-.3651	8.02
.204	60.46	4.20	1.3306	.1385	-.3018	9.61	1.2219	.1410	-.3539	8.67
.203	60.42	6.25	1.5378	.1564	-.2758	9.83	1.4349	.1608	-.3319	8.93
.203	60.28	8.22	1.7363	.1786	-.2484	9.72	1.6348	.1836	-.3033	8.91
.203	60.26	10.30	1.9264	.2027	-.2189	9.50	1.8392	.2091	-.2673	8.80
.203	60.38	12.37	2.0947	.2332	-.1953	8.98	2.0330	.2419	-.2240	8.41
.203	60.22	14.35	2.1637	.2827	-.1857	7.65	2.1372	.2881	-.1891	7.42
.203	60.24	13.30	2.1715	.2484	-.1771	9.74	2.1248	.2559	-.1916	8.30
.204	60.53	15.38	2.2230	.3023	-.1673	7.35	2.2113	.3054	-.1678	7.24
.204	60.54	16.43	2.2610	.3268	-.1540	6.92	2.2561	.3283	-.1593	6.87
.204	60.43	17.37	2.2387	.3672	-.1850	6.10	2.2366	.3676	-.2020	6.08
.203	60.15	18.42	2.2645	.3934	-.1465	5.76	2.2640	.3934	-.1756	5.76
.203	60.11	20.46	2.2787	.4583	-.0765	4.97	2.2787	.4583	-.1137	4.97
.203	60.34	22.46	2.3266	.5239	-.0350	4.44	2.3266	.5239	-.0701	4.44
.203	60.26	24.42	2.3189	.5891	.0362	3.94	2.3189	.5891	.0070	3.94
.203	60.24	26.47	2.1856	.6683	.1244	3.27	2.1856	.6683	.1030	3.27
.203	60.38	28.54	2.2208	.7439	.1543	2.99	2.2208	.7439	.1454	2.99

RUN NUMBER 54 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q.PSF	ALPHA.DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.204	60.53	-6.01	-.1525	.1777	.1936	-.86	-.3906	.1845	.1715	-2.12
.203	60.45	-3.96	.1076	.1485	.1295	.72	-.1263	.1540	.1157	-.82
.203	60.38	-1.94	.4359	.1246	.0019	3.50	.2146	.1283	-.0081	1.67
.203	60.33	.08	.7874	.1170	-.1382	6.73	.6049	.1169	-.1538	5.18
.203	60.35	2.14	1.0683	.1258	-.2155	8.49	.9376	.1263	-.2520	7.42
.203	60.25	4.19	1.3358	.1381	-.2793	9.67	1.2270	.1405	-.3313	8.73
.203	60.28	6.22	1.5590	.1597	-.3319	9.76	1.4561	.1640	-.3879	8.88
.203	60.20	8.27	1.7956	.1838	-.3887	9.77	1.6945	.1888	-.4436	8.98
.203	60.17	10.32	1.9972	.2176	-.4298	9.18	1.9102	.2240	-.4781	8.53
.204	60.58	12.34	2.1800	.2541	-.4585	8.58	2.1178	.2627	-.4877	8.06
.203	60.30	13.37	2.2750	.2686	-.4829	8.47	2.2297	.2759	-.4964	8.08
.203	60.35	14.32	2.2792	.3046	-.5448	7.48	2.2523	.3101	-.5483	7.26
.203	60.29	15.39	2.3550	.3280	-.5688	7.18	2.3434	.3311	-.5694	7.08
.203	60.32	16.39	2.3694	.3611	-.6135	6.56	2.3643	.3626	-.6185	6.52
.203	60.40	17.43	2.4011	.3968	-.6284	6.05	2.3991	.3971	-.6462	6.04
.203	60.28	18.40	2.4257	.4298	-.6392	5.64	2.4252	.4297	-.6682	5.64
.203	60.20	20.37	2.4564	.5044	-.6134	4.87	2.4564	.5044	-.6504	4.87
.203	60.06	22.40	2.5170	.5839	-.6190	4.31	2.5170	.5839	-.6542	4.31
.202	59.86	24.50	2.5497	.6672	-.6078	3.82	2.5497	.6672	-.6367	3.82
.202	59.87	26.45	2.4216	.7620	-.6109	3.18	2.4216	.7620	-.6325	3.18
.204	60.69	28.50	2.4834	.8566	-.6728	2.90	2.4834	.8566	-.6819	2.90

RUN NUMBER 57 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q.PSF	ALPHA.DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.204	61.05	-5.99	.0088	.1368	-.2573	.06	-.2292	.1435	-.2793	-1.60
.203	60.31	-3.95	.2607	.1119	-.2486	2.33	.0268	.1174	-.2625	.23
.203	60.38	-1.87	.5778	.0933	-.2863	6.19	.3574	.0969	-.2964	3.69
.203	60.28	.08	.8859	.0928	-.3164	9.55	.7031	.0927	-.3319	7.59
.203	60.15	2.19	1.1373	.1015	-.3140	11.21	1.0073	.1020	-.3509	9.87
.203	60.11	4.25	1.3618	.1181	-.2916	11.53	1.2533	.1206	-.3439	10.40
.203	60.36	6.28	1.5987	.1344	-.2708	11.90	1.4958	.1387	-.3269	10.78
.203	60.44	8.29	1.7800	.1633	-.2439	10.90	1.6788	.1683	-.2988	9.98
.203	60.10	10.41	1.9609	.1944	-.2198	10.09	1.8747	.2010	-.2676	9.33
.203	60.28	12.42	2.1455	.2252	-.1824	9.53	2.0844	.2338	-.2105	8.92
.203	60.24	13.37	2.1524	.2514	-.1891	8.56	2.1072	.2587	-.2026	8.14
.203	60.07	14.34	2.2240	.2744	-.1624	8.11	2.1973	.2798	-.1659	7.85
.203	60.15	15.43	2.2960	.2916	-.1413	7.87	2.2848	.2947	-.1418	7.75
.203	60.39	16.35	2.3303	.3169	-.1223	7.35	2.3251	.3185	-.1269	7.30
.203	60.36	17.38	2.2937	.3506	-.1336	6.54	2.2916	.3510	-.1507	6.53
.203	60.19	18.48	2.2942	.3823	-.0960	6.00	2.2938	.3822	-.1256	6.00
.203	60.28	20.40	2.3027	.4525	-.0432	5.09	2.3027	.4525	-.0803	5.09
.203	60.18	22.38	2.3232	.5234	.0096	4.44	2.3232	.5234	-.0256	4.44
.203	60.37	24.43	2.2258	.6029	.1097	3.69	2.2258	.6029	.0804	3.69
.204	60.61	26.42	2.2064	.6706	.1340	3.29	2.2064	.6706	.1123	3.29
.204	60.49	28.47	2.1908	.7485	.1413	2.93	2.1908	.7485	.1321	2.93

APPENDIX A

RUN NUMBER 58 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.21	-5.88	.0568	.1359	-.2516	.42	-.1810	.1426	-.2730	-1.27
.203	60.32	-3.94	.2713	.1146	-.2383	2.37	.0375	.1201	-.2522	.31
.204	60.54	-1.77	.6007	.0989	-.2718	6.08	.3815	.1023	-.2819	3.73
.203	60.32	.25	.9045	.0974	-.2997	9.29	.7269	.0971	-.3165	7.49
.203	60.30	2.25	1.1407	.1089	-.2861	10.47	1.0116	.1095	-.3236	9.24
.204	60.27	4.26	1.3706	.1254	-.2581	10.93	1.2622	.1279	-.3105	9.87
.203	60.40	6.25	1.5843	.1440	-.2382	11.01	1.4814	.1483	-.2943	9.99
.203	60.30	8.30	1.7884	.1700	-.2162	10.52	1.6872	.1749	-.2710	9.65
.203	60.18	10.34	1.9714	.2019	-.1827	9.76	1.8846	.2084	-.2310	9.04
.203	60.40	12.39	2.1577	.2335	-.1510	9.24	2.0962	.2421	-.1795	8.66
.203	60.32	13.40	2.1712	.2576	-.1523	8.43	2.1266	.2649	-.1653	8.03
.203	60.23	14.42	2.2294	.2832	-.1323	7.87	2.2042	.2884	-.1354	7.64
.203	60.37	15.47	2.2586	.3052	-.1192	7.40	2.2478	.3082	-.1197	7.29
.203	60.33	16.39	2.2493	.3337	-.1073	6.74	2.2443	.3352	-.1123	6.69
.203	60.22	17.40	2.2389	.3590	-.0866	6.24	2.2369	.3594	-.1039	6.22
.203	60.28	18.47	2.2420	.3921	-.0660	5.72	2.2416	.3921	-.0955	5.72
.204	60.51	20.53	2.2299	.4631	.0153	4.82	2.2299	.4631	-.0221	4.82
.204	60.49	22.47	2.1173	.5365	.0866	3.95	2.1173	.5365	.0516	3.95
.204	60.64	24.51	2.0627	.6153	.1004	3.35	2.0627	.6153	.0715	3.35
.204	60.55	26.65	1.9942	.6860	.0762	2.91	1.9942	.6860	.0559	2.91
.204	60.48	28.61	1.9794	.7457	.0560	2.65	1.9794	.7457	.0476	2.65

RUN NUMBER 59 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.204	60.38	-5.91	-.1235	.1344	-.2253	-.92	-.2504	.1380	-.2894	-1.81
.203	60.23	-3.93	.0208	.1110	-.1634	.19	-.1041	.1144	-.2078	-.91
.203	60.30	-1.90	.2183	.0879	-.1445	2.48	.0964	.0910	-.1719	1.06
.203	60.24	.26	.5059	.0738	-.1423	6.85	.3937	.0762	-.1622	5.17
.204	60.38	2.24	.7481	.0720	-.1395	10.40	.6519	.0728	-.1730	8.95
.203	60.27	4.24	.9622	.0834	-.1185	11.54	.8798	.0825	-.1693	10.66
.203	60.21	6.35	1.1843	.0963	-.1067	12.30	1.1134	.0980	-.1689	11.37
.203	60.29	8.25	1.3867	.1144	-.0868	12.12	1.3257	.1164	-.1464	11.39
.203	60.32	10.39	1.6025	.1383	-.0589	11.59	1.5480	.1411	-.1125	10.97
.204	60.32	12.43	1.8014	.1708	-.0280	10.55	1.7500	.1755	-.0615	9.97
.203	60.31	13.48	1.8354	.1908	-.0343	9.62	1.7879	.1950	-.0468	9.17
.203	60.27	14.38	1.8971	.2131	-.0277	8.90	1.8555	.2161	-.0280	8.59
.203	60.22	15.38	1.9595	.2356	-.0269	8.32	1.9263	.2371	-.0333	8.12
.204	60.41	16.37	1.9667	.2691	-.0280	7.31	1.9448	.2696	-.0515	7.21
.204	60.33	17.54	1.9916	.3007	-.0116	6.62	1.9796	.3006	-.0420	6.59
.203	60.17	18.38	2.0216	.3264	-.0098	6.19	2.0152	.3264	-.0388	6.17
.204	60.35	20.47	2.0358	.4047	.0592	5.03	2.0353	.4047	.0362	5.03
.204	60.22	22.49	2.0389	.4674	.1126	4.36	2.0388	.4674	.0936	4.36
.204	60.42	24.50	1.9933	.5512	.1580	3.62	1.9933	.5512	.1434	3.62
.204	60.35	26.48	1.9261	.6072	.1447	3.17	1.9261	.6072	.1355	3.17
.204	60.46	28.48	1.8924	.6667	.1181	2.84	1.8924	.6667	.1153	2.84

RUN NUMBER 60 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.204	60.34	-5.96	-.1186	.1392	-.2226	-.85	-.2455	.1428	-.2871	-1.72
.204	60.31	-3.92	.0193	.1136	-.1598	.17	-.1056	.1170	-.2031	-.90
.204	60.27	-1.89	.2200	.0892	-.1445	2.47	.0981	.0922	-.1718	1.06
.204	60.25	.16	.4796	.0759	-.1473	6.32	.3666	.0783	-.1672	4.68
.203	60.20	2.28	.7333	.0730	-.1512	10.05	.6375	.0738	-.1851	8.64
.204	60.23	4.33	.9680	.0821	-.1323	11.79	.8862	.0814	-.1838	10.89
.204	60.23	6.40	1.1864	.0936	-.1208	12.67	1.1158	.0953	-.1832	11.70
.204	60.32	8.32	1.3881	.1143	-.0991	12.14	1.3275	.1163	-.1587	11.42
.204	60.34	10.42	1.5819	.1393	-.0812	11.36	1.5273	.1421	-.1347	10.75
.204	60.26	12.38	1.7825	.1670	-.0467	10.67	1.7310	.1717	-.0813	10.08
.204	60.35	13.39	1.8076	.1923	-.0606	9.40	1.7596	.1966	-.0747	8.95
.204	60.27	14.43	1.8858	.2148	-.0402	8.78	1.8446	.2177	-.0402	8.47
.204	60.33	15.52	1.9492	.2380	-.0392	8.19	1.9176	.2394	-.0480	8.01
.204	60.32	16.40	1.9652	.2696	-.0391	7.29	1.9435	.2701	-.0629	7.20
.204	60.27	17.06	1.9954	.2835	-.0435	7.04	1.9799	.2834	-.0728	6.99
.204	60.39	17.42	1.9903	.2971	-.0408	6.70	1.9774	.2970	-.0711	6.66
.204	60.31	18.49	2.0368	.3257	-.0139	6.25	2.0310	.3257	-.0427	6.24
.204	60.38	20.49	2.0723	.3962	.0301	5.23	2.0719	.3962	.0071	5.23
.204	60.37	22.49	2.1103	.4641	.0793	4.55	2.1102	.4641	.0603	4.55
.204	60.54	24.49	2.1221	.5394	.1368	3.93	2.1221	.5394	.1222	3.93
.204	60.46	26.53	2.0897	.6097	.1716	3.43	2.0897	.6097	.1625	3.43
.204	60.53	28.60	2.0882	.6859	.2023	3.04	2.0882	.6859	.1997	3.04

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RUN NUMBER 61 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.204	60.31	-5.88	-.1218	.1445	-.2095	-.84	-.2486	.1481	-.2731	-1.68
.204	60.35	-3.88	.0006	.1203	-.1531	.01	-.1242	.1237	-.1971	-1.00
.204	60.34	-1.92	.1746	.0960	-.1452	1.82	.0527	.0991	-.1727	.53
.204	60.24	.21	.4548	.0785	-.1545	5.80	.3422	.0809	-.1744	4.23
.204	60.29	2.27	.7212	.0758	-.1554	9.51	.6253	.0766	-.1892	8.16
.204	60.23	4.20	.9389	.0831	-.1513	11.30	.8562	.0822	-.2018	10.41
.204	60.29	6.31	1.1552	.0988	-.1307	11.69	1.0839	.1004	-.1928	10.79
.204	60.23	8.33	1.3730	.1164	-.1161	11.79	1.3124	.1183	-.1757	11.09
.204	60.36	10.29	1.5565	.1388	-.0928	11.21	1.5019	.1415	-.1468	10.61
.204	60.19	12.29	1.7595	.1659	-.0625	10.61	1.7079	.1706	-.0987	10.01
.204	60.52	13.44	1.8634	.1796	-.0556	10.38	1.8157	.1838	-.0687	9.88
.204	60.28	14.34	1.8593	.2138	-.0698	8.69	1.8174	.2169	-.0703	8.38
.205	60.92	15.44	1.9283	.2328	-.0518	8.28	1.8958	.2343	-.0592	8.09
.204	60.27	16.43	2.0048	.2559	-.0377	7.83	1.9835	.2564	-.0619	7.74
.204	60.19	17.44	2.0042	.2966	-.0783	6.76	1.9915	.2965	-.1086	6.72
.204	60.27	18.41	2.0580	.3224	-.0541	6.38	2.0518	.3224	-.0831	6.36
.204	60.35	20.44	2.1048	.3911	-.0009	5.38	2.1043	.3911	-.0240	5.38
.204	60.46	22.55	2.1573	.4567	.0336	4.72	2.1573	.4567	.0147	4.72
.204	60.40	24.49	2.1605	.5306	.0939	4.07	2.1605	.5306	.0793	4.07
.204	60.16	26.64	2.1358	.6130	.1479	3.48	2.1358	.6130	.1390	3.48
.204	60.62	28.60	2.1669	.6831	.1837	3.17	2.1669	.6831	.1811	3.17

RUN NUMBER 67 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.204	60.43	-5.99	-.2317	.1719	.1459	-1.35	-.3587	.1755	.0811	-2.04
.204	60.45	-3.95	-.0882	.1472	.1353	-.60	-.2131	.1506	.0907	-1.41
.204	60.42	-1.91	.1521	.1171	.0235	1.30	.0301	.1202	-.0039	.25
.204	60.38	.22	.4176	.1013	-.0366	4.12	.3050	.1037	-.0565	2.94
.203	60.17	2.19	.6904	.0980	-.1410	7.05	.5939	.0989	-.1740	6.01
.203	60.07	4.31	.9672	.1071	-.1970	9.03	.8853	.1063	-.2483	8.33
.204	60.22	6.38	1.1859	.1236	-.2375	9.59	1.1152	.1253	-.2998	8.90
.203	60.19	8.39	1.4318	.1420	-.3103	10.08	1.3715	.1439	-.3699	9.53
.204	60.21	10.43	1.6625	.1701	-.3486	9.78	1.6079	.1729	-.4021	9.30
.204	60.34	12.40	1.8605	.2000	-.3781	9.30	1.8091	.2047	-.4123	8.84
.204	60.26	13.38	1.9546	.2176	-.3974	8.98	1.9066	.2219	-.4117	8.59
.204	60.45	14.47	1.9872	.2567	-.4628	7.74	1.9462	.2595	-.4626	7.50
.204	60.29	15.38	2.0616	.2784	-.5028	7.41	2.0285	.2799	-.5092	7.25
.204	60.26	16.57	2.1118	.3211	-.5549	6.58	2.0919	.3214	-.5906	6.51
.204	60.25	17.51	2.1783	.3507	-.5880	6.21	2.1661	.3506	-.6184	6.18
.204	60.42	18.47	2.2337	.3809	-.6095	5.87	2.2279	.3809	-.6383	5.85
.204	60.31	20.43	2.2800	.4515	-.6041	5.05	2.2795	.4515	-.6271	5.05
.203	60.10	22.65	2.3674	.5386	-.6538	4.40	2.3674	.5386	-.6724	4.40
.203	60.17	24.64	2.4093	.6249	-.6731	3.86	2.4093	.6249	-.6873	3.86
.204	60.36	26.61	2.3999	.7192	-.6779	3.34	2.3999	.7192	-.6868	3.34
.204	60.36	28.70	2.4266	.8193	-.7308	2.96	2.4266	.8193	-.7333	2.96

RUN NUMBER 70 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.204	60.45	-5.93	-.1314	.1444	-.2030	-.91	-.2584	.1479	-.2672	-1.75
.204	60.38	-3.85	.0073	.1172	-.1525	.06	-.1174	.1206	-.1961	-.97
.204	60.36	-1.80	.1960	.0927	-.1284	2.11	.0741	.0957	-.1551	.77
.204	60.37	.12	.4442	.0768	-.1208	5.78	.3310	.0793	-.1407	4.17
.204	60.43	2.21	.7157	.0716	-.1320	10.00	.6194	.0725	-.1652	8.55
.204	60.27	4.21	.9492	.0800	-.1054	11.86	.8665	.0792	-.1559	10.94
.204	60.24	6.38	1.1774	.0915	-.0895	12.87	1.1066	.0931	-.1519	11.88
.203	60.15	8.39	1.3853	.1109	-.0709	12.49	1.3250	.1128	-.1304	11.75
.203	60.18	10.33	1.5725	.1305	-.0491	12.05	1.5179	.1332	-.1029	11.40
.204	60.30	12.38	1.7649	.1606	-.0079	10.99	1.7135	.1653	-.0425	10.37
.204	60.50	13.46	1.7870	.1903	-.0325	9.39	1.7395	.1946	-.0453	8.94
.204	60.41	14.40	1.8650	.2075	-.0118	8.99	1.8235	.2104	-.0120	8.67
.204	60.29	15.49	1.9240	.2260	.0079	8.51	1.8922	.2274	-.0005	8.32
.204	60.31	16.46	1.9978	.2486	.0285	8.04	1.9769	.2490	.0039	7.94
.204	60.27	17.35	1.9878	.2838	-.0168	7.00	1.9745	.2837	-.0470	6.96
.204	60.28	18.50	2.0466	.3129	.0078	6.54	2.0410	.3129	-.0209	6.52
.204	60.50	20.37	2.0952	.3764	.0669	5.57	2.0947	.3764	.0438	5.56
.204	60.56	22.52	2.1411	.4423	.1118	4.84	2.1411	.4423	.0929	4.84
.204	60.37	24.60	2.1542	.5193	.1737	4.15	2.1542	.5193	.1594	4.15
.204	60.45	26.55	2.1175	.5880	.2180	3.60	2.1175	.5880	.2090	3.60
.204	60.42	28.49	2.1472	.6609	.2582	3.25	2.1472	.6609	.2554	3.25

APPENDIX A

RUN NUMBER 71 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.25	-4.16	-.1688	.1268	-.2206	-1.33	-.1688	.1268	-.2206	-1.33
.203	60.43	-2.21	.0022	.1006	-.1781	.02	.0022	.1006	-.1781	.02
.203	60.11	-.20	.2171	.0834	-.1612	2.60	.2171	.0834	-.1612	2.60
.203	60.19	1.95	.5267	.0701	-.1819	7.52	.5267	.0701	-.1819	7.52
.203	60.37	3.85	.7720	.0746	-.1803	10.34	.7720	.0746	-.1803	10.34
.202	59.97	6.00	1.0052	.0883	-.1639	11.39	1.0052	.0883	-.1639	11.39
.203	60.28	7.95	1.2085	.1030	-.1435	11.73	1.2085	.1030	-.1435	11.73
.203	60.28	10.03	1.4562	.1238	-.0960	11.76	1.4562	.1238	-.0960	11.76
.203	60.32	12.06	1.6314	.1515	-.0759	10.77	1.6314	.1515	-.0759	10.77
.203	60.39	14.17	1.8117	.1814	-.0325	9.99	1.8117	.1814	-.0325	9.99
.203	60.37	12.97	1.7053	.1650	-.0533	10.34	1.7053	.1650	-.0533	10.34
.203	60.24	15.02	1.8653	.1953	-.0078	9.55	1.8653	.1953	-.0078	9.55
.203	60.23	16.06	1.8636	.2305	-.0419	8.09	1.8636	.2305	-.0419	8.09
.203	60.19	17.10	1.8830	.2702	-.0720	6.97	1.8830	.2702	-.0720	6.97
.203	60.23	18.11	1.9504	.2929	-.0501	6.66	1.9504	.2929	-.0501	6.66
.203	60.28	20.09	2.0066	.3509	.0019	5.72	2.0066	.3509	.0019	5.72
.203	60.32	21.97	2.0706	.4103	.0686	5.05	2.0706	.4103	.0686	5.05
.203	60.26	24.14	2.1183	.4794	.1298	4.42	2.1183	.4794	.1298	4.42

RUN NUMBER 72 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.202	59.98	-4.13	-.1405	.1271	-.2084	-1.10	-.1405	.1271	-.2084	-1.10
.203	60.24	-2.22	.0031	.1037	-.1839	.03	.0031	.1037	-.1839	.03
.203	60.17	-.23	.2814	.0837	-.1726	3.36	.2814	.0837	-.1726	3.36
.203	60.27	1.79	.5487	.0763	-.1960	7.19	.5487	.0763	-.1960	7.19
.203	60.17	4.01	.8288	.0834	-.1942	9.94	.8288	.0834	-.1942	9.94
.203	60.20	5.90	1.0334	.0979	-.1821	10.56	1.0334	.0979	-.1821	10.56
.202	59.99	8.11	1.2645	.1164	-.1619	10.86	1.2645	.1164	-.1619	10.86
.202	60.02	9.95	1.4519	.1396	-.1339	10.40	1.4519	.1396	-.1339	10.40
.202	59.92	12.16	1.6840	.1673	-.0907	10.07	1.6840	.1673	-.0907	10.07
.202	60.04	13.09	1.7474	.1874	-.0746	9.32	1.7474	.1874	-.0746	9.32
.203	60.05	14.10	1.8393	.2030	-.0561	9.06	1.8393	.2030	-.0561	9.06
.202	60.04	15.27	1.9206	.2201	-.0335	8.73	1.9206	.2201	-.0335	8.73
.203	60.11	16.05	1.9066	.2560	-.0727	7.45	1.9066	.2560	-.0727	7.45
.202	59.93	17.15	1.9382	.2962	-.0958	6.54	1.9382	.2962	-.0958	6.54
.202	60.00	18.19	1.9972	.3238	-.0900	6.17	1.9972	.3238	-.0900	6.17
.203	60.08	20.18	2.0792	.3779	-.0349	5.50	2.0792	.3779	-.0349	5.50
.203	60.06	22.11	2.1142	.4488	.0308	4.71	2.1142	.4488	.0308	4.71
.203	60.18	24.34	2.1630	.5212	.0785	4.15	2.1630	.5212	.0785	4.15

RUN NUMBER 73 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.17	-4.11	-.1836	.1492	.0272	-1.23	-.1836	.1492	.0272	-1.23
.203	60.19	-2.22	-.0160	.1288	-.0162	-.12	-.0160	.1288	-.0162	-.12
.203	60.24	-.16	.2747	.1049	-.1058	2.62	.2747	.1049	-.1058	2.62
.203	60.33	1.90	.5801	.0990	-.1951	5.86	.5801	.0990	-.1951	5.86
.202	60.03	3.90	.8310	.1064	-.2615	7.81	.8310	.1064	-.2615	7.81
.203	60.06	5.94	1.0842	.1211	-.3151	8.95	1.0842	.1211	-.3151	8.95
.203	60.15	7.92	1.3005	.1427	-.3558	9.11	1.3005	.1427	-.3558	9.11
.203	60.07	10.04	1.5572	.1716	-.4072	9.07	1.5572	.1716	-.4072	9.07
.203	60.14	12.05	1.7788	.2032	-.4499	8.75	1.7788	.2032	-.4499	8.75
.203	60.09	13.10	1.8771	.2248	-.4677	8.35	1.8771	.2248	-.4677	8.35
.203	60.21	14.18	1.9873	.2446	-.4944	8.13	1.9873	.2446	-.4944	8.13
.203	60.15	15.08	2.0549	.2615	-.5388	7.86	2.0549	.2615	-.5388	7.86
.203	60.14	16.11	2.0233	.3149	-.6179	6.42	2.0233	.3149	-.6179	6.42
.203	60.06	17.20	2.1144	.3434	-.6661	6.16	2.1144	.3434	-.6661	6.16
.203	60.11	18.10	2.1805	.3714	-.6923	5.87	2.1805	.3714	-.6923	5.87
.203	60.13	20.21	2.2832	.4414	-.7230	5.17	2.2832	.4414	-.7230	5.17
.203	60.06	22.26	2.3431	.5264	-.7500	4.45	2.3431	.5264	-.7500	4.45
.203	60.17	24.23	2.4582	.6128	-.8032	4.01	2.4582	.6128	-.8032	4.01

APPENDIX A

RUN NUMBER 74 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.09	-4.11	-.0946	.1122	-.2303	-.84	-.0946	.1122	-.2303	-.84
.203	60.16	-2.26	.0519	.0933	-.1960	.56	.0519	.0933	-.1960	.56
.203	60.40	-.09	.3194	.0747	-.1830	4.28	.3194	.0747	-.1830	4.28
.203	60.45	1.99	.6122	.0714	-.1920	8.58	.6122	.0714	-.1920	8.58
.203	60.18	3.92	.8346	.0823	-.1806	10.14	.8346	.0823	-.1806	10.14
.203	60.18	5.98	1.0772	.0978	-.1590	11.01	1.0772	.0978	-.1590	11.01
.203	60.28	8.05	1.2843	.1182	-.1377	10.87	1.2843	.1182	-.1377	10.87
.203	60.24	9.99	1.5177	.1377	-.1026	11.02	1.5177	.1377	-.1026	11.02
.203	60.08	12.08	1.7068	.1726	-.0668	9.89	1.7068	.1726	-.0668	9.89
.202	60.05	13.09	1.7900	.1876	-.0468	9.54	1.7900	.1876	-.0468	9.54
.203	60.16	14.06	1.8614	.2087	-.0294	8.92	1.8614	.2087	-.0294	8.92
.203	60.12	15.30	1.8401	.2504	-.0819	7.35	1.8401	.2504	-.0819	7.35
.203	60.10	15.97	1.9052	.2682	-.0710	7.10	1.9052	.2682	-.0710	7.10
.203	60.22	17.02	1.9623	.2957	-.0549	6.64	1.9623	.2957	-.0549	6.64
.203	60.19	18.11	2.0048	.3227	-.0451	6.21	2.0048	.3227	-.0451	6.21
.203	60.19	20.16	2.0272	.3899	.0201	5.20	2.0272	.3899	.0201	5.20
.203	60.38	22.17	2.0286	.4612	.0874	4.40	2.0286	.4612	.0874	4.40
.203	60.26	24.21	2.0023	.5371	.1516	3.73	2.0023	.5371	.1516	3.73

RUN NUMBER 75 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.14	-4.37	-.1315	.1218	-.2262	-1.08	-.1315	.1218	-.2262	-1.08
.203	60.19	-2.18	.0406	.0972	-.1884	.42	.0406	.0972	-.1884	.42
.202	60.08	-.10	.3237	.0789	-.1751	4.10	.3237	.0789	-.1751	4.10
.203	60.22	1.91	.6118	.0724	-.1967	8.45	.6118	.0724	-.1967	8.45
.202	59.85	3.99	.8410	.0829	-.1910	10.15	.8410	.0829	-.1910	10.15
.203	60.13	5.88	1.0536	.0964	-.1752	10.93	1.0536	.0964	-.1752	10.93
.202	60.09	8.04	1.2811	.1165	-.1508	11.00	1.2811	.1165	-.1508	11.00
.202	60.01	9.91	1.4917	.1384	-.1132	10.78	1.4917	.1384	-.1132	10.78
.203	60.17	12.02	1.6694	.1724	-.0825	9.68	1.6694	.1724	-.0825	9.68
.202	60.02	13.10	1.7868	.1874	-.0578	9.53	1.7868	.1874	-.0578	9.53
.202	60.07	13.99	1.8433	.2035	-.0425	9.06	1.8433	.2035	-.0425	9.06
.202	60.01	15.04	1.8171	.2481	-.0977	7.33	1.8171	.2481	-.0977	7.33
.202	60.11	16.02	1.8982	.2696	-.0846	7.04	1.8982	.2696	-.0846	7.04
.203	60.12	17.16	1.9571	.2984	-.0741	6.56	1.9571	.2984	-.0741	6.56
.202	60.10	18.07	2.0143	.3217	-.0643	6.26	2.0143	.3217	-.0643	6.26
.203	60.18	20.07	2.0769	.3781	-.0129	5.49	2.0769	.3781	-.0129	5.49
.203	60.34	22.25	2.0909	.4554	.0571	4.59	2.0909	.4554	.0571	4.59
.203	60.24	24.13	2.1584	.5183	.0984	4.16	2.1584	.5183	.0984	4.16

RUN NUMBER 76 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.202	60.11	-3.95	.3791	.1493	-.4010	2.54	.3791	.1493	-.4010	2.54
.202	60.15	-2.19	.7946	.1553	-.5114	5.11	.7946	.1553	-.5114	5.11
.202	60.05	-.14	1.2811	.1746	-.5897	7.34	1.2811	.1746	-.5897	7.34
.202	60.10	2.01	1.5699	.2005	-.5807	7.83	1.5699	.2005	-.5807	7.83
.203	60.21	4.06	1.7649	.2274	-.5508	7.76	1.7649	.2274	-.5508	7.76
.202	59.99	6.07	1.9556	.2527	-.5090	7.74	1.9556	.2527	-.5090	7.74
.202	59.92	8.11	2.1508	.2818	-.4634	7.63	2.1508	.2818	-.4634	7.63
.203	60.49	10.08	2.3387	.3097	-.4135	7.55	2.3387	.3097	-.4135	7.55
.203	60.39	12.20	2.5104	.3500	-.3569	7.17	2.5104	.3500	-.3569	7.17
.203	60.20	13.12	2.5697	.3663	-.3307	7.02	2.5697	.3663	-.3307	7.02
.202	60.08	14.23	2.6263	.3904	-.3054	6.73	2.6263	.3904	-.3054	6.73
.202	60.14	15.23	2.5909	.4072	-.2943	6.36	2.5909	.4072	-.2943	6.36
.203	60.22	16.16	2.5308	.4386	-.3213	5.77	2.5308	.4386	-.3213	5.77
.202	60.11	17.21	2.5351	.4678	-.2929	5.42	2.5351	.4678	-.2929	5.42
.203	60.42	18.20	2.5360	.4958	-.2598	5.12	2.5360	.4958	-.2598	5.12
.202	60.15	20.26	2.5229	.5615	-.1632	4.49	2.5229	.5615	-.1632	4.49
.202	60.16	22.21	2.4662	.6287	-.0543	3.92	2.4662	.6287	-.0543	3.92
.202	60.08	24.18	2.2766	.6912	.0598	3.29	2.2766	.6912	.0598	3.29

RUN NUMBER 77 LONGITUDINAL STABILITY-AXIS DATA TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.22	-3.94	.4606	.1469	-.4205	3.14	.4606	.1469	-.4205	3.14
.203	60.20	-2.15	.8757	.1540	-.5246	5.69	.8757	.1540	-.5246	5.69
.202	60.04	-.05	1.3073	.1795	-.5847	7.28	1.3073	.1795	-.5847	7.28
.202	59.99	2.02	1.5834	.2009	-.5689	7.88	1.5834	.2009	-.5689	7.88
.202	60.07	4.02	1.7781	.2242	-.5299	7.93	1.7781	.2242	-.5299	7.93
.203	60.21	6.01	1.9673	.2508	-.4932	7.85	1.9673	.2508	-.4932	7.85
.202	60.06	8.04	2.1630	.2806	-.4541	7.71	2.1630	.2806	-.4541	7.71
.202	60.15	10.11	2.3231	.3172	-.4058	7.32	2.3231	.3172	-.4058	7.32
.203	60.17	12.19	2.5025	.3529	-.3427	7.09	2.5025	.3529	-.3427	7.09
.202	60.01	13.21	2.5778	.3717	-.3146	6.93	2.5778	.3717	-.3146	6.93
.202	60.06	14.19	2.5359	.3966	-.3113	6.39	2.5359	.3966	-.3113	6.39
.202	60.08	15.10	2.5067	.4189	-.3184	5.98	2.5067	.4189	-.3184	5.98
.203	60.20	16.16	2.5114	.4434	-.3031	5.66	2.5114	.4434	-.3031	5.66
.202	60.12	17.24	2.5170	.4631	-.2582	5.43	2.5170	.4631	-.2582	5.43
.203	60.18	18.17	2.5032	.4854	-.2045	5.16	2.5032	.4854	-.2045	5.16
.203	60.25	20.27	2.3112	.5406	-.0557	4.28	2.3112	.5406	-.0557	4.28
.203	60.40	22.21	2.2104	.6228	-.0178	3.55	2.2104	.6228	-.0178	3.55
.203	60.28	24.21	2.1153	.7029	-.0072	3.01	2.1153	.7029	-.0072	3.01

RUN NUMBER 78 LONGITUDINAL STABILITY-AXIS DATA TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.17	-4.16	.2388	.1527	-.3341	1.56	.2388	.1527	-.3341	1.56
.203	59.94	-2.06	.7873	.1568	-.4999	5.02	.7873	.1568	-.4999	5.02
.203	59.92	.00	1.2466	.1803	-.5814	6.91	1.2466	.1803	-.5814	6.91
.203	60.05	2.25	1.5815	.2083	-.5853	7.59	1.5815	.2083	-.5853	7.59
.203	60.02	4.05	1.7560	.2320	-.5587	7.57	1.7560	.2320	-.5587	7.57
.203	59.88	6.14	1.9604	.2560	-.5184	7.66	1.9604	.2560	-.5184	7.66
.203	59.87	8.23	2.1627	.2869	-.4796	7.54	2.1627	.2869	-.4796	7.54
.203	60.08	12.21	2.5048	.3527	-.3776	7.10	2.5048	.3527	-.3776	7.10
.203	59.95	13.28	2.5866	.3714	-.3466	6.96	2.5866	.3714	-.3466	6.96
.203	60.16	14.33	2.6404	.3865	-.3114	6.83	2.6404	.3865	-.3114	6.83
.203	60.21	15.31	2.6635	.4045	-.2802	6.59	2.6635	.4045	-.2802	6.59
.203	59.97	16.21	2.5543	.4279	-.3054	5.97	2.5543	.4279	-.3054	5.97
.203	60.05	17.27	2.5152	.4664	-.3067	5.39	2.5152	.4664	-.3067	5.39
.203	60.15	18.28	2.5438	.4970	-.2685	5.12	2.5438	.4970	-.2685	5.12
.203	60.07	20.27	2.5276	.5659	-.1849	4.47	2.5276	.5659	-.1849	4.47
.203	60.11	22.28	2.5557	.6408	-.1256	3.99	2.5557	.6408	-.1256	3.99
.203	60.03	24.22	2.4555	.6957	-.0017	3.53	2.4555	.6957	-.0017	3.53

RUN NUMBER 79 LONGITUDINAL STABILITY-AXIS DATA TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.33	-4.15	.1487	.1787	.0494	.83	.1487	.1787	.0494	.83
.203	60.17	-2.09	.6819	.1750	-.1567	3.90	.6819	.1750	-.1567	3.90
.203	59.99	.06	1.1819	.1948	-.3262	6.07	1.1819	.1948	-.3262	6.07
.203	59.85	2.02	1.4723	.2173	-.4137	6.77	1.4723	.2173	-.4137	6.77
.203	60.02	4.07	1.7319	.2351	-.4800	7.37	1.7319	.2351	-.4800	7.37
.203	59.83	6.08	1.9249	.2642	-.5264	7.29	1.9249	.2642	-.5264	7.29
.203	60.04	8.21	2.1685	.2947	-.5717	7.36	2.1685	.2947	-.5717	7.36
.203	59.89	10.20	2.3620	.3272	-.6058	7.22	2.3620	.3272	-.6058	7.22
.203	60.11	12.24	2.5551	.3610	-.6271	7.08	2.5551	.3610	-.6271	7.08
.203	60.12	13.22	2.6118	.3832	-.6335	6.82	2.6118	.3832	-.6335	6.82
.203	60.24	14.26	2.6818	.4046	-.6372	6.63	2.6818	.4046	-.6372	6.63
.203	60.28	15.28	2.6860	.4204	-.6864	6.39	2.6860	.4204	-.6864	6.39
.203	60.23	16.32	2.5899	.4687	-.7550	5.53	2.5899	.4687	-.7550	5.53
.203	60.23	17.28	2.6230	.4920	-.7522	5.33	2.6230	.4920	-.7522	5.33
.203	60.06	18.29	2.6437	.5276	-.7536	5.01	2.6437	.5276	-.7536	5.01
.203	60.15	20.30	2.6442	.6044	-.7334	4.38	2.6442	.6044	-.7334	4.38
.203	60.04	22.30	2.6786	.6857	-.7417	3.91	2.6786	.6857	-.7417	3.91
.204	60.39	24.29	2.6645	.7597	-.6590	3.51	2.6645	.7597	-.6590	3.51

APPENDIX A

RUN NUMBER 80 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q.PSF	ALPHA.DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.04	-4.02	.2080	.1511	-.2938	1.38	.2080	.1511	-.2938	1.38
.203	59.87	-2.03	.7312	.1506	-.4137	4.86	.7312	.1506	-.4137	4.86
.203	60.06	.03	1.2197	.1670	-.4770	7.31	1.2197	.1670	-.4770	7.31
.203	59.88	2.01	1.4776	.1905	-.4758	7.76	1.4776	.1905	-.4758	7.76
.203	60.12	4.12	1.7075	.2121	-.4474	8.05	1.7075	.2121	-.4474	8.05
.203	60.22	6.16	1.9035	.2344	-.4060	8.12	1.9035	.2344	-.4060	8.12
.203	59.92	8.23	2.1031	.2632	-.3525	7.99	2.1031	.2632	-.3525	7.99
.203	60.13	10.17	2.2650	.2907	-.2994	7.79	2.2650	.2907	-.2994	7.79
.203	60.21	12.27	2.4195	.3282	-.2285	7.37	2.4195	.3282	-.2285	7.37
.203	60.31	13.23	2.4738	.3498	-.2006	7.07	2.4738	.3498	-.2006	7.07
.203	60.19	14.34	2.5291	.3621	-.1635	6.98	2.5291	.3621	-.1635	6.98
.203	60.10	15.19	2.5512	.3707	-.1371	6.88	2.5512	.3707	-.1371	6.88
.203	60.30	16.30	2.4678	.4059	-.1707	6.08	2.4678	.4059	-.1707	6.08
.203	60.11	17.31	2.4355	.4367	-.1795	5.58	2.4355	.4367	-.1795	5.58
.203	60.14	18.33	2.4550	.4604	-.1616	5.33	2.4550	.4604	-.1616	5.33
.203	60.19	20.26	2.4409	.5323	-.0775	4.59	2.4409	.5323	-.0775	4.59
.203	60.31	22.39	2.4744	.5984	-.0172	4.14	2.4744	.5984	-.0172	4.14
.204	60.44	24.37	2.3748	.6591	.0868	3.60	2.3748	.6591	.0868	3.60

RUN NUMBER 82 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q.PSF	ALPHA.DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.05	-4.08	.1006	.1370	-.2795	.73	.1006	.1370	-.2795	.73
.203	60.04	-2.11	.5642	.1265	-.3901	4.46	.5642	.1265	-.3901	4.46
.203	60.13	.02	.9821	.1377	-.4956	7.13	.9821	.1377	-.4956	7.13
.203	60.10	2.02	1.3256	.1581	-.5098	8.38	1.3256	.1581	-.5098	8.38
.203	60.00	4.02	1.5659	.1775	-.4855	8.82	1.5659	.1775	-.4855	8.82
.203	60.10	6.21	1.7890	.2060	-.4634	8.68	1.7890	.2060	-.4634	8.68
.203	60.07	8.19	1.9881	.2348	-.4290	8.47	1.9881	.2348	-.4290	8.47
.203	60.08	10.24	2.1718	.2674	-.3956	8.12	2.1718	.2674	-.3956	8.12
.203	60.27	12.20	2.3368	.3004	-.3455	7.78	2.3368	.3004	-.3455	7.78
.203	60.27	13.31	2.4295	.3171	-.3152	7.66	2.4295	.3171	-.3152	7.66
.203	60.29	14.24	2.5005	.3359	-.2823	7.44	2.5005	.3359	-.2823	7.44
.203	60.21	15.26	2.5371	.3504	-.2618	7.24	2.5371	.3504	-.2618	7.24
.203	60.12	16.30	2.4705	.3934	-.2955	6.28	2.4705	.3934	-.2955	6.28
.203	60.11	17.23	2.4193	.4266	-.3021	5.67	2.4193	.4266	-.3021	5.67
.203	60.10	18.32	2.4488	.4548	-.2692	5.38	2.4488	.4548	-.2692	5.38
.203	60.11	20.29	2.4603	.5284	-.1865	4.66	2.4603	.5284	-.1865	4.66
.203	60.15	22.24	2.4779	.6003	-.1347	4.13	2.4779	.6003	-.1347	4.13
.203	60.13	23.81	2.5253	.6520	-.0842	3.87	2.5253	.6520	-.0842	3.87

RUN NUMBER 83 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q.PSF	ALPHA.DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.09	-3.99	.0228	.1626	.0747	.14	.0228	.1626	.0747	.14
.202	59.95	-2.10	.4368	.1469	-.0789	2.97	.4368	.1469	-.0789	2.97
.203	59.99	-.03	.9128	.1510	-.2567	6.05	.9128	.1510	-.2567	6.05
.203	60.09	2.03	1.2628	.1681	-.3740	7.51	1.2628	.1681	-.3740	7.51
.203	60.16	4.14	1.5300	.1899	-.4370	8.06	1.5300	.1899	-.4370	8.06
.203	59.97	6.06	1.7361	.2158	-.4853	8.05	1.7361	.2158	-.4853	8.05
.203	60.25	8.16	1.9903	.2440	-.5336	8.16	1.9903	.2440	-.5336	8.16
.203	60.00	10.25	2.1933	.2801	-.5747	7.83	2.1933	.2801	-.5747	7.83
.203	60.12	12.17	2.3926	.3151	-.6079	7.59	2.3926	.3151	-.6079	7.59
.203	60.06	13.28	2.4690	.3384	-.6217	7.30	2.4690	.3384	-.6217	7.30
.203	60.15	14.31	2.5641	.3571	-.6482	7.18	2.5641	.3571	-.6482	7.18
.203	60.20	15.30	2.5978	.3770	-.6965	6.89	2.5978	.3770	-.6965	6.89
.203	60.09	16.29	2.4979	.4282	-.7657	5.83	2.4979	.4282	-.7657	5.83
.202	59.95	17.23	2.5390	.4587	-.7769	5.54	2.5390	.4587	-.7769	5.54
.203	60.20	18.30	2.5749	.4925	-.7825	5.23	2.5749	.4925	-.7825	5.23
.203	60.05	20.29	2.5942	.5690	-.7641	4.56	2.5942	.5690	-.7641	4.56
.203	60.12	22.26	2.6322	.6516	-.7576	4.04	2.6322	.6516	-.7576	4.04
.203	60.04	24.40	2.7087	.7341	-.7810	3.69	2.7087	.7341	-.7810	3.69

APPENDIX A

RUN NUMBER 84 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.07	-4.15	.0249	.1515	-.2047	.16	.0249	.1515	-.2047	.16
.203	60.07	-1.96	.5443	.1318	-.3018	4.13	.5443	.1318	-.3018	4.13
.203	60.11	-.05	.9407	.1369	-.3692	6.87	.9407	.1369	-.3692	6.87
.203	60.10	2.03	1.2862	.1464	-.4154	8.79	1.2862	.1464	-.4154	8.79
.203	60.04	4.08	1.5195	.1657	-.3939	9.17	1.5195	.1657	-.3939	9.17
.203	60.04	6.08	1.7334	.1883	-.3675	9.20	1.7334	.1883	-.3675	9.20
.203	60.17	8.13	1.9410	.2136	-.3353	9.09	1.9410	.2136	-.3353	9.09
.203	60.14	10.10	2.1216	.2405	-.2968	8.82	2.1216	.2405	-.2968	8.82
.203	60.03	12.16	2.3070	.2658	-.2384	8.68	2.3070	.2658	-.2384	8.68
.203	60.13	13.25	2.3673	.2920	-.2065	8.11	2.3673	.2920	-.2065	8.11
.203	60.07	14.28	2.4237	.3101	-.1736	7.82	2.4237	.3101	-.1736	7.82
.203	60.25	15.24	2.4674	.3286	-.1418	7.51	2.4674	.3286	-.1418	7.51
.203	60.07	16.22	2.3269	.3742	-.2199	6.22	2.3269	.3742	-.2199	6.22
.203	60.10	17.15	2.3605	.3986	-.1908	5.92	2.3605	.3986	-.1908	5.92
.203	60.11	18.26	2.3950	.4230	-.1688	5.66	2.3950	.4230	-.1688	5.66
.203	60.08	20.21	2.3983	.4944	-.0772	4.85	2.3983	.4944	-.0772	4.85
.203	60.25	22.24	2.4225	.5582	-.0269	4.34	2.4225	.5582	-.0269	4.34
.203	60.24	24.26	2.4657	.6213	.0248	3.97	2.4657	.6213	.0248	3.97

RUN NUMBER 85 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.07	-4.05	.2167	.1326	-.3268	1.63	.2167	.1326	-.3268	1.63
.203	60.09	-2.16	.6184	.1253	-.4207	4.93	.6184	.1253	-.4207	4.93
.202	59.98	-.04	1.0778	.1361	-.5013	7.92	1.0778	.1361	-.5013	7.92
.202	60.02	1.99	1.3446	.1567	-.5030	8.58	1.3446	.1567	-.5030	8.58
.202	60.02	4.11	1.5646	.1823	-.4816	8.58	1.5646	.1823	-.4816	8.58
.203	60.07	6.08	1.7868	.2058	-.4534	8.68	1.7868	.2058	-.4534	8.68
.203	60.05	8.11	1.9885	.2352	-.4184	8.45	1.9885	.2352	-.4184	8.45
.203	60.27	10.23	2.1867	.2697	-.3799	8.11	2.1867	.2697	-.3799	8.11
.203	60.26	12.26	2.3634	.3037	-.3281	7.78	2.3634	.3037	-.3281	7.78
.203	60.19	13.26	2.4434	.3192	-.2955	7.66	2.4434	.3192	-.2955	7.66
.203	60.20	14.22	2.4886	.3414	-.2847	7.29	2.4886	.3414	-.2847	7.29
.203	60.35	15.24	2.5114	.3613	-.2703	6.95	2.5114	.3613	-.2703	6.95
.203	60.12	16.27	2.4299	.3992	-.3004	6.09	2.4299	.3992	-.3004	6.09
.203	60.21	17.23	2.4493	.4286	-.2863	5.71	2.4493	.4286	-.2863	5.71
.203	60.16	18.27	2.4721	.4554	-.2468	5.43	2.4721	.4554	-.2468	5.43
.203	60.09	20.28	2.4608	.5288	-.1528	4.65	2.4608	.5288	-.1528	4.65
.203	60.15	22.26	2.4798	.5972	-.0784	4.15	2.4798	.5972	-.0784	4.15
.203	60.15	24.33	2.4310	.6641	.0137	3.66	2.4310	.6641	.0137	3.66

RUN NUMBER 86 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.21	-4.07	.2386	.1315	-.3429	1.81	.2386	.1315	-.3429	1.81
.203	60.24	-2.11	.6636	.1217	-.4263	5.45	.6636	.1217	-.4263	5.45
.203	60.09	-.01	1.0868	.1365	-.5061	7.96	1.0868	.1365	-.5061	7.96
.203	60.07	2.03	1.3827	.1540	-.5007	8.98	1.3827	.1540	-.5007	8.98
.203	60.07	4.04	1.5883	.1795	-.4704	8.85	1.5883	.1795	-.4704	8.85
.202	60.00	6.11	1.8053	.2075	-.4370	8.70	1.8053	.2075	-.4370	8.70
.203	60.06	8.14	2.0159	.2372	-.4026	8.50	2.0159	.2372	-.4026	8.50
.203	60.06	10.17	2.1919	.2723	-.3633	8.05	2.1919	.2723	-.3633	8.05
.202	60.00	12.19	2.3623	.3091	-.3156	7.64	2.3623	.3091	-.3156	7.64
.203	60.22	14.21	2.4917	.3486	-.2663	7.15	2.4917	.3486	-.2663	7.15
.203	60.29	15.20	2.3696	.3794	-.3024	6.24	2.3696	.3794	-.3024	6.24
.203	60.24	16.23	2.4103	.4019	-.2834	6.00	2.4103	.4019	-.2834	6.00
.203	60.21	17.26	2.4322	.4283	-.2658	5.68	2.4322	.4283	-.2658	5.68
.203	60.20	18.21	2.4081	.4551	-.2148	5.29	2.4081	.4551	-.2148	5.29
.203	60.06	20.26	2.3565	.5132	-.0949	4.59	2.3565	.5132	-.0949	4.59
.203	60.24	22.23	2.2055	.5781	.0078	3.81	2.2055	.5781	.0078	3.81
.203	60.11	24.21	2.1311	.6681	.0305	3.19	2.1311	.6681	.0305	3.19

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RUN NUMBER 87 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.15	-4.12	.0646	.1178	-.2747	.55	.0646	.1178	-.2747	.55
.202	60.05	-1.96	.3550	.0991	-.2898	3.58	.3550	.0991	-.2898	3.58
.203	60.28	-.10	.6726	.0955	-.3321	7.04	.6726	.0955	-.3321	7.04
.203	60.22	1.99	1.0010	.1052	-.3429	9.52	1.0010	.1052	-.3429	9.52
.203	60.17	4.07	1.2501	.1229	-.3296	10.17	1.2501	.1229	-.3296	10.17
.202	60.06	6.19	1.4846	.1455	-.3040	10.21	1.4846	.1455	-.3040	10.21
.203	60.21	8.30	1.6824	.1768	-.2827	9.51	1.6824	.1768	-.2827	9.51
.203	60.13	10.15	1.9008	.2021	-.2394	9.40	1.9008	.2021	-.2394	9.40
.203	60.29	12.22	2.0605	.2403	-.2014	8.57	2.0605	.2403	-.2014	8.57
.202	60.01	14.19	2.2201	.2779	-.1616	7.99	2.2201	.2779	-.1616	7.99
.202	59.89	13.14	2.1712	.2520	-.1679	8.62	2.1712	.2520	-.1679	8.62
.203	60.26	15.26	2.1474	.3135	-.2007	6.85	2.1474	.3135	-.2007	6.85
.203	60.16	16.17	2.1755	.3396	-.1927	6.41	2.1755	.3396	-.1927	6.41
.202	60.11	17.22	2.2144	.3651	-.1706	6.07	2.2144	.3651	-.1706	6.07
.203	60.21	18.26	2.2422	.3916	-.1467	5.73	2.2422	.3916	-.1467	5.73
.203	60.19	20.27	2.2079	.4567	-.0364	4.83	2.2079	.4567	-.0364	4.83
.203	60.19	22.26	2.1711	.5236	.0409	4.15	2.1711	.5236	.0409	4.15
.203	60.15	24.40	2.0600	.6088	.1147	3.38	2.0600	.6088	.1147	3.38

RUN NUMBER 88 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.21	-4.16	-.0044	.1238	-.2680	-.04	-.0044	.1238	-.2680	-.04
.202	60.03	-2.06	.3080	.1022	-.2816	3.01	.3080	.1022	-.2816	3.01
.202	60.04	-.12	.6359	.0939	-.3335	6.77	.6359	.0939	-.3335	6.77
.203	60.15	2.07	1.0011	.1023	-.3586	9.79	1.0011	.1023	-.3586	9.79
.203	60.18	4.01	1.2288	.1197	-.3459	10.26	1.2288	.1197	-.3459	10.26
.202	60.02	6.08	1.4519	.1425	-.3208	10.19	1.4519	.1425	-.3208	10.19
.203	60.17	8.18	1.6724	.1699	-.2924	9.84	1.6724	.1699	-.2924	9.84
.202	60.03	10.24	1.8668	.1987	-.2559	9.40	1.8668	.1987	-.2559	9.40
.202	59.96	12.28	2.0569	.2320	-.2130	8.87	2.0569	.2320	-.2130	8.87
.203	60.30	13.21	2.1250	.2497	-.1951	8.51	2.1250	.2497	-.1951	8.51
.203	60.31	14.29	2.1950	.2706	-.1769	8.11	2.1950	.2706	-.1769	8.11
.202	60.07	15.30	2.1084	.3112	-.2255	6.77	2.1084	.3112	-.2255	6.77
.203	60.18	16.21	2.1546	.3330	-.2099	6.47	2.1546	.3330	-.2099	6.47
.203	60.20	17.21	2.2328	.3559	-.1903	6.27	2.2328	.3559	-.1903	6.27
.203	60.22	18.27	2.2585	.3858	-.1778	5.85	2.2585	.3858	-.1778	5.85
.203	60.15	20.32	2.2617	.4523	-.0946	5.00	2.2617	.4523	-.0946	5.00
.203	60.22	22.32	2.2662	.5187	-.0244	4.37	2.2662	.5187	-.0244	4.37
.203	60.16	24.28	2.3166	.5835	.0253	3.97	2.3166	.5835	.0253	3.97

RUN NUMBER 89 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.19	-4.18	-.0473	.1299	-.2395	-.36	-.0473	.1299	-.2395	-.36
.202	59.97	-2.07	.2745	.1074	-.2571	2.56	.2745	.1074	-.2571	2.56
.202	60.03	.05	.6672	.0955	-.3316	6.99	.6672	.0955	-.3316	6.99
.203	60.24	2.05	.9586	.1060	-.3602	9.04	.9586	.1060	-.3602	9.04
.202	60.10	4.11	1.2303	.1221	-.3499	10.07	1.2303	.1221	-.3499	10.07
.203	60.18	6.09	1.4357	.1447	-.3296	9.92	1.4357	.1447	-.3296	9.92
.202	60.06	8.10	1.6382	.1692	-.3089	9.68	1.6382	.1692	-.3089	9.68
.203	60.13	10.11	1.8438	.1966	-.2714	9.38	1.8438	.1966	-.2714	9.38
.202	60.06	12.35	2.0503	.2333	-.2251	8.79	2.0503	.2333	-.2251	8.79
.202	60.07	13.27	2.1181	.2488	-.2085	8.51	2.1181	.2488	-.2085	8.51
.203	60.15	14.20	2.1947	.2640	-.1864	8.31	2.1947	.2640	-.1864	8.31
.203	60.26	15.30	2.2616	.2830	-.1611	7.99	2.2616	.2830	-.1611	7.99
.203	60.10	16.26	2.2826	.2991	-.1374	7.63	2.2826	.2991	-.1374	7.63
.202	60.05	17.20	2.1976	.3585	-.2147	6.13	2.1976	.3585	-.2147	6.13
.203	60.48	18.20	2.2438	.3842	-.1814	5.84	2.2438	.3842	-.1814	5.84
.203	60.10	20.33	2.2558	.4518	-.1074	4.99	2.2558	.4518	-.1074	4.99
.203	60.12	22.27	2.3002	.5191	-.0541	4.43	2.3002	.5191	-.0541	4.43
.203	60.44	24.35	2.3625	.5833	-.0045	4.05	2.3625	.5833	-.0045	4.05

APPENDIX A

RUN NUMBER 90 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.17	-4.15	-.0985	.1532	.0719	-.64	-.0985	.1532	.0719	-.64
.203	60.19	-1.97	.2067	.1277	-.0329	1.62	.2067	.1277	-.0329	1.62
.203	60.24	-.04	.5752	.1154	-.1596	4.98	.5752	.1154	-.1596	4.98
.203	60.11	2.00	.9370	.1212	-.2737	7.73	.9370	.1212	-.2737	7.73
.203	60.24	4.16	1.2112	.1392	-.3456	8.70	1.2112	.1392	-.3456	8.70
.203	60.09	6.05	1.4447	.1607	-.3940	8.99	1.4447	.1607	-.3940	8.99
.203	60.10	8.31	1.6801	.1909	-.4415	8.80	1.6801	.1909	-.4415	8.80
.202	59.97	10.16	1.8838	.2185	-.4842	8.62	1.8838	.2185	-.4842	8.62
.203	60.05	12.20	2.0909	.2559	-.5112	8.17	2.0909	.2559	-.5112	8.17
.203	60.20	13.13	2.1931	.2727	-.5272	8.04	2.1931	.2727	-.5272	8.04
.203	60.07	14.18	2.2823	.2908	-.5611	7.85	2.2823	.2908	-.5611	7.85
.203	60.16	15.30	2.3615	.3147	-.6238	7.50	2.3615	.3147	-.6238	7.50
.203	60.38	16.28	2.2725	.3664	-.7054	6.20	2.2725	.3664	-.7054	6.20
.203	60.07	17.29	2.3379	.3992	-.7291	5.86	2.3379	.3992	-.7291	5.86
.203	60.22	18.29	2.3953	.4280	-.7373	5.60	2.3953	.4280	-.7373	5.60
.203	60.26	20.30	2.4232	.5002	-.7162	4.84	2.4232	.5002	-.7162	4.84
.203	60.17	22.34	2.4764	.5807	-.7244	4.26	2.4764	.5807	-.7244	4.26
.203	60.16	24.35	2.5595	.6612	-.7575	3.87	2.5595	.6612	-.7575	3.87

RUN NUMBER 91 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.16	-3.93	-.0365	.1275	-.2235	-.29	-.0365	.1275	-.2235	-.29
.203	60.22	-2.03	.2197	.1067	-.2286	2.06	.2197	.1067	-.2286	2.06
.203	60.22	.01	.5782	.0942	-.2655	6.14	.5782	.0942	-.2655	6.14
.203	60.07	1.94	.8912	.1003	-.2944	8.88	.8912	.1003	-.2944	8.88
.203	60.31	4.10	1.1862	.1135	-.2856	10.45	1.1862	.1135	-.2856	10.45
.203	59.98	6.07	1.3847	.1319	-.2647	10.50	1.3847	.1319	-.2647	10.50
.203	60.06	8.09	1.6183	.1530	-.2434	10.58	1.6183	.1530	-.2434	10.58
.203	59.99	10.12	1.8155	.1783	-.2055	10.18	1.8155	.1783	-.2055	10.18
.203	60.26	12.28	2.0081	.2120	-.1624	9.47	2.0081	.2120	-.1624	9.47
.203	60.15	13.16	2.0838	.2252	-.1395	9.25	2.0838	.2252	-.1395	9.25
.203	60.02	13.98	2.1354	.2411	-.1126	8.86	2.1354	.2411	-.1126	8.86
.203	60.08	15.37	2.2193	.2617	-.0808	8.48	2.2193	.2617	-.0808	8.48
.203	60.06	16.19	2.2021	.2808	-.0870	7.84	2.2021	.2808	-.0870	7.84
.203	60.12	17.29	2.1629	.3376	-.1358	6.41	2.1629	.3376	-.1358	6.41
.203	60.28	18.28	2.1913	.3591	-.1135	6.10	2.1913	.3591	-.1135	6.10
.203	60.09	20.27	2.2091	.4256	-.0183	5.19	2.2091	.4256	-.0183	5.19
.204	60.54	22.30	2.2477	.4907	.0228	4.58	2.2477	.4907	.0228	4.58
.203	60.47	24.33	2.2618	.5566	.0870	4.06	2.2618	.5566	.0870	4.06

RUN NUMBER 93 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.13	-4.22	-.2193	.1387	-.2042	-1.58	-.2193	.1387	-.2042	-1.58
.203	60.09	-2.09	-.0860	.1057	-.1536	-.81	-.0860	.1057	-.1536	-.81
.203	60.22	-.11	.0610	.0825	-.1130	.74	.0610	.0825	-.1130	.74
.203	60.17	2.03	.2457	.0667	-.0801	3.68	.2457	.0667	-.0801	3.68
.203	60.00	4.04	.4622	.0621	-.0658	7.45	.4622	.0621	-.0658	7.45
.203	60.02	6.09	.6659	.0687	-.0465	9.69	.6659	.0687	-.0465	9.69
.203	60.10	8.15	.8348	.0808	-.0159	10.33	.8348	.0808	-.0159	10.33
.203	60.06	10.10	1.0184	.0959	.0162	10.62	1.0184	.0959	.0162	10.62
.203	60.03	12.14	1.2138	.1179	.0605	10.29	1.2138	.1179	.0605	10.29
.203	60.05	13.15	1.2845	.1287	.0734	9.98	1.2845	.1287	.0734	9.98
.203	60.17	14.20	1.3753	.1394	.0972	9.87	1.3753	.1394	.0972	9.87
.203	60.05	15.25	1.3740	.1759	.0710	7.81	1.3740	.1759	.0710	7.81
.203	60.06	16.09	1.4325	.1864	.0843	7.69	1.4325	.1864	.0843	7.69
.203	60.05	17.24	1.4692	.2258	.0602	6.51	1.4692	.2258	.0602	6.51
.203	60.23	18.24	1.5416	.2444	.0794	6.31	1.5416	.2444	.0794	6.31
.203	60.24	20.35	1.6737	.2928	.1252	5.72	1.6737	.2928	.1252	5.72
.203	60.25	22.27	1.7374	.3447	.1706	5.04	1.7374	.3447	.1706	5.04
.203	60.10	24.18	1.7912	.4016	.2265	4.46	1.7912	.4016	.2265	4.46

APPENDIX A

RUN NUMBER 94 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.09	-4.20	-.2799	.1418	-.0275	-1.97	-.2799	.1418	-.0275	-1.97
.203	60.16	-2.11	-.1217	.1088	-.0690	-1.12	-.1217	.1088	-.0690	-1.12
.203	60.14	.05	.0661	.0826	-.1044	.80	.0661	.0826	-.1044	.80
.203	60.19	2.02	.2604	.0695	-.1403	3.74	.2604	.0695	-.1403	3.74
.203	60.26	4.06	.4949	.0675	-.1895	7.33	.4949	.0675	-.1895	7.33
.203	60.23	6.07	.7120	.0774	-.2330	9.20	.7120	.0774	-.2330	9.20
.203	60.08	8.01	.9218	.0928	-.2811	9.93	.9218	.0928	-.2811	9.93
.203	60.08	10.14	1.1652	.1139	-.3569	10.23	1.1652	.1139	-.3569	10.23
.203	60.05	12.15	1.3667	.1432	-.3967	9.55	1.3667	.1432	-.3967	9.55
.203	60.19	13.04	1.4644	.1547	-.4057	9.47	1.4644	.1547	-.4057	9.47
.203	60.11	14.22	1.5546	.1752	-.4216	8.87	1.5546	.1752	-.4216	8.87
.203	60.06	15.24	1.5833	.2096	-.5266	7.55	1.5833	.2096	-.5266	7.55
.203	60.01	16.23	1.6682	.2303	-.5401	7.24	1.6682	.2303	-.5401	7.24
.203	60.04	17.25	1.7324	.2691	-.6380	6.44	1.7324	.2691	-.6380	6.44
.203	60.11	18.20	1.8028	.2948	-.6659	6.12	1.8028	.2948	-.6659	6.12
.203	60.23	20.31	1.9479	.3636	-.7240	5.36	1.9479	.3636	-.7240	5.36
.203	60.12	22.39	2.0449	.4431	-.7553	4.61	2.0449	.4431	-.7553	4.61
.203	60.09	24.28	2.1252	.5209	-.7849	4.08	2.1252	.5209	-.7849	4.08

RUN NUMBER 96 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.18	-4.11	-.2165	.1277	-.2128	-1.70	-.2165	.1277	-.2128	-1.70
.203	60.20	-2.10	-.0782	.0995	-.1546	-.79	-.0782	.0995	-.1546	-.79
.203	60.19	.04	.1076	.0750	-.1064	1.43	.1076	.0750	-.1064	1.43
.203	60.27	2.02	.2841	.0665	-.0680	4.27	.2841	.0665	-.0680	4.27
.203	60.01	3.93	.4654	.0626	-.0601	7.43	.4654	.0626	-.0601	7.43
.203	60.12	5.93	.6568	.0728	-.0361	9.03	.6568	.0728	-.0361	9.03
.203	60.14	8.16	.8669	.0853	-.0001	10.16	.8669	.0853	-.0001	10.16
.203	60.17	10.11	1.0456	.1023	.0363	10.22	1.0456	.1023	.0363	10.22
.203	60.17	12.22	1.2435	.1237	.0832	10.05	1.2435	.1237	.0832	10.05
.203	60.27	13.21	1.3264	.1364	.0991	9.72	1.3264	.1364	.0991	9.72
.203	60.16	14.22	1.3568	.1629	.0821	8.33	1.3568	.1629	.0821	8.33
.203	60.23	15.26	1.4229	.1796	.1032	7.92	1.4229	.1796	.1032	7.92
.203	60.30	16.28	1.4540	.2099	.0878	6.93	1.4540	.2099	.0878	6.93
.203	60.34	17.27	1.5087	.2295	.1017	6.57	1.5087	.2295	.1017	6.57
.204	60.49	18.35	1.5627	.2556	.1212	6.11	1.5627	.2556	.1212	6.11
.203	60.12	20.21	1.6576	.3041	.1673	5.45	1.6576	.3041	.1673	5.45
.203	60.15	22.32	1.7129	.3673	.2085	4.66	1.7129	.3673	.2085	4.66
.203	60.08	24.33	1.7808	.4269	.2681	4.17	1.7808	.4269	.2681	4.17

RUN NUMBER 97 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

MACH	Q,PSF	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D
.203	60.11	-4.26	-.2271	.1225	-.2389	-1.85	-.2271	.1225	-.2389	-1.85
.203	60.13	-2.13	-.0627	.0955	-.1555	-.66	-.0627	.0955	-.1555	-.66
.203	60.21	-.08	.0907	.0741	-.1109	1.22	.0907	.0741	-.1109	1.22
.203	60.16	1.92	.2727	.0626	-.0765	4.36	.2727	.0626	-.0765	4.36
.203	60.19	4.00	.5108	.0599	-.0468	8.53	.5108	.0599	-.0468	8.53
.203	60.34	6.12	.6773	.0711	-.0247	9.52	.6773	.0711	-.0247	9.52
.203	59.96	8.08	.8768	.0872	.0162	10.05	.8768	.0872	.0162	10.05
.203	59.98	10.10	1.0585	.1007	.0470	10.51	1.0585	.1007	.0470	10.51
.203	59.93	12.17	1.2467	.1242	.0914	10.04	1.2467	.1242	.0914	10.04
.203	60.00	13.22	1.3495	.1381	.1105	9.77	1.3495	.1381	.1105	9.77
.203	59.95	14.22	1.3840	.1614	.1028	8.58	1.3840	.1614	.1028	8.58
.203	60.05	15.19	1.3976	.1848	.0854	7.56	1.3976	.1848	.0854	7.56
.203	59.97	16.29	1.4606	.2086	.1016	7.00	1.4606	.2086	.1016	7.00
.203	60.06	17.32	1.5262	.2311	.1185	6.60	1.5262	.2311	.1185	6.60
.203	60.08	18.24	1.5728	.2531	.1337	6.21	1.5728	.2531	.1337	6.21
.203	60.12	20.25	1.6601	.3054	.1724	5.44	1.6601	.3054	.1724	5.44
.203	60.24	22.29	1.6837	.3706	.2375	4.54	1.6837	.3706	.2375	4.54
.203	60.09	24.37	1.7146	.4374	.2803	3.92	1.7146	.4374	.2803	3.92

APPENDIX A

RUN NUMBER 99 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.11	-4.26	-.1980	.0325	-.1804	-6.10	-.1980	.0325	-.1804	-6.10
.203	60.02	-2.12	.0387	.0265	-.1605	1.46	.0387	.0265	-.1605	1.46
.203	59.86	-.03	.2525	.0259	-.1313	9.74	.2525	.0259	-.1313	9.74
.203	60.03	1.95	.4448	.0321	-.1006	13.87	.4448	.0321	-.1006	13.87
.203	59.97	3.98	.6344	.0398	-.0697	15.93	.6344	.0398	-.0697	15.93
.203	60.14	5.93	.8195	.0517	-.0441	15.85	.8195	.0517	-.0441	15.85
.203	60.11	8.15	1.0262	.0674	-.0044	15.23	1.0262	.0674	-.0044	15.23
.203	60.05	10.17	1.1911	.0867	.0388	13.73	1.1911	.0867	.0388	13.73
.203	60.11	12.25	1.2563	.1561	.1462	8.05	1.2563	.1561	.1462	8.05
.203	60.11	14.17	1.2049	.2561	.1021	4.70	1.2049	.2561	.1021	4.70
.203	60.23	16.16	1.1560	.3130	.0993	3.69	1.1560	.3130	.0993	3.69
.203	60.18	18.21	1.1700	.3675	.1192	3.18	1.1700	.3675	.1192	3.18
.203	60.20	15.11	1.1703	.2859	.0925	4.09	1.1703	.2859	.0925	4.09

RUN NUMBER 100 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.12	-4.21	-.1377	.0254	-.1513	-5.41	-.1377	.0254	-.1513	-5.41
.203	60.13	-2.17	.0663	.0229	-.1417	2.90	.0663	.0229	-.1417	2.90
.203	60.17	-.06	.2496	.0253	-.1291	9.87	.2496	.0253	-.1291	9.87
.203	60.13	1.97	.4723	.0299	-.0959	15.82	.4723	.0299	-.0959	15.82
.203	60.25	4.10	.6504	.0409	-.0750	15.88	.6504	.0409	-.0750	15.88
.203	60.15	6.04	.8326	.0518	-.0573	16.08	.8326	.0518	-.0573	16.08
.203	60.03	8.15	1.0101	.0667	-.0260	15.15	1.0101	.0667	-.0260	15.15
.203	59.96	10.18	1.1586	.0857	.0138	13.52	1.1586	.0857	.0138	13.52
.203	60.10	12.22	1.1229	.1835	.1239	6.12	1.1229	.1835	.1239	6.12
.203	60.11	14.15	1.0850	.2540	.1490	4.27	1.0850	.2540	.1490	4.27
.203	60.06	16.20	1.0767	.3092	.1581	3.48	1.0767	.3092	.1581	3.48
.203	60.16	18.11	1.0800	.3561	.1683	3.03	1.0800	.3561	.1683	3.03

RUN NUMBER 101 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.01	-4.25	-.1860	.0275	-.1481	-6.75	-.1860	.0275	-.1481	-6.75
.203	59.99	-2.11	.0601	.0242	-.1362	2.48	.0601	.0242	-.1362	2.48
.203	60.06	-.18	.2483	.0247	-.1176	10.05	.2483	.0247	-.1176	10.05
.203	59.97	1.90	.4594	.0294	-.0968	15.63	.4594	.0294	-.0968	15.63
.203	59.96	4.10	.6562	.0383	-.0728	17.13	.6562	.0383	-.0728	17.13
.203	60.14	6.18	.8488	.0494	-.0506	17.20	.8488	.0494	-.0506	17.20
.203	60.14	8.13	1.0229	.0618	-.0204	16.54	1.0229	.0618	-.0204	16.54
.203	60.10	10.18	1.1703	.0796	.0264	14.70	1.1703	.0796	.0264	14.70
.203	60.07	12.09	1.1185	.1767	.1401	6.33	1.1185	.1767	.1401	6.33
.203	60.10	14.12	1.0719	.2507	.1571	4.28	1.0719	.2507	.1571	4.28
.203	60.13	16.15	1.0886	.3039	.1551	3.58	1.0886	.3039	.1551	3.58
.203	60.26	18.21	1.1002	.3545	.1673	3.10	1.1002	.3545	.1673	3.10

RUN NUMBER 107 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 218

			UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D
.203	60.05	-4.25	-.2925	.0405	.1087	-7.22	-.2925	.0405	.1087	-7.22
.203	59.99	-2.20	-.0225	.0327	.0233	-.69	-.0225	.0327	.0233	-.69
.203	60.06	-.12	.2024	.0313	-.0379	6.47	.2024	.0313	-.0379	6.47
.203	59.92	1.87	.4471	.0346	-.0967	12.91	.4471	.0346	-.0967	12.91
.203	59.89	3.89	.6502	.0453	-.1247	14.36	.6502	.0453	-.1247	14.36
.203	60.09	6.01	.8636	.0601	-.1615	14.37	.8636	.0601	-.1615	14.37
.203	60.13	7.96	1.0730	.0751	-.1893	14.29	1.0730	.0751	-.1893	14.29
.203	60.29	10.05	1.2698	.0982	-.2136	12.93	1.2698	.0982	-.2136	12.93
.203	60.08	12.02	1.3323	.1730	-.1669	7.70	1.3323	.1730	-.1669	7.70
.203	60.03	14.15	1.2889	.2847	-.2918	4.53	1.2889	.2847	-.2918	4.53
.203	60.12	16.15	1.3099	.3509	-.4562	3.73	1.3099	.3509	-.4562	3.73

APPENDIX B

LONGITUDINAL STABILITY-AXIS DATA FROM THE AMES 12-FOOT PRESSURE TUNNEL

The force and moment data, presented graphically in figures 13 to 33, are presented in tabular form in this appendix. The longitudinal data for C_L, C_D, C_m, and L/D (CL, CD, CM, and L/D, respectively, in tabular form) are presented both uncorrected and corrected for strut interference. These data were obtained during test 496 conducted in the Ames 12-Foot Pressure Tunnel.

RUN NUMBER 2 LONGITUDINAL STABILITY-AXIS DATA TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.198	56.20	.88	-6.12	-.2470	.0342	-.0496	-7.22	-.3709	.0298	-.1046	-12.45	OFF
.199	57.30	.89	-3.97	-.0190	.0278	-.0726	-.68	-.1440	.0235	-.1276	-6.13	OFF
.200	57.70	.89	-1.70	.2260	.0228	-.0931	9.91	.0997	.0188	-.1481	5.29	OFF
.200	57.60	.89	.18	.4220	.0233	-.0928	18.11	.2953	.0195	-.1477	15.11	OFF
.199	57.00	.88	2.35	.6070	.0288	-.0796	21.08	.4842	.0265	-.1275	18.26	OFF
.198	56.70	.88	4.27	.7800	.0347	-.0709	22.48	.6637	.0352	-.1274	18.84	OFF
.199	57.00	.88	6.41	.9900	.0474	-.0505	20.89	.8833	.0496	-.1108	17.80	OFF
.199	57.20	.88	9.00	1.1670	.0631	-.0043	18.49	1.0770	.0692	-.0733	15.56	OFF
.199	57.20	.88	9.62	1.2110	.0715	.0123	16.94	1.1311	.0780	-.0587	14.50	OFF
.200	57.40	.88	10.75	1.2000	.1242	.0985	9.66	1.1587	.1288	.0450	8.99	OFF
.199	57.20	.88	11.87	1.1690	.1861	.1578	6.28	1.1574	.1887	.1393	6.13	OFF
.199	57.20	.88	12.87	1.1270	.2337	.1602	4.82	1.1212	.2351	.1587	4.77	OFF
.199	57.30	.88	14.67	1.1260	.2855	.1686	3.94	1.1069	.2856	.1443	3.88	OFF
.199	57.20	.88	16.49	1.0990	.3275	.2092	3.36	1.0739	.3275	.1659	3.28	OFF
.199	57.20	.88	18.40	1.0770	.3693	.2193	2.92	1.0520	.3693	.1722	2.85	OFF
.199	57.20	.88	.37	.4570	.0248	-.0881	18.43	.3307	.0211	-.1428	15.67	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 12

RUN NUMBER 3 LONGITUDINAL STABILITY-AXIS DATA TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.204	277.80	4.14	-6.14	-.2470	.0305	-.0849	-8.10	-.3708	.0261	-.1399	-14.22	OFF
.205	279.50	4.15	-4.09	-.0420	.0244	-.0933	-1.72	-.1670	.0201	-.1483	-8.31	OFF
.205	280.20	4.16	-1.92	.1720	.0221	-.0944	7.78	.0459	.0181	-.1494	2.53	OFF
.206	280.80	4.16	.16	.3800	.0227	-.0847	16.74	.2533	.0189	-.1396	13.37	OFF
.205	279.90	4.15	2.14	.5570	.0263	-.0699	21.18	.4334	.0238	-.1177	18.19	OFF
.205	279.60	4.14	4.31	.7600	.0329	-.0532	23.10	.6438	.0335	-.1099	19.22	OFF
.205	278.70	4.13	6.41	.9460	.0423	-.0342	22.36	.8393	.0445	-.0945	18.85	OFF
.205	278.90	4.13	8.50	1.1350	.0551	-.0098	20.60	1.0392	.0598	-.0763	17.37	OFF
.204	277.20	4.11	9.56	1.2220	.0630	.0037	19.40	1.1408	.0695	-.0673	16.41	OFF
.204	277.80	4.11	10.52	1.3030	.0691	.0178	18.86	1.2525	.0742	-.0418	16.87	OFF
.204	277.60	4.11	11.62	1.3950	.0774	.0370	18.02	1.3793	.0804	.0111	17.16	OFF
.204	276.70	4.10	12.60	1.4710	.0854	.0550	17.22	1.4650	.0871	.0512	16.82	OFF
.205	278.20	4.11	14.66	1.5910	.1126	.1223	14.13	1.5720	.1127	.0982	13.95	OFF
.205	278.90	4.12	16.67	1.4330	.2277	.1631	6.29	1.4079	.2277	.1196	6.18	OFF
.204	278.00	4.12	18.48	1.3440	.3030	.2029	4.44	1.3190	.3030	.1559	4.35	OFF
.205	279.20	4.12	.34	.3930	.0237	-.0818	16.58	.2666	.0200	-.1366	13.34	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 12

RUN NUMBER 4 LONGITUDINAL STABILITY-AXIS DATA TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	178.20	2.74	-5.92	-.2500	.0324	-.0842	-7.72	-.3741	.0280	-.1392	-13.36	OFF
.204	180.40	2.75	-4.09	-.0580	.0268	-.0940	-2.16	-.1830	.0225	-.1490	-8.13	OFF
.204	181.00	2.74	-1.89	.1700	.0231	-.0966	7.36	.0439	.0191	-.1516	2.29	OFF
.204	181.40	2.74	-.21	.3350	.0240	-.0915	13.96	.2078	.0202	-.1466	10.31	OFF
.203	180.20	2.73	2.30	.5710	.0290	-.0709	19.69	.4480	.0267	-.1187	16.80	OFF
.204	181.10	2.73	4.27	.7590	.0352	-.0547	21.56	.6427	.0357	-.1112	17.99	OFF
.203	180.50	2.72	6.43	.9480	.0447	-.0345	21.21	.8414	.0469	-.0948	17.93	OFF
.204	181.20	2.72	8.52	1.1260	.0564	-.0094	19.96	1.0304	.0612	-.0760	16.83	OFF
.204	181.00	2.72	9.49	1.2110	.0634	.0052	19.10	1.1285	.0699	-.0658	16.14	OFF
.203	180.90	2.71	10.57	1.3020	.0714	.0246	18.24	1.2535	.0764	-.0338	16.40	OFF
.203	180.30	2.70	11.69	1.3810	.0793	.0473	17.41	1.3666	.0822	.0236	16.63	OFF
.211	193.40	2.80	12.65	1.3500	.0878	.0783	15.38	1.3441	.0894	.0751	15.03	OFF
.217	205.50	2.88	14.59	1.3480	.1093	.1524	12.33	1.3297	.1094	.1299	12.15	OFF
.202	179.30	2.70	16.73	1.4400	.2562	.1997	5.62	1.4150	.2562	.1561	5.52	OFF
.202	178.30	2.70	18.80	1.4360	.3213	.2123	4.47	1.4110	.3213	.1659	4.39	OFF
.203	180.50	2.70	.33	.3860	.0244	-.0864	15.82	.2596	.0207	-.1412	12.55	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 12

APPENDIX B

RUN NUMBER 5 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	88.70	1.39	-6.11	-.2560	.0338	-.0830	-7.57	-.3799	.0294	-.1380	-12.93	OFF
.201	88.70	1.39	-4.02	-.0550	.0288	-.0999	-1.91	-.1800	.0245	-.1549	-7.35	OFF
.201	88.70	1.38	-2.01	.1480	.0251	-.1124	5.90	.0220	.0211	-.1674	1.04	OFF
.201	88.50	1.37	.27	.3830	.0260	-.1058	14.73	.2565	.0223	-.1606	11.52	OFF
.200	88.30	1.37	2.33	.5520	.0296	-.0874	18.65	.4291	.0273	-.1353	15.72	OFF
.200	88.30	1.37	4.35	.7310	.0357	-.0719	20.48	.6149	.0364	-.1289	16.90	OFF
.199	87.30	1.36	6.45	.9250	.0449	-.0492	20.60	.8185	.0471	-.1095	17.38	OFF
.200	88.20	1.36	8.61	1.0950	.0586	-.0190	18.69	1.0003	.0637	-.0860	15.71	OFF
.200	88.00	1.36	9.45	1.1610	.0638	-.0004	18.20	1.0777	.0703	-.0713	15.33	OFF
.200	88.40	1.36	10.40	1.2190	.0712	.0250	17.12	1.1637	.0766	-.0374	15.19	OFF
.200	88.10	1.36	11.59	1.1710	.1423	.1456	8.23	1.1547	.1453	.1187	7.95	OFF
.200	88.00	1.36	12.64	1.1930	.1670	.1821	7.14	1.1871	.1686	.1788	7.04	OFF
.202	89.90	1.38	14.62	1.1280	.2664	.1682	4.23	1.1094	.2665	.1450	4.16	OFF
.201	89.40	1.37	16.63	1.1170	.3176	.1568	3.52	1.0919	.3176	.1133	3.44	OFF
.201	89.20	1.37	18.55	1.0820	.3586	.1956	3.02	1.0570	.3586	.1487	2.95	OFF
.200	88.40	1.36	.24	.3780	.0248	-.1052	15.24	.2514	.0211	-.1601	11.94	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 12

RUN NUMBER 14 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.206	280.50	4.34	-6.20	-.5960	.0689	.9007	-8.65	-.7198	.0645	.8457	-11.16	-9.9
.206	279.80	4.33	-4.26	-.3590	.0522	.8317	-6.88	-.4841	.0479	.7767	-10.11	-9.9
.206	282.50	4.35	-1.87	-.1490	.0421	.7462	-3.54	-.2751	.0381	.6912	-7.22	-9.9
.206	281.40	4.34	2.18	.3080	.0330	.6246	9.33	.1845	.0306	.5768	6.04	-9.9
.206	280.80	4.33	.16	.0920	.0352	.6808	2.61	-.0347	.0314	.6259	-1.10	-10.0
.205	277.80	4.30	4.08	.4970	.0337	.5756	14.75	.3802	.0339	.5202	11.23	-9.9
.205	278.50	4.31	6.17	.7360	.0404	.5186	18.22	.6279	.0427	.4578	14.69	-9.9
.205	278.00	4.30	8.41	.9790	.0561	.4667	17.45	.8823	.0605	.4006	14.57	-10.0
.205	278.00	4.30	9.23	1.1020	.0688	.4495	16.02	1.0152	.0752	.3794	13.50	-10.0
.204	276.40	4.28	10.34	1.1650	.0672	.4251	17.34	1.1073	.0727	.3614	15.23	-10.0
.205	279.00	4.30	11.55	1.2650	.0776	.4033	16.30	1.2479	.0807	.3752	15.47	-10.0
.204	277.30	4.29	12.51	1.3720	.0892	.3863	15.38	1.3657	.0910	.3814	15.01	-9.9
.206	280.30	4.31	13.77	1.4990	.1007	.3642	14.89	1.4891	.1014	.3580	14.69	-10.0
.205	279.20	4.30	14.66	1.5730	.1176	.3561	13.38	1.5540	.1177	.3320	13.20	-10.1
.205	278.60	4.29	15.76	1.6680	.1231	.3480	13.55	1.6432	.1231	.3074	13.35	-10.2
.206	281.20	4.30	16.62	1.7320	.1322	.3462	13.10	1.7069	.1322	.3028	12.91	-10.1
.206	282.00	4.32	17.68	1.5980	.2045	.4477	7.81	1.5730	.2045	.4015	7.69	-10.1
.206	280.90	4.32	18.71	1.5850	.2752	.5125	5.76	1.5600	.2752	.4659	5.67	-10.1
.205	277.90	4.32	20.50	1.3250	.3953	.0702	3.35	1.3000	.3953	.0272	3.29	-10.3
.205	280.10	4.31	.33	.0970	.0354	.6805	2.74	-.0294	.0317	.6257	-.93	-9.9

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 15 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.204	276.20	4.28	-6.14	-.5260	.0595	.5648	-8.84	-.6498	.0551	.5098	-11.80	-4.8
.204	276.50	4.28	-4.31	-.3060	.0440	.4943	-6.95	-.4311	.0397	.4393	-10.86	-4.8
.204	277.20	4.28	-2.28	-.0050	.0308	.4195	-.16	-.1307	.0267	.3645	-4.89	-4.8
.204	277.40	4.28	.25	.2350	.0287	.3427	8.19	.1084	.0250	.2878	4.34	-4.8
.204	275.80	4.26	2.08	.3940	.0290	.2959	13.59	.2702	.0265	.2480	10.21	-4.8
.204	276.50	4.27	4.19	.6100	.0326	.2440	18.71	.4935	.0330	.1879	14.97	-4.8
.204	276.70	4.27	6.33	.8490	.0428	.1929	19.84	.7418	.0451	.1324	16.46	-4.9
.204	275.80	4.26	8.44	1.0570	.0572	.1505	18.48	.9606	.0617	.0843	15.56	-4.8
.204	276.40	4.26	10.00	1.2390	.0686	.1185	18.06	1.1690	.0747	.0495	15.65	-4.9
.204	276.40	4.26	10.44	1.2590	.0733	.1147	17.18	1.2053	.0786	.0532	15.33	-4.9
.204	275.60	4.25	11.62	1.3680	.0874	.0999	15.65	1.3523	.0904	.0740	14.97	-4.9
.204	276.20	4.26	12.59	1.4700	.0987	.0860	14.89	1.4639	.1004	.0821	14.58	-5.0
.204	276.10	4.25	13.72	1.5670	.1107	.0749	14.16	1.5574	.1114	.0694	13.98	-5.0
.204	275.70	4.25	14.84	1.6620	.1236	.0646	13.45	1.6413	.1236	.0367	13.27	-5.0
.203	274.90	4.24	15.62	1.7650	.1427	.0541	12.37	1.7404	.1427	.0147	12.20	-5.1
.204	275.80	4.24	16.86	1.8160	.1516	.0438	11.98	1.7910	.1516	.0001	11.81	-5.1
.203	274.20	4.24	17.81	1.6700	.2333	.1449	7.16	1.6450	.2333	.0983	7.05	-5.1
.204	276.20	4.26	18.61	1.6490	.2896	.1971	5.69	1.6240	.2896	.1503	5.61	-5.1
.202	270.90	4.24	20.41	1.3300	.3928	-.2481	3.39	1.3050	.3928	-.2913	3.32	-5.2
.204	275.70	4.25	.33	.2210	.0287	.3475	7.70	.0946	.0250	.2927	3.79	-4.9

CRUISE WING CONFIGURATION, ASPECT RATIO 10

APPENDIX B

RUN NUMBER 16 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	275.00	4.25	-6.00	-.4000	.0472	.2249	-8.47	-.5240	.0428	.1699	-12.24	.3
.205	279.10	4.28	-4.20	-.1980	.0362	.1600	-5.47	-.3231	.0319	.1050	-10.13	.3
.205	279.20	4.27	-2.01	.0590	.0286	.0805	2.06	-.0670	.0246	.0255	-2.72	.3
.205	279.20	4.27	.31	.3220	.0268	.0097	12.01	.1956	.0231	-.0451	8.47	.3
.204	277.70	4.26	2.21	.5200	.0300	-.0328	17.33	.3966	.0276	-.0806	14.38	.3
.204	277.00	4.25	4.54	.7550	.0390	-.0803	19.36	.6394	.0400	-.1383	15.97	.2
.204	276.50	4.24	6.43	.9610	.0511	-.1198	18.81	.8544	.0533	-.1801	16.02	.2
.204	277.70	4.25	8.67	1.1760	.0691	-.1581	17.02	1.0820	.0744	-.2254	14.55	.2
.204	277.00	4.24	9.60	1.2890	.0805	-.1776	16.01	1.2086	.0870	-.2486	13.89	.2
.204	278.40	4.25	10.58	1.3780	.0888	-.1948	15.52	1.3299	.0938	-.2529	14.18	.2
.204	277.30	4.24	11.55	1.4760	.1026	-.2088	14.39	1.4589	.1057	-.2369	13.81	.2
.204	278.10	4.25	12.62	1.5760	.1153	-.2226	13.67	1.5700	.1170	-.2262	13.42	.2
.205	279.60	4.26	13.61	1.6540	.1286	-.2353	12.86	1.6453	.1294	-.2394	12.72	.1
.204	278.00	4.24	14.56	1.7340	.1395	-.2450	12.43	1.7160	.1397	-.2669	12.29	.2
.204	276.40	4.22	15.68	1.8350	.1372	-.2567	13.37	1.8103	.1372	-.2966	13.20	.1
.204	277.10	4.22	16.62	1.9160	.1874	-.2639	10.22	1.8909	.1874	-.3073	10.09	.1
.204	276.90	4.24	17.65	1.7180	.2735	-.1340	6.28	1.6930	.2735	-.1801	6.19	.1
.204	277.20	4.24	18.68	1.7070	.3059	-.1232	5.58	1.6820	.3059	-.1699	5.50	0.0
.203	274.20	4.24	20.53	1.4200	.4239	-.5402	3.35	1.3950	.4239	-.5832	3.29	-.1
.205	279.00	4.25	.31	.3230	.0273	.0318	11.83	.1966	.0236	-.0230	8.34	.2

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 17 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.205	279.70	4.25	-6.01	-.2960	.0432	-.0755	-6.85	-.4200	.0388	-.1305	-10.82	5.3
.205	279.80	4.25	-4.17	-.0840	.0342	-.1358	-2.46	-.2090	.0299	-.1908	-6.99	5.3
.205	279.30	4.24	-2.05	.1530	.0300	-.2047	5.10	.0271	.0260	-.2597	1.04	5.3
.204	279.10	4.24	.56	.4580	.0319	-.2761	14.36	.3321	.0283	-.3305	11.75	5.3
.204	277.70	4.23	2.08	.6000	.0369	-.3073	16.26	.4762	.0344	-.3552	13.86	5.3
.205	279.80	4.24	4.23	.8210	.0474	-.3532	17.32	.7046	.0478	-.4095	14.73	5.2
.204	279.00	4.23	6.24	1.0370	.0625	-.3943	16.59	.9293	.0648	-.4549	14.34	5.2
.204	278.50	4.23	8.83	1.2930	.0872	-.4394	14.83	1.2009	.0929	-.5075	12.92	5.2
.205	280.00	4.24	9.81	1.3910	.0980	-.4570	14.19	1.3155	.1043	-.5275	12.61	5.2
.204	278.40	4.23	10.42	1.4850	.1109	-.4677	13.39	1.4305	.1162	-.5297	12.31	5.1
.204	278.60	4.22	11.57	1.5820	.1219	-.4801	12.98	1.5653	.1249	-.5076	12.53	5.2
.204	278.50	4.22	12.76	1.6570	.1360	-.4938	12.18	1.6512	.1375	-.4960	12.01	5.2
.204	278.80	4.22	13.59	1.7280	.1446	-.5007	11.95	1.7194	.1454	-.5046	11.83	5.2
.204	277.80	4.21	14.66	1.8080	.1523	-.5050	11.87	1.7890	.1524	-.5291	11.74	5.1
.204	277.80	4.21	15.69	1.8940	.1544	-.5077	12.27	1.8693	.1544	-.5477	12.11	5.1
.203	276.60	4.20	17.07	1.9650	.2275	-.5106	8.64	1.9400	.2275	-.5548	8.53	5.0
.204	276.80	4.21	17.77	1.8130	.2566	-.4335	7.07	1.7880	.2566	-.4800	6.97	5.0
.204	277.70	4.23	18.61	1.7780	.3283	-.4190	5.42	1.7530	.3283	-.4658	5.34	5.0
.204	278.80	4.26	20.84	1.4700	.4756	-.8331	3.09	1.4450	.4756	-.8754	3.04	4.8
.205	279.50	4.23	.50	.4250	.0314	-.2548	13.54	.2990	.0277	-.3093	10.78	5.1

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 18 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	178.80	2.80	-6.34	-.6540	.0775	.9317	-8.44	-.7776	.0731	.8767	-10.64	-9.9
.202	177.90	2.79	-4.29	-.4490	.0627	.8573	-7.16	-.5741	.0584	.8023	-9.83	-9.8
.202	179.10	2.80	-2.06	-.1990	.0469	.7783	-4.24	-.3249	.0429	.7233	-7.58	-9.9
.202	178.60	2.79	.40	.0740	.0375	.6971	1.97	-.0522	.0338	.6424	-1.54	-9.9
.202	179.10	2.79	2.16	.2630	.0351	.6555	7.49	.1395	.0326	.6077	4.27	-9.9
.202	178.90	2.79	4.20	.4890	.0365	.6002	13.40	.3725	.0369	.5441	10.10	-9.9
.201	177.40	2.78	6.21	.7060	.0417	.5470	16.93	.5982	.0440	.4863	13.59	-9.9
.201	177.40	2.77	8.45	.9300	.0536	.4926	17.35	.8337	.0582	.4263	14.33	-9.9
.201	176.80	2.77	9.41	1.0580	.0632	.4698	16.74	.9740	.0697	.3990	13.97	-9.9
.201	177.80	2.77	10.30	1.1550	.0731	.4525	15.80	1.0957	.0787	.3881	13.93	-9.9
.201	177.00	2.77	11.51	1.2710	.0817	.4296	15.56	1.2531	.0848	.4002	14.77	-9.9
.201	177.10	2.77	12.75	1.3900	.0946	.4112	14.69	1.3842	.0961	.4089	14.40	-9.9
.201	176.90	2.76	13.55	1.4420	.1006	.4013	14.33	1.4337	.1014	.3979	14.13	-9.9
.201	176.80	2.76	14.62	1.5340	.1154	.3907	13.29	1.5154	.1155	.3675	13.12	-9.9
.201	177.10	2.76	15.48	1.6140	.1319	.3855	12.24	1.5897	.1319	.3475	12.06	-10.0
.200	176.40	2.76	16.52	1.4140	.2355	.5174	6.00	1.3889	.2355	.4741	5.90	-10.0
.201	177.80	2.77	17.57	1.4200	.2481	.5204	5.72	1.3950	.2481	.4746	5.62	-10.0
.201	176.60	2.77	18.52	1.4710	.2745	.5129	5.36	1.4460	.2745	.4660	5.27	-10.0
.200	175.80	2.77	20.46	1.3590	.4179	.2120	3.25	1.3340	.4179	.1689	3.19	-10.2
.202	179.10	2.78	.40	.0890	.0377	.7054	2.36	-.0372	.0340	.6507	-1.09	-10.0

CRUISE WING CONFIGURATION, ASPECT RATIO 10

APPENDIX B

RUN NUMBER 19 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	178.70	2.77	-6.32	-.5550	.0628	.5986	-8.84	-.6787	.0584	.5436	-11.63	-4.7
.202	179.00	2.77	-4.27	-.3140	.0461	.5216	-6.81	-.4391	.0418	.4666	-10.50	-4.8
.202	178.90	2.77	-1.98	-.0480	.0340	.4349	-1.41	-.1740	.0300	.3799	-5.80	-4.8
.201	178.10	2.77	.11	.2100	.0305	.3605	6.89	.0832	.0267	.3056	3.11	-4.8
.202	178.70	2.77	2.06	.4010	.0311	.3157	12.89	.2772	.0286	.2678	9.71	-4.8
.202	178.50	2.77	4.07	.6120	.0355	.2667	17.24	.4952	.0356	.2113	13.90	-4.8
.202	178.60	2.77	6.28	.8480	.0459	.2126	18.47	.7405	.0482	.1520	15.37	-4.8
.202	178.50	2.76	8.46	1.0650	.0607	.1691	17.55	.9688	.0653	.1028	14.83	-4.9
.201	177.40	2.75	9.39	1.1700	.0698	.1501	16.76	1.0857	.0763	.0794	14.23	-4.9
.202	178.80	2.76	10.55	1.2740	.0802	.1321	15.89	1.2247	.0853	.0732	14.36	-4.8
.202	179.00	2.76	11.56	1.3720	.0905	.1214	15.16	1.3551	.0936	.0936	14.48	-4.9
.202	179.70	2.77	12.55	1.4820	.1034	.1094	14.33	1.4758	.1051	.1050	14.04	-4.9
.201	178.40	2.76	13.89	1.5890	.1193	.1033	13.32	1.5780	.1199	.0952	13.16	-4.9
.201	178.40	2.76	14.90	1.6620	.1353	.0971	12.28	1.6408	.1353	.0680	12.12	-4.9
.201	177.70	2.75	15.56	1.7040	.1478	.0935	11.53	1.6795	.1478	.0547	11.37	-4.9
.202	178.70	2.77	16.55	1.4990	.2497	.2164	6.00	1.4739	.2497	.1730	5.90	-5.0
.201	178.10	2.76	17.55	1.5370	.2724	.2190	5.64	1.5120	.2724	.1732	5.55	-5.0
.201	177.70	2.76	18.69	1.5810	.3019	.2120	5.24	1.5560	.3019	.1654	5.15	-4.9
.201	177.50	2.77	20.51	1.4360	.4347	-.0948	3.30	1.4110	.4347	-.1378	3.25	-5.1
.202	180.00	2.77	.19	.2010	.0296	.3640	6.79	.0743	.0258	.3091	2.88	-4.9

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 20 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	179.90	2.77	-6.21	-.4160	.0475	.2581	-8.76	-.5398	.0431	.2031	-12.53	.3
.201	178.30	2.76	-4.07	-.1810	.0368	.1741	-4.92	-.3060	.0325	.1191	-9.42	.3
.202	179.30	2.76	-1.69	.0900	.0284	.0895	3.17	-.0363	.0244	.0345	-1.49	.3
.202	179.00	2.76	.31	.3090	.0280	.0336	11.04	.1826	.0243	-.0212	7.52	.3
.202	178.70	2.76	2.16	.5090	.0309	-.0182	16.47	.3855	.0284	-.0660	13.55	.2
.202	179.20	2.76	4.19	.7120	.0378	-.0567	18.84	.5955	.0382	-.1128	15.60	.2
.202	178.80	2.76	6.36	.9370	.0516	-.0973	18.16	.8300	.0539	-.1577	15.41	.2
.201	178.30	2.75	8.69	1.1860	.0708	-.1432	16.75	1.0922	.0761	-.2106	14.35	.2
.201	178.50	2.75	9.52	1.2830	.0819	-.1569	15.67	1.2010	.0884	-.2279	13.58	.2
.202	178.80	2.75	10.69	1.3690	.0915	-.1722	14.96	1.3254	.0963	-.2274	13.77	.2
.201	177.40	2.74	11.52	1.4550	.1027	-.1832	14.17	1.4373	.1058	-.2123	13.58	.2
.201	177.70	2.74	12.51	1.5410	.1146	-.1923	13.45	1.5347	.1164	-.1972	13.19	.2
.202	178.80	2.75	13.48	1.6270	.1277	-.2016	12.74	1.6191	.1286	-.2044	12.59	.2
.201	178.40	2.75	14.60	1.7280	.1495	-.2158	11.56	1.7096	.1496	-.2386	11.42	.1
.202	178.80	2.75	15.47	1.7900	.1620	-.2240	11.05	1.7657	.1620	-.2619	10.90	.1
.201	177.50	2.74	16.54	1.5780	.2687	-.0997	5.87	1.5529	.2687	-.1431	5.78	.1
.201	178.20	2.75	17.62	1.6210	.2931	-.1003	5.53	1.5960	.2931	-.1463	5.45	.1
.201	177.70	2.75	18.64	1.6700	.3237	-.1117	5.16	1.6450	.3237	-.1584	5.08	.1
.200	176.10	2.75	20.58	1.5520	.4766	-.4174	3.26	1.5270	.4766	-.4603	3.20	0.0
.201	178.10	2.74	.21	.3280	.0287	.0437	11.43	.2014	.0250	-.0112	8.07	.2

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 21 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	179.30	2.75	-6.18	-.3220	.0445	-.0618	-7.24	-.4458	.0401	-.1168	-11.12	5.3
.202	179.10	2.75	-4.38	-.1170	.0359	-.1213	-3.26	-.2421	.0316	-.1763	-7.66	5.3
.202	178.70	2.75	-2.13	.1390	.0305	-.1943	4.56	.0132	.0265	-.2493	.50	5.3
.201	177.70	2.74	.48	.4300	.0326	-.2644	13.19	.3040	.0289	-.3190	10.50	5.2
.202	178.60	2.75	2.09	.5880	.0378	-.2974	15.56	.4642	.0353	-.3452	13.16	5.2
.201	177.90	2.74	4.16	.8020	.0480	-.3407	16.71	.6854	.0483	-.3966	14.19	5.2
.201	177.90	2.74	6.48	1.0540	.0639	-.3845	16.49	.9476	.0661	-.4447	14.34	5.2
.201	178.50	2.74	8.37	1.2330	.0823	-.4184	14.98	1.1359	.0866	-.4843	13.11	5.2
.202	179.00	2.74	9.61	1.3650	.0950	-.4441	14.37	1.2849	.1015	-.5151	12.66	5.2
.201	178.00	2.74	10.77	1.4780	.1093	-.4554	13.52	1.4375	.1139	-.5084	12.62	5.2
.201	178.30	2.74	11.27	1.5540	.1282	-.4562	12.12	1.5303	.1318	-.4935	11.61	5.2
.201	177.10	2.73	12.76	1.6610	.1393	-.4735	11.92	1.6552	.1408	-.4757	11.75	5.1
.201	177.70	2.73	13.71	1.7250	.1509	-.4855	11.43	1.7155	.1516	-.4909	11.32	5.1
.201	177.40	2.73	14.61	1.7980	.1678	-.4958	10.72	1.7795	.1679	-.5188	10.60	5.1
.201	177.20	2.73	15.61	1.8670	.1837	-.4965	10.16	1.8424	.1837	-.5358	10.03	5.1
.205	184.90	2.79	16.63	1.6650	.2940	-.3810	5.66	1.6399	.2940	-.4245	5.58	5.1
.205	185.40	2.80	17.57	1.7080	.3191	-.3836	5.35	1.6830	.3191	-.4294	5.27	5.1
.205	185.30	2.80	18.63	1.7570	.3504	-.4131	5.01	1.7320	.3504	-.4599	4.94	5.1
.205	184.70	2.81	20.56	1.6090	.5092	-.7029	3.16	1.5840	.5092	-.7458	3.11	5.0
.207	187.70	2.81	.34	.4770	.0327	-.2601	14.59	.3506	.0290	-.3149	12.10	5.2

CRUISE WING CONFIGURATION, ASPECT RATIO 10

APPENDIX B

RUN NUMBER 22 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.70	.96	-6.32	-.5380	.1138	.8470	-4.73	-.6617	.1094	.7920	-6.05	-10.0
.202	59.00	.95	-4.41	-.4750	.1022	.8128	-4.65	-.6001	.0979	.7578	-6.13	-10.0
.202	58.80	.95	-1.98	-.2080	.0687	.7878	-3.03	-.3340	.0647	.7328	-5.16	-10.0
.202	58.80	.95	.22	.0310	.0428	.7275	.72	-.0956	.0391	.6726	-2.45	-10.0
.202	58.60	.94	2.19	.2140	.0372	.6785	5.75	.0906	.0348	.6307	2.60	-10.0
.201	58.50	.94	4.16	.4150	.0358	.6329	11.59	.2984	.0361	.5770	8.26	-10.0
.202	58.70	.94	6.50	.6500	.0399	.5769	16.29	.5437	.0421	.5167	12.92	-10.0
.201	58.50	.94	8.26	.8030	.0439	.5444	18.29	.7049	.0479	.4791	14.73	-10.0
.201	58.50	.94	9.52	.9220	.0512	.5177	18.01	.8400	.0577	.4467	14.56	-10.0
.201	58.40	.94	10.33	1.0010	.0724	.5130	13.83	.9429	.0779	.4491	12.10	-10.0
.201	58.30	.93	11.40	1.0000	.1065	.5343	9.39	.9796	.1098	.5013	8.92	-10.0
.201	58.10	.93	12.59	1.0040	.1684	.4423	5.96	.9979	.1701	.4384	5.87	-10.1
.201	58.20	.94	13.48	.9860	.2268	.3305	4.35	.9781	.2277	.3277	4.30	-10.1
.200	57.90	.93	14.61	.9780	.2495	.2614	3.92	.9595	.2496	.2384	3.84	-10.1
.200	57.80	.93	15.33	.9850	.2683	.2335	3.67	.9612	.2683	.1973	3.58	-10.1
.200	57.60	.93	16.35	1.0040	.2990	.1823	3.36	.9789	.2990	.1392	3.27	-10.1
.200	57.60	.93	17.79	1.0200	.3342	.1041	3.05	.9950	.3342	.0576	2.98	-10.1
.200	57.50	.93	18.44	1.0290	.3518	.0518	2.92	1.0040	.3518	.0048	2.85	-10.1
.199	57.20	.93	20.46	1.1030	.4178	-.0775	2.64	1.0780	.4178	-.1206	2.58	-10.1
.201	58.00	.93	.13	.1340	.0443	.7339	3.02	.0072	.0405	.6790	.18	-10.1

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 23 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.10	.93	-6.24	-.5180	.0667	.6376	-7.77	-.6417	.0623	.5826	-10.31	-4.8
.201	58.40	.93	-4.26	-.3780	.0561	.5637	-6.74	-.5031	.0518	.5087	-9.71	-4.8
.201	58.40	.93	-2.10	-.1210	.0413	.4883	-2.93	-.2469	.0373	.4333	-6.62	-4.8
.202	58.60	.93	.19	.1260	.0324	.4136	3.89	-.0007	.0286	.3587	-.02	-4.8
.201	58.30	.93	2.15	.3310	.0289	.3623	11.45	.2074	.0264	.3145	7.85	-4.8
.201	58.40	.93	4.09	.5370	.0318	.3034	16.89	.4202	.0320	.2479	13.14	-4.8
.201	58.10	.92	6.38	.7650	.0388	.2342	19.72	.6581	.0410	.1738	16.03	-4.9
.201	58.00	.92	8.41	.9540	.0491	.1904	19.43	.8573	.0535	.1243	16.01	-4.9
.201	58.10	.92	9.48	1.0460	.0571	.1750	18.32	.9633	.0636	.1041	15.14	-4.9
.200	57.80	.92	10.67	1.1050	.1032	.1959	10.71	1.0606	.1080	.1402	9.82	-4.9
.200	57.90	.92	11.62	1.1340	.1582	.1833	7.17	1.1183	.1612	.1574	6.94	-4.8
.200	57.70	.92	12.68	1.1250	.1855	.1436	6.06	1.1191	.1871	.1407	5.98	-4.9
.200	57.70	.92	13.52	1.1050	.2458	.0331	4.50	1.0969	.2467	.0300	4.45	-4.9
.200	57.80	.92	14.38	1.0950	.2640	-.0296	4.15	1.0790	.2643	-.0475	4.08	-4.9
.200	57.70	.92	15.37	1.0860	.2853	-.0993	3.81	1.0621	.2853	-.1360	3.72	-4.9
.200	57.60	.92	16.54	1.0830	.3162	-.1528	3.43	1.0579	.3162	-.1962	3.35	-4.9
.200	57.60	.92	17.48	1.0930	.3370	-.2043	3.24	1.0680	.3370	-.2498	3.17	-4.9
.200	57.70	.92	18.48	1.1130	.3651	-.2779	3.05	1.0880	.3651	-.3249	2.98	-5.0
.200	57.60	.92	20.49	1.1680	.4297	-.3909	2.72	1.1430	.4297	-.4339	2.66	-5.0
.201	58.20	.92	.40	.2210	.0302	.4110	7.32	.0948	.0265	.3563	3.58	-4.9

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 24 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.20	.92	-6.23	-.4140	.0535	.3186	-7.74	-.5378	.0491	.2636	-10.96	.3
.201	58.10	.92	-4.22	-.2430	.0455	.2233	-5.34	-.3681	.0412	.1683	-8.93	.3
.201	58.30	.92	-2.13	.0600	.0304	.1341	1.97	-.0658	.0264	.0791	-2.50	.3
.201	58.40	.92	.19	.2670	.0277	.0410	9.64	.1403	.0239	-.0139	5.86	.3
.201	58.30	.92	2.09	.4590	.0286	-.0022	16.05	.3352	.0261	-.0500	12.85	.3
.201	58.10	.92	4.11	.6600	.0354	-.0608	18.64	.5433	.0356	-.1164	15.26	.3
.201	58.20	.92	6.36	.9100	.0494	-.1142	18.42	.8030	.0517	-.1746	15.55	.3
.201	58.00	.92	8.50	1.0610	.0598	-.1386	17.74	.9652	.0645	-.2051	14.95	.3
.201	58.10	.92	9.55	1.1590	.0693	-.1507	16.72	1.0776	.0758	-.2217	14.22	.3
.201	58.00	.92	10.47	1.2160	.1077	-.1363	11.29	1.1635	.1129	-.1971	10.30	.3
.201	58.00	.92	11.54	1.2400	.1392	-.1132	8.91	1.2227	.1423	-.1416	8.59	.3
.200	57.90	.92	12.55	1.2240	.2046	-.1671	5.98	1.2178	.2063	-.1715	5.90	.3
.200	57.60	.92	14.43	1.2030	.2892	-.3289	4.16	1.1864	.2894	-.3479	4.10	.3
.200	57.70	.92	15.40	1.1850	.3122	-.3923	3.80	1.1610	.3122	-.4294	3.72	.3
.200	57.60	.92	16.52	1.2040	.3498	-.4436	3.44	1.1789	.3498	-.4869	3.37	.3
.200	57.50	.92	17.74	1.2330	.3867	-.5334	3.19	1.2080	.3867	-.5798	3.12	.2
.199	57.30	.92	18.42	1.2480	.4150	-.5779	3.01	1.2230	.4150	-.6249	2.95	.3
.199	57.30	.92	20.52	1.2970	.4885	-.6865	2.66	1.2720	.4885	-.7295	2.60	.2
.201	58.20	.92	.18	.3610	.0308	.0550	11.72	.2343	.0270	.0001	8.66	.3

CRUISE WING CONFIGURATION, ASPECT RATIO 10

APPENDIX B

RUN NUMBER 25 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	58.40	.93	-5.97	-.3060	.0487	-.0343	-6.28	-.4300	.0443	-.0893	-9.71	5.3
.201	58.40	.93	-4.12	-.0800	.0398	-.1119	-2.01	-.2050	.0355	-.1669	-5.78	5.3
.202	58.60	.93	-1.93	.1710	.0327	-.1833	5.23	.0449	.0287	-.2383	1.56	5.3
.202	58.60	.93	.32	.3840	.0341	-.2448	11.26	.2576	.0304	-.2996	8.48	5.3
.202	58.60	.93	2.23	.6470	.0410	-.2807	15.78	.5237	.0386	-.3285	13.57	5.3
.201	58.20	.92	4.25	.7730	.0473	-.3235	16.34	.6566	.0478	-.3799	13.74	5.3
.200	57.90	.92	6.67	1.0170	.0650	-.3811	15.65	.9116	.0671	-.4411	13.59	5.3
.201	58.10	.92	8.33	1.1650	.0791	-.4076	14.73	1.0675	.0833	-.4733	12.82	5.3
.201	58.20	.92	9.54	1.2930	.0950	-.4206	13.61	1.2114	.1015	-.4916	11.93	5.3
.200	57.90	.92	10.82	1.3160	.1466	-.3901	8.98	1.2775	.1511	-.4416	8.46	5.3
.201	58.10	.93	11.51	1.3350	.1928	-.3882	6.92	1.3171	.1959	-.4176	6.72	5.2
.200	58.00	.93	12.53	1.3280	.2308	-.4301	5.75	1.3218	.2326	-.4348	5.68	5.2
.199	57.30	.92	13.40	1.3240	.2962	-.5241	4.47	1.3165	.2972	-.5262	4.43	5.2
.199	57.20	.92	14.68	1.3050	.3348	-.6151	3.90	1.2858	.3349	-.6396	3.84	5.2
.199	57.30	.92	15.36	1.2910	.3497	-.6623	3.69	1.2671	.3497	-.6989	3.62	5.2
.199	57.30	.92	16.48	1.3020	.3891	-.7150	3.35	1.2769	.3891	-.7583	3.28	5.2
.200	57.50	.93	17.79	1.3190	.4335	-.8133	3.04	1.2940	.4335	-.8598	2.99	5.2
.200	57.60	.93	18.50	1.3280	.4579	-.8469	2.90	1.3030	.4579	-.8939	2.85	5.2
.200	57.40	.93	20.65	1.3710	.5415	-.9201	2.53	1.3460	.5415	-.9628	2.49	5.2
.201	58.50	.93	.40	.4430	.0354	-.2538	12.51	.3168	.0317	-.3085	9.99	5.2

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 27 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.205	272.90	4.30	-6.18	-.2910	.0932	-.1918	-3.12	-.3838	.1012	-.2568	-3.79	OFF
.205	273.70	4.30	-4.09	-.1080	.0680	-.1701	-1.59	-.2029	.0728	-.2351	-2.79	OFF
.206	275.40	4.30	-2.10	.0670	.0526	-.1482	1.27	-.0290	.0548	-.2123	-.53	OFF
.206	274.70	4.29	.05	.2820	.0425	-.1220	6.64	.1849	.0422	-.1849	4.38	OFF
.205	274.40	4.28	2.25	.4920	.0415	-.0914	11.86	.3879	.0392	-.1430	9.90	OFF
.205	273.60	4.27	4.22	.6710	.0475	-.0599	14.13	.5606	.0447	-.1255	12.54	OFF
.205	274.00	4.27	4.22	.6700	.0472	-.0589	14.19	.5596	.0444	-.1245	12.60	OFF
.205	273.80	4.26	6.22	.8650	.0563	-.0232	15.36	.7542	.0551	-.0986	13.69	OFF
.205	274.30	4.26	8.36	1.0690	.0711	.0136	15.04	.9594	.0724	-.0583	13.25	OFF
.205	274.90	4.26	10.59	1.2880	.0910	.0547	14.15	1.1879	.0935	-.0119	12.70	OFF
.205	273.60	4.25	12.77	1.4990	.1136	.1022	13.20	1.4162	.1168	.0439	12.13	OFF
.205	273.80	4.24	14.59	1.6570	.1359	.1414	12.19	1.5868	.1392	.0878	11.40	OFF
.204	272.60	4.22	16.68	1.8210	.1443	.1830	12.62	1.7597	.1470	.1350	11.97	OFF
.205	274.40	4.23	18.67	1.8330	.2072	.1556	8.85	1.7797	.2088	.1112	8.52	OFF
.203	270.70	4.21	20.77	1.8780	.2861	.1502	6.56	1.8306	.2866	.1098	6.39	OFF
.203	270.50	4.21	22.84	1.9450	.3685	.1620	5.28	1.8999	.3685	.1258	5.16	OFF
.203	270.70	4.22	25.03	1.9810	.4490	.2198	4.41	1.9360	.4490	.1868	4.31	OFF
.203	270.30	4.22	26.79	1.9490	.5221	.2932	3.73	1.9040	.5221	.2620	3.65	OFF
.203	269.00	4.22	28.69	1.9570	.5730	.3704	3.42	1.9120	.5730	.3411	3.34	OFF
.202	268.10	4.22	30.88	1.9390	.6548	.4429	2.96	1.8940	.6548	.4155	2.89	OFF
.205	274.80	4.23	-.04	.3030	.0419	-.1183	7.23	.2061	.0417	-.1814	4.94	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -30

RUN NUMBER 28 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	176.50	2.82	-6.06	-.2910	.1032	-.1875	-2.82	-.3839	.1110	-.2525	-3.46	OFF
.201	174.90	2.80	-4.18	-.1350	.0744	-.1714	-1.81	-.2298	.0794	-.2364	-2.90	OFF
.201	175.20	2.79	-2.05	.0550	.0550	-.1511	1.00	-.0410	.0572	-.2151	-.72	OFF
.201	175.30	2.79	-.08	.2530	.0451	-.1273	5.61	.1561	.0450	-.1905	3.47	OFF
.201	175.20	2.79	2.38	.4920	.0432	-.0913	11.39	.3874	.0408	-.1431	9.49	OFF
.201	175.40	2.78	4.11	.6470	.0472	-.0640	13.71	.5368	.0444	-.1288	12.09	OFF
.201	175.60	2.78	6.50	.8780	.0583	-.0208	15.06	.7675	.0574	-.0963	13.36	OFF
.201	174.80	2.77	8.57	1.0720	.0727	.0154	14.75	.9629	.0742	-.0559	12.98	OFF
.201	175.20	2.77	10.54	1.2790	.0894	.0552	14.31	1.1785	.0919	-.0115	12.82	OFF
.201	175.70	2.78	12.61	1.4670	.1103	.0999	13.30	1.3830	.1134	.0414	12.19	OFF
.200	174.00	2.76	14.88	1.6810	.1408	.1504	11.94	1.6124	.1440	.0980	11.20	OFF
.200	174.20	2.76	16.93	1.8270	.1716	.1967	10.65	1.7667	.1741	.1495	10.15	OFF
.200	173.70	2.75	18.75	1.8130	.2243	.1625	8.08	1.7601	.2258	.1182	7.79	OFF
.199	173.30	2.75	20.67	1.8730	.2797	.1689	6.70	1.8255	.2803	.1283	6.51	OFF
.200	175.10	2.77	22.69	1.9190	.3376	.1752	5.68	1.8738	.3376	.1387	5.55	OFF
.201	175.30	2.78	24.81	1.9350	.4101	.2598	4.72	1.8900	.4101	.2264	4.61	OFF
.201	176.70	2.79	26.90	1.8880	.5014	.3792	3.77	1.8430	.5014	.3481	3.68	OFF
.201	175.80	2.79	28.94	1.9000	.5907	.4158	3.22	1.8550	.5907	.3867	3.14	OFF
.200	174.90	2.79	30.79	1.8280	.6856	.4672	2.67	1.7830	.6856	.4398	2.60	OFF
.203	179.80	2.80	-.04	.2870	.0443	-.1228	6.48	.1901	.0441	-.1859	4.31	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -30

APPENDIX B

RUN NUMBER 29 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	86.40	1.41	-6.18	-.2810	.1229	-.1997	-2.29	-.3738	.1309	-.2647	-2.86	OFF
.201	86.50	1.40	-4.12	-.1520	.0951	-.1661	-1.60	-.2469	.1000	-.2311	-2.47	OFF
.200	86.30	1.40	-1.97	.0200	.0687	-.1386	.29	-.0760	.0708	-.2026	-1.07	OFF
.201	86.90	1.40	-.06	.2190	.0524	-.1226	4.18	.1221	.0523	-.1857	2.34	OFF
.201	87.10	1.40	2.32	.4400	.0449	-.0961	9.80	.3357	.0425	-.1478	7.89	OFF
.200	86.80	1.39	4.31	.6190	.0480	-.0658	12.90	.5085	.0452	-.1320	11.24	OFF
.201	87.10	1.39	6.42	.8270	.0589	-.0280	14.04	.7164	.0579	-.1035	12.37	OFF
.200	87.00	1.39	8.35	1.0080	.0684	.0134	14.74	.8984	.0697	-.0586	12.89	OFF
.200	86.50	1.38	10.52	1.2240	.0872	.0550	14.04	1.1234	.0897	-.0118	12.52	OFF
.200	86.50	1.38	10.52	1.2290	.0873	.0542	14.08	1.1284	.0898	-.0126	12.56	OFF
.200	86.80	1.38	12.50	1.4100	.1041	.0998	13.54	1.3251	.1072	.0411	12.36	OFF
.200	86.80	1.38	14.64	1.5890	.1306	.1460	12.17	1.5191	.1338	.0926	11.35	OFF
.199	86.20	1.37	16.79	1.7340	.1594	.1964	10.88	1.6731	.1620	.1488	10.33	OFF
.199	85.80	1.37	18.40	1.7320	.2131	.1663	8.13	1.6777	.2149	.1217	7.81	OFF
.198	85.30	1.37	20.76	1.7690	.2804	.2087	6.31	1.7216	.2809	.1682	6.13	OFF
.198	85.10	1.37	22.64	1.7660	.3521	.2658	5.02	1.7207	.3521	.2292	4.89	OFF
.199	85.50	1.38	24.75	1.7400	.4441	.3258	3.92	1.6950	.4441	.2923	3.82	OFF
.198	85.10	1.38	26.68	1.7010	.5223	.3639	3.26	1.6560	.5223	.3326	3.17	OFF
.198	85.20	1.38	28.96	1.5970	.6019	.4181	2.65	1.5520	.6019	.3891	2.58	OFF
.197	84.60	1.38	30.77	1.5680	.6613	.4448	2.37	1.5230	.6613	.4174	2.30	OFF
.199	86.20	1.37	-.21	.2300	.0509	-.1256	4.52	.1333	.0509	-.1890	2.62	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -30

RUN NUMBER 30 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	57.50	.93	-5.98	-.2600	.1294	-.1492	-2.01	-.3530	.1371	-.2142	-2.58	OFF
.200	57.50	.93	-4.01	-.1260	.0974	-.1284	-1.29	-.2210	.1021	-.1934	-2.16	OFF
.200	57.50	.93	-2.00	.0190	.0718	-.1026	.26	-.0770	.0739	-.1666	-1.04	OFF
.200	57.70	.93	-.07	.2300	.0540	-.0892	4.26	.1331	.0539	-.1523	2.47	OFF
.201	58.00	.93	2.15	.4240	.0445	-.0688	9.53	.3204	.0422	-.1205	7.59	OFF
.200	57.70	.92	4.33	.6200	.0476	-.0391	13.03	.5095	.0448	-.1054	11.37	OFF
.200	57.90	.93	6.33	.8000	.0549	-.0118	14.57	.6893	.0538	-.0873	12.81	OFF
.200	57.60	.92	8.39	.9970	.0662	.0226	15.06	.8875	.0675	-.0492	13.14	OFF
.200	57.60	.92	10.46	1.2050	.0817	.0718	14.75	1.1039	.0842	.0049	13.11	OFF
.199	57.30	.92	12.55	1.3970	.1006	.1154	13.89	1.3125	.1037	.0568	12.65	OFF
.199	57.20	.92	14.53	1.5470	.1241	.1566	12.47	1.4764	.1274	.1028	11.59	OFF
.199	57.10	.92	16.64	1.6850	.1581	.2123	10.66	1.6235	.1608	.1642	10.10	OFF
.199	57.10	.92	18.88	1.6760	.2205	.2129	7.60	1.6236	.2220	.1687	7.31	OFF
.199	57.00	.92	20.73	1.6560	.2928	.2549	5.66	1.6086	.2933	.2144	5.48	OFF
.198	56.70	.92	22.82	1.6480	.3692	.3031	4.46	1.6029	.3692	.2668	4.34	OFF
.198	56.60	.92	24.70	1.6460	.4441	.3499	3.71	1.6010	.4441	.3163	3.61	OFF
.198	56.50	.92	26.93	1.6000	.5433	.4061	2.94	1.5550	.5433	.3750	2.86	OFF
.197	56.30	.92	28.68	1.5470	.5826	.4354	2.66	1.5020	.5826	.4061	2.58	OFF
.198	56.40	.92	30.73	1.5220	.6473	.4743	2.35	1.4770	.6473	.4468	2.28	OFF
.199	57.20	.92	.01	.2300	.0530	-.0936	4.34	.1330	.0528	-.1566	2.52	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -30

RUN NUMBER 31 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	263.20	4.21	-6.17	-.2360	.1445	-.2221	-1.63	-.3288	.1525	-.2871	-2.16	OFF
.201	261.80	4.19	-4.02	-.0880	.1114	-.1815	-.79	-.1830	.1161	-.2465	-1.58	OFF
.201	262.50	4.19	-1.88	.0470	.0844	-.1421	.56	-.0490	.0864	-.2060	-.57	OFF
.201	262.20	4.19	-.07	.2320	.0640	-.1133	3.63	.1351	.0639	-.1764	2.11	OFF
.201	260.90	4.17	2.10	.4030	.0571	-.0958	7.06	.2996	.0548	-.1476	5.46	OFF
.201	261.30	4.17	4.26	.5870	.0570	-.0682	10.30	.4766	.0542	-.1340	8.79	OFF
.201	260.80	4.16	6.46	.8070	.0633	-.0326	12.75	.6965	.0624	-.1081	11.16	OFF
.201	261.80	4.17	8.74	.9890	.0793	.0060	12.47	.8803	.0809	-.0647	10.88	OFF
.201	260.70	4.16	10.51	1.1390	.0905	.0456	12.59	1.0383	.0930	-.0212	11.16	OFF
.201	261.60	4.16	12.80	1.3020	.1148	.0952	11.34	1.2195	.1180	.0370	10.34	OFF
.201	261.30	4.16	14.47	1.4010	.1388	.1336	10.09	1.3300	.1421	.0795	9.36	OFF
.200	260.20	4.14	16.64	1.4910	.1789	.2080	8.33	1.4295	.1816	.1599	7.87	OFF
.201	261.00	4.15	18.61	1.5390	.2340	.2670	6.58	1.4855	.2356	.2226	6.30	OFF
.201	260.50	4.15	20.70	1.5410	.3050	.2505	5.05	1.4935	.3055	.2099	4.89	OFF
.200	260.50	4.16	22.64	1.5400	.3724	.2495	4.14	1.4947	.3724	.2129	4.01	OFF
.200	258.30	4.15	24.58	1.4490	.4319	.2342	3.35	1.4040	.4319	.2004	3.25	OFF
.202	263.50	4.19	26.62	1.5650	.4948	.3412	3.16	1.5200	.4948	.3098	3.07	OFF
.201	262.30	4.18	28.55	1.6090	.5595	.3656	2.88	1.5640	.5595	.3361	2.80	OFF
.201	262.90	4.19	30.66	1.6120	.6063	.4054	2.66	1.5670	.6063	.3779	2.58	OFF
.201	261.60	4.14	-.08	.2150	.0661	-.1127	3.25	.1181	.0660	-.1759	1.79	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -60, OUTBOARD SLATS -60

APPENDIX B

RUN NUMBER 32 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	176.10	2.84	-6.16	-.2330	.1590	-.2095	-1.47	-.3258	.1670	-.2745	-1.95	OFF
.201	175.50	2.83	-4.40	-.1520	.1349	-.1691	-1.13	-.2466	.1402	-.2341	-1.76	OFF
.201	174.80	2.82	-2.00	-.0090	.1012	-.1292	-.09	-.1050	.1033	-.1932	-1.02	OFF
.200	174.30	2.81	-.08	.1620	.0788	-.0997	2.06	.0651	.0787	-.1629	.83	OFF
.200	174.60	2.81	2.12	.3510	.0656	-.0770	5.35	.2475	.0633	-.1287	3.91	OFF
.201	175.60	2.81	4.07	.5290	.0645	-.0601	8.20	.4189	.0617	-.1246	6.79	OFF
.201	175.30	2.81	6.29	.7400	.0686	-.0221	10.79	.6293	.0675	-.0976	9.33	OFF
.200	174.00	2.79	8.53	.9340	.0795	.0102	11.75	.8248	.0810	-.0612	10.19	OFF
.201	174.90	2.80	10.40	1.0900	.0933	.0396	11.68	.9885	.0958	-.0275	10.32	OFF
.200	173.90	2.79	12.43	1.2570	.1121	.0849	11.21	1.1715	.1152	.0261	10.17	OFF
.200	174.50	2.79	14.55	1.3770	.1405	.1406	9.80	1.3065	.1438	.0869	9.09	OFF
.201	175.80	2.80	16.49	1.4650	.1789	.2057	8.19	1.4029	.1817	.1571	7.72	OFF
.201	175.60	2.80	18.53	1.5400	.2387	.2787	6.45	1.4862	.2404	.2342	6.18	OFF
.201	175.10	2.80	20.68	1.5630	.2953	.3047	5.29	1.5155	.2958	.2641	5.12	OFF
.200	174.90	2.80	22.86	1.4830	.3874	.2012	3.83	1.4379	.3874	.1650	3.71	OFF
.200	174.40	2.80	24.66	1.4550	.4391	.2438	3.31	1.4100	.4391	.2101	3.21	OFF
.202	176.90	2.83	26.50	1.5850	.5010	.3420	3.16	1.5400	.5010	.3105	3.07	OFF
.202	177.60	2.84	28.60	1.6340	.5640	.3913	2.90	1.5890	.5640	.3619	2.82	OFF
.202	177.20	2.83	30.64	1.6190	.5899	.4212	2.74	1.5740	.5899	.3937	2.67	OFF
.202	177.20	2.81	-.10	.1630	.0784	-.1001	2.08	.0661	.0783	-.1633	.84	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -60, OUTBOARD SLATS -60

RUN NUMBER 33 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	85.40	1.41	-6.16	-.2460	.1699	-.1912	-1.45	-.3388	.1779	-.2562	-1.91	OFF
.200	85.50	1.40	-4.03	-.1390	.1366	-.1665	-1.02	-.2340	.1413	-.2315	-1.66	OFF
.200	85.90	1.40	-2.05	-.0330	.1117	-.1224	-.30	-.1290	.1139	-.1864	-1.13	OFF
.200	85.80	1.40	-.17	.1100	.0873	-.0972	1.26	.0132	.0873	-.1605	.15	OFF
.200	85.50	1.40	2.03	.2760	.0692	-.0694	3.99	.1729	.0670	-.1213	2.58	OFF
.200	85.80	1.40	4.02	.4720	.0652	-.0554	7.24	.3620	.0624	-.1196	5.80	OFF
.200	85.70	1.39	6.50	.7030	.0715	-.0187	9.83	.5925	.0706	-.0942	8.39	OFF
.201	85.80	1.39	8.30	.8640	.0805	.0206	10.73	.7543	.0818	-.0515	9.22	OFF
.200	85.80	1.39	10.48	1.0370	.0927	.0533	11.19	.9361	.0952	-.0136	9.83	OFF
.201	86.10	1.40	12.62	1.1910	.1140	.0974	10.45	1.1070	.1171	.0389	9.45	OFF
.200	85.50	1.39	14.53	1.3090	.1409	.1481	9.29	1.2384	.1442	.0943	8.59	OFF
.199	85.00	1.38	16.73	1.4290	.1860	.2172	7.68	1.3679	.1886	.1694	7.25	OFF
.199	85.30	1.39	18.54	1.4990	.2316	.2662	6.47	1.4452	.2333	.2217	6.20	OFF
.198	84.40	1.38	20.61	1.4340	.3093	.2053	4.64	1.3864	.3099	.1645	4.47	OFF
.198	84.30	1.38	22.50	1.4810	.3813	.2000	3.88	1.4356	.3813	.1631	3.76	OFF
.198	84.20	1.38	24.95	1.5510	.4461	.3015	3.48	1.5060	.4461	.2684	3.38	OFF
.198	84.10	1.39	26.76	1.5790	.5012	.3439	3.15	1.5340	.5012	.3126	3.06	OFF
.198	84.00	1.39	28.84	1.6430	.5602	.4022	2.93	1.5980	.5602	.3730	2.85	OFF
.203	88.10	1.42	30.67	1.6670	.6082	.4398	2.74	1.6220	.6082	.4123	2.67	OFF
.201	87.00	1.40	-.11	.1280	.0843	-.0961	1.52	.0311	.0842	-.1593	.37	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -60, OUTBOARD SLATS -60

RUN NUMBER 35 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	58.00	.96	-6.17	-.2660	.1701	-.1771	-1.56	-.3588	.1781	-.2421	-2.02	OFF
.201	58.10	.96	-4.23	-.1840	.1397	-.1543	-1.32	-.2788	.1447	-.2193	-1.93	OFF
.201	58.10	.96	-2.15	-.0630	.1108	-.1273	-.57	-.1590	.1131	-.1914	-1.41	OFF
.201	58.20	.96	.20	.0720	.0828	-.0865	.87	-.0253	.0824	-.1491	-.31	OFF
.201	58.20	.96	2.12	.2300	.0654	-.0568	3.52	.1265	.0631	-.1085	2.00	OFF
.201	58.10	.96	4.14	.4460	.0595	-.0531	7.50	.3358	.0567	-.1181	5.92	OFF
.200	57.90	.96	6.22	.6330	.0629	-.0347	10.06	.5222	.0617	-.1101	8.47	OFF
.200	57.80	.96	8.41	.8110	.0698	.0030	11.62	.7015	.0712	-.0688	9.86	OFF
.200	57.90	.96	10.43	.9840	.0822	.0460	11.97	.8827	.0847	-.0210	10.42	OFF
.200	58.00	.96	12.54	1.1350	.0993	.0924	11.43	1.0504	.1024	.0338	10.25	OFF
.200	57.80	.96	14.56	1.2580	.1264	.1399	9.95	1.1876	.1297	.0862	9.16	OFF
.200	57.70	.95	16.50	1.3710	.1659	.2024	8.26	1.3090	.1687	.1538	7.76	OFF
.200	57.50	.95	18.62	1.4480	.2138	.2576	6.77	1.3945	.2154	.2132	6.47	OFF
.200	57.50	.95	20.69	1.4640	.3022	.2379	4.84	1.4165	.3027	.1973	4.68	OFF
.199	57.20	.95	22.59	1.5280	.3637	.2539	4.20	1.4827	.3637	.2172	4.08	OFF
.199	57.00	.95	24.75	1.5230	.4278	.2642	3.56	1.4780	.4278	.2307	3.45	OFF
.198	56.80	.95	26.66	1.5620	.4838	.3328	3.23	1.5170	.4838	.3014	3.14	OFF
.198	56.80	.95	28.71	1.6180	.5397	.3903	3.00	1.5730	.5397	.3610	2.91	OFF
.198	56.80	.95	30.68	1.6220	.5895	.4410	2.75	1.5770	.5895	.4135	2.68	OFF
.200	57.60	.95	.26	.1130	.0835	-.0818	1.35	.0156	.0830	-.1442	.19	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -60, OUTBOARD SLATS -60

APPENDIX B

RUN NUMBER 36 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	271.50	4.24	-6.11	-.2540	.1341	-.2192	-1.89	-.3469	.1420	-.2842	-2.44	OFF
.202	272.20	4.23	-4.14	-.1020	.1007	-.1809	-1.01	-.1968	.1056	-.2459	-1.86	OFF
.202	272.10	4.22	-2.04	.0430	.0715	-.1448	.60	-.0530	.0736	-.2088	-.72	OFF
.201	271.30	4.20	.18	.2600	.0493	-.1291	5.27	.1627	.0489	-.1917	3.33	OFF
.201	270.90	4.19	2.27	.4500	.0460	-.1057	9.78	.3459	.0437	-.1574	7.92	OFF
.201	271.40	4.20	4.35	.6210	.0514	-.0708	12.08	.5105	.0486	-.1372	10.50	OFF
.201	270.30	4.18	6.30	.8070	.0595	-.0318	13.56	.6963	.0584	-.1073	11.93	OFF
.201	270.20	4.18	8.42	.9770	.0734	.0027	13.31	.8676	.0748	-.0690	11.60	OFF
.201	272.20	4.19	8.43	.9740	.0733	.0022	13.29	.8646	.0747	-.0695	11.58	OFF
.202	272.50	4.19	10.79	1.1830	.0904	.0440	13.09	1.0844	.0930	-.0219	11.67	OFF
.201	271.30	4.17	12.56	1.3460	.1027	.0856	13.11	1.2616	.1058	.0270	11.92	OFF
.201	271.90	4.17	14.71	1.5160	.1254	.1305	12.09	1.4465	.1286	.0774	11.24	OFF
.201	271.70	4.16	17.02	1.6940	.1421	.1919	11.92	1.6341	.1446	.1450	11.30	OFF
.201	271.20	4.16	18.79	1.7720	.1937	.2417	9.15	1.7192	.1952	.1974	8.81	OFF
.201	272.70	4.17	20.68	1.6990	.2633	.1710	6.45	1.6515	.2638	.1304	6.26	OFF
.201	272.10	4.17	22.80	1.7540	.3057	.2196	5.74	1.7089	.3057	.1833	5.59	OFF
.201	271.10	4.16	24.92	1.8350	.3968	.2593	4.62	1.7900	.3968	.2262	4.51	OFF
.201	271.10	4.17	26.61	1.8910	.4746	.2886	3.98	1.8460	.4746	.2572	3.89	OFF
.200	270.40	4.16	28.69	1.6950	.4161	.3392	4.07	1.6500	.4161	.3099	3.97	OFF
.199	268.10	4.14	30.79	1.7150	.4696	.3780	3.65	1.6700	.4696	.3506	3.56	OFF
.200	269.80	4.13	-.06	.2640	.0516	-.1274	5.12	.1671	.0515	-.1905	3.25	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 37 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	180.20	2.81	-7.13	-.2880	.1654	-.2301	-1.74	-.3799	.1749	-.2951	-2.17	OFF
.201	180.90	2.81	-4.05	-.1280	.1196	-.1713	-1.07	-.2229	.1244	-.2363	-1.79	OFF
.202	182.60	2.82	-1.69	.0400	.0859	-.1326	.47	-.0559	.0876	-.1965	-.64	OFF
.204	186.50	2.84	-.39	.1920	.0694	-.1159	2.77	.0955	.0696	-.1795	1.37	OFF
.204	186.40	2.84	2.34	.4490	.0527	-.0951	8.52	.3446	.0503	-.1468	6.85	OFF
.204	186.10	2.83	4.27	.6050	.0534	-.0738	11.33	.4946	.0506	-.1397	9.77	OFF
.204	186.70	2.83	6.23	.7810	.0610	-.0384	12.80	.6702	.0598	-.1138	11.21	OFF
.204	187.00	2.83	8.31	.9670	.0742	.0047	13.03	.8574	.0755	-.0674	11.36	OFF
.203	184.70	2.81	9.67	1.1000	.0818	.0340	13.45	.9944	.0840	-.0346	11.83	OFF
.203	184.40	2.81	12.48	1.3310	.1041	.0877	12.79	1.2459	.1072	.0290	11.62	OFF
.202	184.40	2.81	14.54	1.4960	.1253	.1311	11.94	1.4255	.1286	.0773	11.09	OFF
.202	183.50	2.79	16.74	1.6640	.1506	.1889	11.05	1.6029	.1532	.1411	10.46	OFF
.202	184.10	2.80	18.62	1.7850	.1828	.2403	9.76	1.7315	.1844	.1959	9.39	OFF
.201	182.50	2.79	20.62	1.7040	.2614	.1738	6.52	1.6564	.2620	.1331	6.32	OFF
.201	182.20	2.79	22.81	1.7970	.3264	.2319	5.51	1.7519	.3264	.1956	5.37	OFF
.201	181.10	2.78	24.66	1.8440	.3780	.2651	4.88	1.7990	.3780	.2314	4.76	OFF
.201	181.60	2.79	25.91	1.9000	.4141	.2906	4.59	1.8550	.4141	.2585	4.48	OFF
.201	181.20	2.79	26.87	1.9280	.4436	.2994	4.35	1.8830	.4436	.2683	4.24	OFF
.201	181.20	2.79	28.73	1.9220	.5174	.3408	3.71	1.8770	.5174	.3115	3.63	OFF
.200	180.90	2.79	30.78	1.9570	.5822	.3725	3.36	1.9120	.5822	.3451	3.28	OFF
.202	184.10	2.80	.34	.2760	.0614	-.1064	4.50	.1785	.0608	-.1686	2.94	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 38 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	91.60	1.42	-6.06	-.2580	.1598	-.1933	-1.61	-.3509	.1676	-.2583	-2.09	OFF
.203	92.00	1.42	-4.16	-.1490	.1304	-.1575	-1.14	-.2438	.1353	-.2225	-1.80	OFF
.203	91.80	1.42	-2.01	-.0040	.0993	-.1267	-.04	-.1000	.1014	-.1907	-.99	OFF
.203	91.90	1.41	.31	.2090	.0744	-.0946	2.81	.1115	.0738	-.1569	1.51	OFF
.202	91.80	1.41	2.24	.3700	.0634	-.0822	5.84	.2660	.0611	-.1338	4.35	OFF
.203	92.00	1.41	4.10	.5510	.0622	-.0687	8.86	.4408	.0594	-.1335	7.42	OFF
.202	91.70	1.41	6.23	.7360	.0675	-.0304	10.90	.6252	.0663	-.1058	9.43	OFF
.202	91.30	1.41	8.41	.9400	.0789	.0147	11.91	.8305	.0803	-.0571	10.35	OFF
.202	91.40	1.41	10.50	1.1170	.0902	.0529	12.38	1.0162	.0927	-.0139	10.96	OFF
.202	91.90	1.41	12.64	1.3030	.1091	.0989	11.94	1.2192	.1122	.0405	10.86	OFF
.202	91.30	1.40	14.62	1.4610	.1292	.1387	11.31	1.3909	.1325	.0853	10.50	OFF
.202	91.40	1.40	16.73	1.5860	.1467	.1867	10.81	1.5249	.1493	.1389	10.21	OFF
.201	90.90	1.40	18.71	1.6810	.2110	.1729	7.97	1.6279	.2126	.1286	7.66	OFF
.202	91.10	1.40	16.76	1.6110	.1526	.1834	10.56	1.5500	.1552	.1357	9.99	OFF
.201	90.40	1.40	20.64	1.6960	.2710	.1676	6.26	1.6484	.2716	.1269	6.07	OFF
.201	90.70	1.40	22.90	1.7660	.3260	.2287	5.42	1.7209	.3260	.1926	5.28	OFF
.201	90.50	1.40	24.76	1.8230	.3827	.2704	4.76	1.7780	.3827	.2369	4.65	OFF
.202	91.90	1.41	26.78	1.8760	.4409	.3118	4.25	1.8310	.4409	.2806	4.15	OFF
.202	92.00	1.41	28.68	1.8530	.5094	.3632	3.64	1.8080	.5094	.3339	3.55	OFF
.202	91.40	1.41	30.87	1.9050	.5928	.4020	3.21	1.8600	.5928	.3746	3.14	OFF
.204	93.30	1.42	.08	.1960	.0743	-.0999	2.64	.0989	.0740	-.1627	1.34	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

APPENDIX B

RUN NUMBER 39 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.200	58.00	.91	-6.17	-.2540	.1615	-.1628	-1.57	-.3468	.1695	-.2278	-2.05	OFF
.200	57.80	.91	-4.18	-.1270	.1326	-.1263	-.96	-.2218	.1376	-.1913	-1.61	OFF
.200	57.70	.91	-1.88	.0020	.1023	-.0904	.02	-.0940	.1043	-.1543	-.90	OFF
.200	57.60	.90	.35	.1990	.0784	-.0561	2.54	.1015	.0778	-.1182	1.30	OFF
.200	57.70	.90	2.01	.3530	.0661	-.0563	5.34	.2500	.0639	-.1083	3.91	OFF
.200	57.50	.90	4.28	.5570	.0615	-.0407	9.06	.4465	.0587	-.1067	7.61	OFF
.200	57.50	.90	6.37	.7400	.0676	-.0101	10.95	.6294	.0666	-.0856	9.45	OFF
.199	57.40	.90	8.45	.9140	.0764	.0252	11.96	.8046	.0778	-.0464	10.34	OFF
.199	57.30	.90	10.32	1.0880	.0889	.0676	12.24	.9860	.0914	.0003	10.79	OFF
.199	57.30	.90	12.41	1.2640	.1063	.1031	11.89	1.1783	.1094	.0443	10.77	OFF
.199	57.10	.89	14.40	1.4330	.1259	.1452	11.38	1.3616	.1292	.0908	10.54	OFF
.199	57.00	.89	16.80	1.5930	.1528	.1947	10.43	1.5322	.1554	.1471	9.86	OFF
.198	56.80	.89	18.67	1.6300	.1806	.1978	9.03	1.5767	.1822	.1534	8.65	OFF
.198	56.60	.89	20.86	1.6870	.2728	.1901	6.18	1.6398	.2733	.1498	6.00	OFF
.198	56.50	.89	22.75	1.7320	.3272	.2425	5.29	1.6868	.3272	.2061	5.16	OFF
.198	56.40	.89	24.78	1.7780	.3733	.2849	4.76	1.7330	.3733	.2515	4.64	OFF
.197	56.30	.89	26.67	1.8410	.4378	.3207	4.21	1.7960	.4378	.2893	4.10	OFF
.198	56.40	.89	28.75	1.7910	.5012	.3556	3.57	1.7460	.5012	.3263	3.48	OFF
.197	56.10	.89	30.70	1.8770	.5924	.4181	3.17	1.8320	.5924	.3906	3.09	OFF
.199	57.20	.89	.17	.1830	.0780	-.0635	2.35	.0858	.0776	-.1261	1.11	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 40 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	266.00	4.08	-5.58	-.2320	.1270	-.2128	-1.83	-.3254	.1341	-.2778	-2.43	OFF
.201	265.50	4.07	-4.28	-.1380	.1059	-.1838	-1.30	-.2327	.1110	-.2488	-2.10	OFF
.201	265.80	4.06	-2.15	.0220	.0761	-.1333	.29	-.0740	.0784	-.1974	-.94	OFF
.201	264.60	4.05	.41	.2660	.0490	-.1107	5.43	.1684	.0483	-.1726	3.49	OFF
.201	265.80	4.05	1.99	.4140	.0459	-.0948	9.02	.3110	.0437	-.1468	7.12	OFF
.200	264.10	4.03	4.34	.6240	.0502	-.0596	12.43	.5135	.0474	-.1260	10.83	OFF
.200	262.60	4.02	6.20	.7880	.0586	-.0275	13.45	.6772	.0573	-.1029	11.81	OFF
.200	262.70	4.01	8.44	.9800	.0729	.0009	13.44	.8706	.0743	-.0708	11.72	OFF
.200	262.10	4.00	10.35	1.1860	.0831	.0368	14.27	1.0842	.0856	-.0304	12.67	OFF
.199	261.80	4.00	12.46	1.3630	.1010	.0779	13.50	1.2778	.1041	.0192	12.27	OFF
.201	266.00	4.02	14.48	1.5330	.1198	.1299	12.80	1.4621	.1231	.0759	11.88	OFF
.201	265.30	4.00	16.97	1.7170	.1339	.1951	12.82	1.6569	.1364	.1480	12.15	OFF
.200	264.90	4.00	18.55	1.7850	.2063	.2440	8.65	1.7313	.2080	.1995	8.32	OFF
.200	262.80	3.99	20.89	1.7450	.2540	.1718	6.87	1.6978	.2544	.1316	6.67	OFF
.201	266.70	4.03	22.75	1.7870	.3263	.2240	5.48	1.7418	.3263	.1876	5.34	OFF
.201	266.90	4.03	24.60	1.8290	.3889	.2632	4.70	1.7840	.3889	.2294	4.59	OFF
.202	268.40	4.05	26.72	1.9240	.4885	.3100	3.94	1.8790	.4885	.2787	3.85	OFF
.201	267.80	4.05	28.74	1.9220	.5501	.3445	3.49	1.8770	.5501	.3152	3.41	OFF
.202	268.30	4.06	31.00	1.9000	.6217	.3621	3.06	1.8550	.6217	.3348	2.98	OFF
.201	267.00	4.01	.63	.2870	.0490	-.1069	5.86	.1890	.0480	-.1680	3.93	OFF
.201	266.30	4.00	-.05	.2630	.0495	-.1079	5.31	.1661	.0494	-.1710	3.36	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 41 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.200	175.00	2.70	-6.26	-.2780	.1542	-.2211	-1.80	-.3707	.1623	-.2861	-2.28	OFF
.200	175.80	2.70	-4.02	-.1410	.1181	-.1567	-1.19	-.2360	.1228	-.2217	-1.92	OFF
.200	175.90	2.69	-1.92	0.0000	.0890	-.1255	0.00	-.0960	.0910	-.1895	-1.05	OFF
.201	177.30	2.70	-.28	.1560	.0691	-.1028	2.26	.0594	.0692	-.1663	.86	OFF
.201	176.50	2.69	2.04	.3950	.0523	-.0861	7.55	.2918	.0501	-.1380	5.83	OFF
.200	176.00	2.68	4.17	.5940	.0517	-.0655	11.49	.4837	.0489	-.1308	9.89	OFF
.200	175.50	2.67	6.55	.8150	.0604	-.0276	13.49	.7046	.0596	-.1031	11.82	OFF
.200	176.40	2.68	8.38	.9850	.0716	-.0020	13.76	.8755	.0729	-.0739	12.00	OFF
.200	176.00	2.67	10.23	1.1600	.0852	.0291	13.62	1.0574	.0877	-.0384	12.06	OFF
.200	176.40	2.67	12.45	1.3660	.1032	.0761	13.24	1.2807	.1063	.0173	12.05	OFF
.200	176.60	2.67	14.58	1.5360	.1239	.1342	12.40	1.4657	.1272	.0806	11.53	OFF
.200	176.30	2.67	16.68	1.6910	.1472	.1892	11.49	1.6297	.1499	.1412	10.87	OFF
.200	176.20	2.66	18.72	1.8090	.1828	.2498	9.90	1.7559	.1844	.2055	9.52	OFF
.201	176.90	2.68	20.58	1.7530	.2632	.1722	6.66	1.7053	.2638	.1314	6.46	OFF
.201	177.40	2.68	22.65	1.8170	.3135	.2199	5.80	1.7717	.3135	.1833	5.65	OFF
.202	178.70	2.69	24.76	1.8890	.3731	.2733	5.06	1.8440	.3731	.2398	4.94	OFF
.201	178.30	2.69	26.84	1.9580	.4466	.3118	4.38	1.9130	.4466	.2806	4.28	OFF
.201	177.80	2.69	28.63	1.9630	.5059	.3494	3.88	1.9180	.5059	.3200	3.79	OFF
.201	177.90	2.70	31.13	2.0110	.6063	.4138	3.32	1.9660	.6063	.3865	3.24	OFF
.202	179.50	2.69	-.07	.2230	.0650	-.0951	3.43	.1261	.0649	-.1582	1.94	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50

APPENDIX B

RUN NUMBER 42 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	88.60	1.37	-5.92	-.2750	.1546	-.2183	-1.78	-.3681	.1622	-.2833	-2.27	OFF
.201	88.20	1.36	-4.08	-.1610	.1264	-.1608	-1.27	-.2559	.1312	-.2258	-1.95	OFF
.202	88.70	1.36	-1.97	-.0310	.0958	-.1318	-.32	-.1270	.0979	-.1958	-1.30	OFF
.201	88.10	1.36	-.14	.1250	.0741	-.1028	1.69	.0282	.0741	-.1661	.38	OFF
.201	88.30	1.35	1.99	.3190	.0589	-.0803	5.42	.2160	.0567	-.1323	3.81	OFF
.202	88.40	1.35	4.41	.5760	.0574	-.0645	10.03	.4654	.0546	-.1313	8.52	OFF
.201	88.20	1.35	6.08	.7090	.0602	-.0406	11.78	.5981	.0588	-.1158	10.17	OFF
.202	88.40	1.35	8.31	.9280	.0718	-.0132	12.92	.8184	.0731	-.0853	11.20	OFF
.202	88.50	1.35	10.53	1.1450	.0861	.0248	13.30	1.0444	.0886	-.0419	11.79	OFF
.201	87.90	1.35	12.54	1.3330	.1055	.0686	12.64	1.2484	.1086	.0100	11.49	OFF
.202	89.30	1.35	14.37	1.4700	.1214	.1171	12.11	1.3984	.1247	.0626	11.22	OFF
.202	88.90	1.35	16.77	1.6570	.1491	.1857	11.11	1.5961	.1517	.1380	10.52	OFF
.202	88.60	1.35	19.07	1.7340	.2165	.1884	8.01	1.6822	.2179	.1445	7.72	OFF
.201	88.30	1.35	20.96	1.7260	.2793	.1826	6.18	1.6789	.2797	.1425	6.00	OFF
.201	88.00	1.35	22.57	1.7720	.3153	.2257	5.62	1.7266	.3153	.1890	5.48	OFF
.201	87.90	1.35	24.64	1.8470	.3787	.2758	4.88	1.8020	.3787	.2421	4.76	OFF
.201	88.20	1.35	26.68	1.8970	.4416	.3240	4.30	1.8520	.4416	.2927	4.19	OFF
.203	89.50	1.36	28.99	1.8680	.5268	.3789	3.55	1.8230	.5268	.3499	3.46	OFF
.203	89.50	1.37	30.66	1.9270	.5878	.4102	3.28	1.8820	.5878	.3827	3.20	OFF
.204	90.90	1.37	-.08	.1730	.0738	-.0910	2.34	.0761	.0737	-.1542	1.03	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 43 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	57.90	.90	-6.25	-.2700	.1573	-.1867	-1.72	-.3627	.1654	-.2517	-2.19	OFF
.200	57.90	.90	-4.18	-.1460	.1240	-.1580	-1.18	-.2408	.1290	-.2230	-1.87	OFF
.200	57.80	.90	-2.12	-.0340	.0973	-.1053	-.35	-.1300	.0995	-.1694	-1.31	OFF
.200	57.90	.90	-.07	.1750	.0755	-.0571	2.32	.0781	.0754	-.1202	1.04	OFF
.200	58.00	.90	2.26	.3380	.0555	-.0551	6.09	.2339	.0532	-.1068	4.40	OFF
.200	57.80	.89	4.10	.5430	.0549	-.0507	9.89	.4328	.0521	-.1155	8.31	OFF
.200	57.90	.89	6.18	.7330	.0607	-.0301	12.08	.6222	.0594	-.1055	10.47	OFF
.200	57.70	.89	8.82	.9780	.0742	-.0002	13.18	.8695	.0759	-.0707	11.46	OFF
.200	58.00	.89	10.50	1.1510	.0873	.0273	13.18	1.0502	.0898	-.0395	11.69	OFF
.200	57.70	.89	12.87	1.3260	.1009	.0737	13.14	1.2440	.1041	.0155	11.95	OFF
.200	57.60	.89	14.84	1.4860	.1212	.1200	12.26	1.4172	.1244	.0675	11.39	OFF
.199	57.30	.88	16.52	1.6280	.1477	.1902	11.02	1.5660	.1505	.1417	10.41	OFF
.199	57.40	.89	18.52	1.6820	.2094	.2110	8.03	1.6281	.2111	.1665	7.71	OFF
.199	57.20	.89	20.63	1.7030	.2685	.1870	6.34	1.6554	.2691	.1463	6.15	OFF
.199	57.00	.89	22.57	1.7390	.3104	.2396	5.60	1.6936	.3104	.2029	5.46	OFF
.198	56.90	.89	25.01	1.8080	.3785	.3019	4.78	1.7630	.3785	.2689	4.66	OFF
.198	56.70	.89	27.19	1.8780	.4564	.3318	4.11	1.8330	.4564	.3010	4.02	OFF
.198	56.70	.89	28.85	1.8410	.5228	.3850	3.52	1.7960	.5228	.3558	3.44	OFF
.197	56.30	.89	30.94	1.9170	.6051	.4419	3.17	1.8720	.6051	.4146	3.09	OFF
.200	57.80	.89	.25	.1990	.0733	-.0551	2.71	.1016	.0728	-.1175	1.40	OFF

CLIMB WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 44 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	266.90	4.26	-6.14	-.2740	.1366	-.1912	-2.01	-.3669	.1445	-.2562	-2.54	5,1
.201	267.20	4.26	-4.11	-.0930	.1030	-.2313	-.90	-.1879	.1079	-.2963	-1.74	5,1
.201	267.10	4.26	-2.02	.0720	.0758	-.2630	.95	-.0240	.0779	-.3270	-.31	5,1
.201	265.40	4.24	.21	.3380	.0550	-.3309	6.15	.2407	.0545	-.3934	4.41	5,1
.201	266.20	4.24	2.29	.5730	.0558	-.3850	10.27	.4688	.0535	-.4367	8.77	5,0
.202	267.10	4.25	4.26	.7280	.0659	-.4112	11.05	.6176	.0631	-.4770	9.79	5,0
.201	265.60	4.24	6.37	.9680	.0810	-.4492	11.95	.8574	.0800	-.5247	10.72	5,0
.201	265.00	4.23	8.64	1.1800	.1036	-.4868	11.39	1.0710	.1051	-.5578	10.19	5,0
.201	265.70	4.23	10.64	1.3920	.1256	-.5220	11.08	1.2922	.1281	-.5884	10.09	5,0
.201	265.10	4.23	12.61	1.5850	.1514	-.5607	10.47	1.5010	.1545	-.6192	9.71	5,1
.202	267.40	4.24	14.64	1.7600	.1740	-.5678	10.11	1.6901	.1772	-.6212	9.53	5,0
.201	266.80	4.22	16.81	1.9510	.1829	-.5857	10.67	1.8902	.1855	-.6333	10.19	5,0
.202	267.20	4.23	18.89	1.9970	.2585	-.6890	7.73	1.9446	.2600	-.7331	7.48	4,8
.201	266.50	4.23	20.86	1.9840	.3336	-.8132	5.95	1.9368	.3341	-.8535	5.80	4,7
.201	264.80	4.22	22.88	2.0800	.4096	-.8154	5.08	2.0349	.4096	-.8516	4.97	4,6
.202	268.00	4.26	24.92	2.1950	.5482	-.8346	4.00	2.1500	.5482	-.8677	3.92	4,6
.202	267.40	4.26	26.88	2.2420	.6193	-.8608	3.62	2.1970	.6193	-.8919	3.55	4,6
.202	269.80	4.29	29.06	2.2850	.7365	-.8674	3.10	2.2400	.7365	-.8963	3.04	4,6
.203	270.00	4.30	30.99	2.3300	.8565	-.8716	2.72	2.2850	.8565	-.8989	2.67	4,5
.201	265.10	4.21	.23	.2820	.0512	-.1405	5.51	.1847	.0507	-.2030	3.64	4,6

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

APPENDIX B

RUN NUMBER 45 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	263.60	4.20	-6.09	-.4100	.1448	.2041	-2.83	-.5029	.1526	.1391	-3.29	0.0
.200	264.80	4.21	-4.15	-.2350	.1088	.1605	-2.16	-.3298	.1137	.0955	-2.90	0.0
.200	263.30	4.19	-2.07	-.0610	.0782	.1245	-.78	-.1570	.0804	.0605	-1.95	0.0
.200	264.50	4.19	.12	.1950	.0521	.0465	3.74	.0978	.0518	-.0162	1.89	0.0
.200	264.50	4.19	2.18	.4140	.0475	-.0102	8.72	.3102	.0452	-.0619	6.86	0.0
.200	263.00	4.17	4.26	.6160	.0535	-.0452	11.51	.5056	.0507	-.1110	9.97	0.0
.200	264.40	4.18	6.31	.8090	.0644	-.0787	12.56	.6983	.0633	-.1542	11.03	0.0
.200	263.80	4.17	8.37	1.0270	.0807	-.1209	12.73	.9175	.0820	-.1928	11.18	0.0
.200	263.40	4.17	10.54	1.2530	.1026	-.1665	12.21	1.1525	.1051	-.2332	10.96	0.0
.200	263.20	4.16	12.63	1.4680	.1264	-.2032	11.61	1.3841	.1295	-.2617	10.68	0.0
.200	263.20	4.16	14.58	1.6480	.1534	-.2304	10.74	1.5777	.1567	-.2840	10.07	0.0
.199	262.60	4.14	16.71	1.8470	.1868	-.2535	9.89	1.7858	.1895	-.3014	9.43	0.0
.200	265.00	4.16	18.80	1.9710	.2084	-.2513	9.46	1.9183	.2099	-.2955	9.14	0.0
.200	263.80	4.16	20.80	1.9570	.3259	-.5168	6.00	1.9097	.3264	-.5572	5.85	0.0
.201	266.30	4.17	22.68	1.8340	.2907	-.5301	6.31	1.7888	.2907	-.5666	6.15	0.0
.201	268.50	4.20	24.88	2.1390	.4869	-.5892	4.39	2.0940	.4869	-.6224	4.30	0.0
.201	267.20	4.19	26.84	2.2390	.5659	-.6356	3.96	2.1940	.5659	-.6668	3.88	0.0
.200	265.90	4.19	28.92	2.1760	.6473	-.6410	3.36	2.1310	.6473	-.6701	3.29	0.0
.200	265.80	4.21	30.84	2.2990	.7979	-.6501	2.88	2.2540	.7979	-.6775	2.82	0.0
.200	265.00	4.15	.24	.2150	.0522	.0458	4.12	.1177	.0517	-.0166	2.28	0.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 46 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.199	263.90	4.15	-6.19	-.5170	.1592	.5404	-3.25	-.6098	.1672	.4754	-3.65	-5.0
.200	264.50	4.15	-4.25	-.3600	.1227	.4990	-2.93	-.4547	.1278	.4340	-3.56	-5.0
.200	264.40	4.14	-2.16	-.1800	.0870	.4587	-2.07	-.2760	.0893	.3946	-3.09	-5.0
.200	265.90	4.15	.14	.0900	.0555	.3827	1.62	-.0072	.0551	.3200	-.13	-4.9
.200	265.60	4.14	2.11	.2910	.0477	.3216	6.10	.1875	.0454	.2699	4.13	-5.0
.200	265.80	4.14	4.12	.4950	.0499	.2745	9.92	.3848	.0471	.2096	8.17	-5.0
.200	264.90	4.13	6.23	.7090	.0589	.2285	12.04	.5982	.0577	.1531	10.37	-5.0
.200	266.30	4.14	8.27	.9100	.0728	.1811	12.50	.8003	.0740	.1089	10.81	-5.0
.200	264.70	4.12	10.31	1.1570	.0902	.1303	12.83	1.0549	.0927	.0630	11.38	-5.0
.199	264.00	4.11	12.58	1.3720	.1113	.1072	12.33	1.2877	.1144	.0487	11.25	-5.0
.200	264.90	4.12	14.63	1.5600	.1378	.0793	11.32	1.4900	.1411	.0259	10.56	-5.0
.199	264.40	4.11	16.82	1.7440	.1679	.0578	10.39	1.6833	.1705	.0103	9.87	-5.0
.200	266.80	4.12	18.95	1.8850	.1946	.0547	9.69	1.8328	.1960	.0106	9.35	-5.0
.200	266.10	4.13	20.76	1.8520	.2927	-.2063	6.33	1.8046	.2932	-.2468	6.15	-5.0
.200	266.30	4.13	22.73	1.9390	.3371	-.2314	5.75	1.8938	.3371	-.2678	5.62	-5.0
.200	266.40	4.13	24.78	1.8630	.3574	-.2468	5.21	1.8180	.3574	-.2802	5.09	-5.0
.201	268.00	4.16	26.74	2.1090	.5428	-.2808	3.89	2.0640	.5428	-.3121	3.80	-5.0
.200	265.30	4.14	28.90	2.0050	.5486	-.2958	3.65	1.9600	.5486	-.3249	3.57	-5.1
.200	265.60	4.15	30.88	2.1750	.7124	-.3424	3.05	2.1300	.7124	-.3698	2.99	-5.1
.202	272.00	4.17	.23	.1290	.0539	.3730	2.39	.0317	.0534	.3105	.59	-5.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 47 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	272.40	4.18	-6.34	-.6270	.1796	.8504	-3.49	-.7197	.1878	.7854	-3.83	-10.0
.202	272.40	4.17	-4.32	-.4570	.1379	.8120	-3.31	-.5517	.1431	.7470	-3.86	-10.0
.202	271.40	4.16	-2.18	-.2740	.0988	.7811	-2.77	-.3700	.1011	.7170	-3.66	-10.0
.202	272.60	4.16	.22	.0300	.0619	.6934	.48	-.0673	.0614	.6309	-1.10	-10.0
.202	271.30	4.15	2.14	.2090	.0534	.6429	3.91	.1054	.0511	.5912	2.06	-10.0
.203	273.30	4.16	4.17	.4050	.0535	.5982	7.57	.2947	.0507	.5329	5.81	-10.0
.203	273.20	4.16	6.23	.6170	.0596	.5461	10.35	.5062	.0584	.4707	8.67	-10.0
.202	272.20	4.15	8.38	.8260	.0717	.4883	11.52	.7165	.0730	.4164	9.81	-10.0
.202	272.10	4.15	10.54	1.0820	.0865	.4243	12.51	.9815	.0890	.3576	11.03	-10.1
.202	272.30	4.15	12.54	1.2800	.1044	.3867	12.26	1.1954	.1075	.3281	11.12	-10.1
.202	270.90	4.14	8.36	.8360	.0712	.4873	11.74	.7264	.0725	.4154	10.02	-10.0
.201	270.60	4.13	14.50	1.4650	.1274	.3526	11.50	1.3942	.1307	.2986	10.67	-10.1
.202	273.20	4.14	16.80	1.6480	.1589	.3218	10.37	1.5872	.1615	.2742	9.83	-10.0
.202	271.80	4.13	18.91	1.7340	.2217	.2066	7.82	1.6817	.2232	.1625	7.54	-10.2
.201	269.70	4.13	20.53	1.7700	.2804	.0687	6.31	1.7222	.2810	.0278	6.13	-9.9
.201	270.10	4.13	22.32	1.8310	.3230	.0686	5.67	1.7854	.3231	.0313	5.53	-10.0
.202	271.60	4.15	24.88	1.9350	.4076	.0239	4.75	1.8900	.4076	-.0093	4.64	-10.0
.203	275.00	4.18	26.74	2.0290	.5106	-.0074	3.97	1.9840	.5106	-.0387	3.89	-9.9
.203	273.50	4.18	28.76	2.0490	.6003	-.0065	3.41	2.0040	.6003	-.0357	3.34	-10.2
.202	272.60	4.19	30.67	2.1160	.6892	-.0494	3.07	2.0710	.6892	-.0769	3.00	-10.0
.201	268.60	4.12	.19	-.0050	.0640	.7040	-.08	-.1023	.0636	.6414	-1.61	-10.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

APPENDIX B

RUN NUMBER 48 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	177.20	2.82	-5.82	-.2860	.1491	-.0816	-1.92	-.3792	.1565	-.1466	-2.42	5.0
.203	176.80	2.81	-4.06	-.1570	.1212	-.1014	-1.30	-.2519	.1260	-.1664	-2.00	5.0
.202	176.20	2.80	-1.92	-.0060	.0917	-.1359	-.07	-.1020	.0937	-.1999	-1.09	5.0
.203	177.00	2.80	.32	.2670	.0670	-.1973	3.99	.1695	.0664	-.2595	2.55	5.0
.203	177.30	2.80	2.12	.4510	.0576	-.2453	7.83	.3475	.0553	-.2970	6.28	5.0
.202	175.80	2.78	4.36	.6910	.0627	-.2946	11.02	.5805	.0599	-.3611	9.69	5.0
.202	175.50	2.78	6.35	.8760	.0745	-.3210	11.76	.7654	.0734	-.3965	10.42	5.0
.202	176.50	2.78	8.55	1.1340	.0998	-.4634	11.36	1.0248	.1013	-.5347	10.12	5.0
.202	175.60	2.77	10.53	1.3560	.1226	-.4976	11.06	1.2554	.1251	-.5643	10.03	5.0
.202	175.40	2.77	12.74	1.5550	.1483	-.5386	10.49	1.4720	.1515	-.5969	9.72	5.0
.202	175.10	2.76	14.76	1.7490	.1826	-.5509	9.58	1.6797	.1858	-.6038	9.04	5.0
.202	175.30	2.76	16.67	1.9020	.2160	-.5734	8.81	1.8407	.2187	-.6214	8.42	5.0
.201	174.30	2.75	18.77	2.0550	.2584	-.5995	7.95	2.0021	.2599	-.6438	7.70	5.0
.201	174.30	2.76	20.64	2.0400	.3692	-.8542	5.53	1.9924	.3698	-.8949	5.39	5.0
.201	173.60	2.75	22.68	2.1290	.4510	-.8721	4.72	2.0838	.4510	-.9086	4.62	5.0
.202	175.20	2.77	24.84	2.2190	.5356	-.8913	4.14	2.1740	.5356	-.9246	4.06	5.0
.202	175.90	2.78	26.78	2.2940	.6253	-.8921	3.67	2.2490	.6253	-.9233	3.60	5.0
.202	176.00	2.79	28.99	2.2840	.7133	-.8958	3.20	2.2390	.7133	-.9248	3.14	4.9
.202	176.40	2.79	30.86	2.3530	.8012	-.9168	2.94	2.3080	.8012	-.9442	2.88	5.0
.200	172.20	2.73	.17	.2700	.0671	-.2709	4.02	.1728	.0667	-.3335	2.59	5.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 49 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	174.30	2.75	-6.15	-.5000	.1717	.5436	-2.91	-.5928	.1796	.4786	-3.30	-4.9
.201	174.40	2.75	-4.20	-.3670	.1364	.5194	-2.69	-.4618	.1414	.4544	-3.27	-4.9
.200	173.30	2.74	-1.87	-.1740	.0977	.4763	-1.78	-.2700	.0996	.4124	-2.71	-5.0
.200	173.90	2.74	.13	.0660	.0698	.4141	.95	-.0312	.0694	.3514	-.45	-4.9
.201	174.10	2.74	.12	.0610	.0702	.4150	.87	-.0362	.0699	.3523	-.52	-4.9
.201	174.50	2.74	2.13	.2850	.0531	.3418	5.37	.1814	.0508	.2901	3.57	-4.9
.201	175.40	2.74	4.32	.5170	.0529	.2800	9.77	.4065	.0501	.2138	8.11	-5.0
.201	175.00	2.74	6.41	.7260	.0608	.2335	11.94	.6154	.0598	.1580	10.29	-5.0
.201	174.50	2.73	8.50	.9430	.0757	.1818	12.46	.8337	.0771	.1103	10.81	-4.9
.200	173.20	2.72	10.50	1.1540	.0921	.1347	12.53	1.0532	.0946	.0679	11.13	-5.0
.200	173.10	2.72	12.54	1.3530	.1121	.1140	12.07	1.2684	.1152	.0554	11.01	-5.0
.201	174.80	2.73	14.62	1.5470	.1385	.0882	11.17	1.4769	.1418	.0348	10.42	-4.9
.201	174.80	2.72	16.66	1.7190	.1698	.0679	10.12	1.6576	.1725	.0198	9.61	-4.9
.200	174.30	2.72	18.74	1.8190	.2325	-.0595	7.82	1.7660	.2341	-.1038	7.55	-4.9
.200	174.00	2.72	20.73	1.9230	.2816	-.0932	6.83	1.8756	.2821	-.1337	6.65	-5.0
.200	174.30	2.72	22.78	1.9690	.3636	-.2327	5.42	1.9238	.3636	-.2690	5.29	-4.9
.200	173.90	2.72	24.95	2.0560	.4307	-.2591	4.77	2.0110	.4307	-.2922	4.67	-5.0
.200	174.30	2.72	26.87	2.1240	.5000	-.2817	4.25	2.0790	.5000	-.3128	4.16	-4.9
.201	175.90	2.74	29.00	2.1410	.6012	-.3157	3.56	2.0960	.6012	-.3447	3.49	-5.0
.201	176.00	2.75	31.03	2.2090	.6729	-.4592	3.28	2.1640	.6729	-.4865	3.22	-5.1
.199	171.50	2.69	.24	.0700	.0659	.4005	1.06	-.0273	.0654	.3381	-.42	-4.9

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 50 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	179.50	2.76	-6.24	-.4450	.1653	.3327	-2.69	-.5378	.1734	.2677	-3.10	0.0
.203	179.50	2.75	-4.22	-.3020	.1297	.3078	-2.33	-.3968	.1347	.2428	-2.94	0.0
.204	180.20	2.76	-1.82	-.0990	.0913	.2556	-1.08	-.1950	.0932	.1917	-2.09	0.0
.203	179.20	2.75	.10	.1140	.0658	.1996	1.73	.0169	.0655	.1368	.26	0.0
.203	179.80	2.75	2.62	.4130	.0523	.1216	7.90	.3074	.0498	.0690	6.17	0.0
.204	180.00	2.75	2.19	.3440	.0523	.1374	6.58	.2402	.0500	.0857	4.80	0.0
.204	180.30	2.75	4.21	.5580	.0529	.0844	10.55	.4476	.0501	.0189	8.93	0.0
.204	179.70	2.75	6.24	.7590	.0612	.0466	12.40	.6482	.0600	-.0288	10.80	0.0
.203	179.60	2.74	8.39	.9380	.0727	-.0013	12.90	.8285	.0740	-.0731	11.19	0.0
.203	179.20	2.74	10.37	1.1950	.0958	-.0452	12.47	1.0933	.0983	-.1124	11.12	0.0
.203	179.00	2.74	12.50	1.3920	.1178	-.0748	11.82	1.3071	.1209	-.1335	10.81	0.0
.203	179.10	2.74	14.75	1.6010	.1474	-.1075	10.86	1.5317	.1506	-.1604	10.17	0.0
.203	178.40	2.73	14.48	1.5870	.1447	-.1090	10.97	1.5161	.1480	-.1630	10.25	0.0
.203	178.20	2.73	17.01	1.8120	.1885	-.1411	9.61	1.7520	.1910	-.1881	9.17	0.0
.202	177.70	2.73	19.06	1.9390	.2664	-.3796	7.28	1.8872	.2678	-.4235	7.05	0.0
.202	177.10	2.72	20.63	1.9740	.3315	-.5220	5.95	1.9264	.3321	-.5627	5.80	0.0
.202	176.70	2.72	22.81	2.0830	.3955	-.5575	5.27	2.0379	.3955	-.5938	5.15	0.0
.202	177.00	2.73	25.00	2.1740	.4802	-.6104	4.53	2.1290	.4802	-.6434	4.43	0.0
.202	176.30	2.73	26.77	2.2470	.5571	-.6382	4.03	2.2020	.5571	-.6694	3.95	0.0
.201	175.40	2.73	28.94	2.2430	.6542	-.6477	3.43	2.1980	.6542	-.6768	3.36	0.0
.201	174.90	2.73	31.10	2.3350	.7644	-.6848	3.05	2.2900	.7644	-.7121	3.00	-.1
.203	179.40	2.74	.14	.1840	.0644	.0666	2.86	.0868	.0640	.0039	1.36	0.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

APPENDIX B

RUN NUMBER 51 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.204	179.70	2.75	-6.25	-.6060	.1913	.8549	-3.17	-.6987	.1994	.7899	-3.50	-10.2
.203	178.80	2.74	-4.24	-.4640	.1518	.8358	-3.06	-.5587	.1569	.7708	-3.56	-10.1
.204	179.40	2.75	-2.17	-.2980	.1133	.7971	-2.63	-.3940	.1156	.7330	-3.41	-10.2
.203	179.20	2.74	.23	-.0210	.0765	.7301	-.27	-.1183	.0760	.6676	-1.56	-10.1
.203	179.30	2.74	1.97	.1610	.0593	.6817	2.72	.0581	.0571	.6296	1.02	-10.2
.203	178.70	2.73	4.12	.3960	.0555	.6142	7.14	.2858	.0527	.5493	5.42	-10.2
.204	179.40	2.74	6.34	.6230	.0601	.5545	10.37	.5124	.0590	.4790	8.68	-10.2
.204	179.50	2.74	8.12	.7920	.0691	.5083	11.46	.6821	.0702	.4356	9.71	-10.2
.203	179.10	2.73	10.45	1.0520	.0863	.4364	12.19	.9509	.0888	.3694	10.71	-10.2
.203	177.80	2.72	12.56	1.2720	.1048	.3956	12.14	1.1876	.1079	.3370	11.00	-10.2
.203	178.60	2.73	14.60	1.4720	.1284	.3633	11.46	1.4018	.1317	.3098	10.65	-10.2
.204	179.40	2.73	16.63	1.6370	.1559	.3358	10.50	1.5755	.1586	.2876	9.93	-10.2
.203	178.50	2.72	18.64	1.7860	.1936	.3244	9.23	1.7326	.1952	.2800	8.88	-10.2
.202	177.20	2.72	20.55	1.7760	.2814	.0866	6.31	1.7282	.2820	.0457	6.13	-10.1
.202	177.40	2.72	22.72	1.8820	.3436	.0578	5.48	1.8368	.3436	.0213	5.35	-10.2
.202	177.10	2.72	25.17	1.9670	.4179	.0355	4.71	1.9220	.4179	.0028	4.60	-10.2
.202	176.90	2.72	26.92	2.0480	.4803	.0136	4.26	2.0030	.4803	-.0175	4.17	-10.1
.201	175.60	2.72	28.87	2.0590	.5674	-.0009	3.63	2.0140	.5674	-.0300	3.55	-10.2
.202	176.10	2.73	30.83	2.1330	.6407	-.0464	3.33	2.0880	.6407	-.0738	3.26	-10.3
.203	179.30	2.73	.31	-.0470	.0767	.7411	-.61	-.1445	.0761	.6788	-1.90	-9.9

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 52 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	90.00	1.41	-6.20	-.3430	.1658	-.0900	-2.07	-.4358	.1738	-.1550	-2.51	5.0
.203	90.70	1.41	-4.27	-.1780	.1307	-.1093	-1.36	-.2727	.1358	-.1743	-2.01	5.0
.205	92.40	1.42	-2.17	-.0180	.1016	-.1386	-.18	-.1140	.1039	-.2027	-1.10	5.0
.205	92.20	1.42	.20	.1920	.0749	-.1775	2.56	.0947	.0745	-.2401	1.27	5.0
.205	92.40	1.42	2.10	.3760	.0649	-.2165	5.79	.2726	.0626	-.2683	4.35	5.0
.205	92.00	1.42	4.20	.6130	.0660	-.2683	9.29	.5027	.0632	-.3338	7.95	5.0
.205	92.00	1.42	6.51	.8550	.0786	-.3068	10.88	.7446	.0778	-.3823	9.58	5.0
.205	92.00	1.41	8.37	1.0360	.0920	-.3484	11.26	.9265	.0933	-.4203	9.93	5.0
.204	91.60	1.41	10.37	1.2730	.1153	-.3939	11.04	1.1713	.1178	-.4611	9.94	5.0
.204	91.70	1.41	12.65	1.4750	.1407	-.4370	10.48	1.3913	.1439	-.4954	9.67	5.0
.204	91.50	1.41	14.58	1.6560	.1685	-.4578	9.83	1.5857	.1718	-.5114	9.23	5.0
.204	91.70	1.41	16.70	1.8400	.2053	-.4992	8.96	1.7788	.2080	-.5471	8.55	5.0
.204	91.60	1.41	19.02	1.9660	.2864	-.6518	6.86	1.9141	.2878	-.6958	6.65	5.0
.204	91.30	1.41	20.75	2.0140	.3756	-.8005	5.36	1.9666	.3761	-.8410	5.23	5.0
.203	90.60	1.41	22.78	2.0760	.4545	-.8754	4.57	2.0308	.4545	-.9117	4.47	5.0
.204	91.00	1.41	25.16	2.1770	.5537	-.8866	3.93	2.1320	.5537	-.9194	3.85	5.0
.203	90.50	1.41	26.77	2.2340	.6203	-.8885	3.60	2.1890	.6203	-.9197	3.53	5.0
.203	90.60	1.41	28.80	2.1720	.6998	-.9101	3.10	2.1270	.6998	-.9393	3.04	5.0
.202	89.80	1.41	31.00	2.2740	.8060	-.9116	2.82	2.2290	.8060	-.9389	2.77	5.0
.204	91.50	1.41	.27	.2160	.0758	-.2695	2.85	.1186	.0753	-.3319	1.58	5.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 53 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.204	91.40	1.41	-6.22	-.3910	.1667	.1891	-2.35	-.4838	.1747	.1241	-2.77	-.1
.204	91.40	1.41	-4.35	-.2620	.1346	.1628	-1.95	-.3566	.1398	.0978	-2.55	-.1
.204	91.70	1.41	-2.13	-.0980	.1014	.1243	-.97	-.1940	.1037	.0602	-1.87	-.1
.205	91.90	1.41	.23	.1400	.0723	.0795	1.94	.0427	.0718	.0170	.59	-.1
.205	92.30	1.41	2.09	.3360	.0612	.0199	5.49	.2326	.0590	-.0319	3.95	-.1
.206	92.70	1.42	4.09	.5590	.0604	-.0463	9.25	.4488	.0576	-.1110	7.79	0.0
.205	91.80	1.41	6.18	.7740	.0697	-.0791	11.10	.6632	.0684	-.1545	9.69	-.1
.205	92.10	1.41	8.25	.9860	.0849	-.1208	11.61	.8763	.0861	-.1931	10.17	-.1
.205	92.20	1.41	10.39	1.2070	.1035	-.1624	11.66	1.1054	.1060	-.2295	10.43	0.0
.205	92.30	1.41	12.33	1.4030	.1270	-.2012	11.05	1.3167	.1301	-.2602	10.12	-.1
.205	92.10	1.41	14.52	1.6010	.1581	-.2373	10.13	1.5303	.1614	-.2912	9.48	0.0
.205	92.20	1.41	16.77	1.7840	.1930	-.2611	9.24	1.7231	.1956	-.3088	8.81	0.0
.205	91.90	1.41	18.83	1.8820	.2558	-.3785	7.36	1.8294	.2573	-.4227	7.11	0.0
.203	90.80	1.40	20.72	1.9470	.3404	-.5334	5.72	1.8996	.3409	-.5739	5.57	-.1
.204	90.90	1.40	22.83	2.0350	.4090	-.5772	4.98	1.9899	.4090	-.6135	4.87	-.1
.204	91.10	1.41	24.82	2.1140	.4773	-.6138	4.43	2.0690	.4773	-.6471	4.33	-.1
.203	90.60	1.40	26.76	2.1900	.5664	-.6340	3.87	2.1450	.5664	-.6653	3.79	-.1
.203	90.00	1.40	28.89	2.1660	.6647	-.6505	3.26	2.1210	.6647	-.6796	3.19	-.1
.202	89.90	1.41	30.98	2.2510	.7557	-.6822	2.98	2.2060	.7557	-.7095	2.92	-.1
.205	92.40	1.41	.15	.1370	.0732	.0849	1.87	.0398	.0728	.0222	.55	0.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 54 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.205	91.90	1.41	-6.21	-.4960	.1807	.5184	-2.74	-.5888	.1887	.4534	-3.12	-4.9
.205	91.80	1.41	-4.24	-.3600	.1430	.5023	-2.52	-.4547	.1481	.4373	-3.07	-4.9
.205	92.10	1.41	-2.17	-.2090	.1086	.4726	-1.92	-.3050	.1109	.4085	-2.75	-4.9
.205	91.90	1.41	.15	.0250	.0775	.4208	.32	-.0722	.0771	.3581	-.94	-4.9
.205	92.00	1.41	2.48	.2960	.0611	.3449	4.84	.1910	.0587	.2928	3.26	-4.9
.204	91.60	1.40	4.42	.4940	.0589	.2862	8.39	.3834	.0561	.2194	6.83	-4.9
.205	91.80	1.40	6.22	.6730	.0647	.2439	10.40	.5622	.0635	.1685	8.86	-4.9
.204	91.60	1.40	8.67	.9640	.0800	.1756	12.05	.8551	.0816	.1047	10.48	-4.9
.204	91.60	1.40	10.42	1.1300	.0931	.1395	12.14	1.0287	.0956	.0725	10.76	-4.9
.205	92.00	1.40	12.46	1.3000	.1095	.1156	11.87	1.2148	.1126	.0569	10.79	-4.9
.205	91.70	1.40	14.43	1.5000	.1407	.0870	10.66	1.4288	.1440	.0327	9.92	-4.9
.204	91.60	1.40	16.61	1.6820	.1715	.0635	9.81	1.6204	.1742	.0153	9.30	-4.9
.204	91.50	1.40	18.83	1.7770	.2301	-.0705	7.72	1.7244	.2316	-.1147	7.45	-5.0
.204	91.10	1.40	20.69	1.8320	.3029	-.1988	6.05	1.7845	.3034	-.2394	5.88	-4.9
.204	91.00	1.40	22.73	1.9330	.3717	-.2209	5.20	1.8878	.3717	-.2573	5.08	-4.9
.204	90.80	1.40	24.88	2.0000	.4222	-.2642	4.74	1.9550	.4222	-.2974	4.63	-4.9
.203	90.50	1.40	27.02	2.0860	.5143	-.3318	4.06	2.0410	.5143	-.3628	3.97	-5.1
.203	90.40	1.40	28.88	2.0580	.5941	-.3379	3.46	2.0130	.5941	-.3670	3.39	-5.1
.203	89.90	1.40	31.45	2.1920	.7107	-.4104	3.08	2.1470	.7107	-.4375	3.02	-5.0
.204	91.40	1.40	.17	-.0120	.0772	.4273	-.16	-.1092	.0768	.3647	-1.42	-4.9

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 55 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.204	91.50	1.41	-6.18	-.5480	.2315	.7360	-2.37	-.6408	.2395	.6710	-2.68	-10.1
.205	91.70	1.41	-4.65	-.4570	.1943	.7535	-2.35	-.5513	.2000	.6885	-2.76	-10.1
.205	92.10	1.41	-2.18	-.3000	.1402	.7709	-2.14	-.3960	.1425	.7068	-2.78	-10.0
.205	91.90	1.40	.37	-.0670	.0838	.7392	-.80	-.1646	.0831	.6771	-1.98	-10.1
.205	91.90	1.40	2.43	.1720	.0672	.6865	2.56	.0672	.0648	.6346	1.04	-10.1
.205	91.80	1.40	3.73	.3110	.0621	.6459	5.01	.2016	.0593	.5842	3.40	-10.1
.204	91.00	1.39	6.12	.5640	.0656	.5863	8.60	.4531	.0642	.5110	7.05	-10.1
.204	90.90	1.39	8.41	.7950	.0732	.5166	10.86	.6855	.0746	.4448	9.19	-10.2
.204	91.00	1.39	10.75	1.0610	.0899	.4309	11.80	.9621	.0924	.3649	10.41	-10.1
.204	91.40	1.40	12.50	1.2420	.1064	.3945	11.67	1.1571	.1095	.3358	10.56	-10.1
.204	91.00	1.39	14.48	1.4050	.1290	.3671	10.89	1.3341	.1323	.3131	10.09	-10.2
.204	90.90	1.39	16.42	1.5880	.1579	.3352	10.06	1.5256	.1607	.2864	9.49	-10.1
.203	90.50	1.39	18.80	1.7090	.2218	.2125	7.71	1.6563	.2233	.1683	7.42	-10.1
.203	90.20	1.39	20.55	1.7550	.2824	.0892	6.21	1.7072	.2830	.0483	6.03	-10.1
.203	90.40	1.39	22.68	1.8500	.3497	.0795	5.29	1.8048	.3497	.0430	5.16	-10.1
.203	90.20	1.39	24.70	1.9220	.4097	.0539	4.69	1.8770	.4097	.0203	4.58	-10.1
.203	90.00	1.39	26.72	2.0000	.4750	.0021	4.21	1.9550	.4750	-.0292	4.12	-10.1
.203	89.90	1.39	28.71	1.9940	.5590	-.0179	3.57	1.9490	.5590	-.0472	3.49	-10.0
.202	89.30	1.39	30.68	2.0670	.6387	-.0902	3.24	2.0220	.6387	-.1177	3.17	-10.1
.201	88.40	1.37	.49	-.0610	.0823	.7330	-.74	-.1588	.0815	.6713	-1.95	-10.1

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 56 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	58.20	.92	-6.19	-.3420	.1641	-.0412	-2.08	-.4348	.1721	-.1062	-2.53	5.0
.201	58.40	.92	-3.29	-.1120	.1186	-.0905	-.94	-.2078	.1223	-.1556	-1.70	5.0
.201	58.40	.92	-1.30	.0560	.0898	-.1055	.62	-.0399	.0911	-.1695	-.44	5.0
.201	58.60	.92	.53	.2470	.0726	-.1318	3.40	.1492	.0717	-.1933	2.08	5.0
.201	58.60	.92	1.83	.3700	.0647	-.1589	5.72	.2677	.0626	-.2116	4.28	5.0
.201	58.70	.92	4.09	.6290	.0660	-.2243	9.53	.5188	.0632	-.2890	8.21	5.1
.201	58.50	.91	7.09	.9240	.0842	-.2930	10.97	.8140	.0841	-.3679	9.68	5.0
.201	58.50	.91	8.40	1.0330	.0915	-.3136	11.29	.9235	.0929	-.3854	9.95	5.0
.201	58.50	.91	10.46	1.2390	.1113	-.3583	11.13	1.1379	.1138	-.4252	10.00	5.0
.200	58.10	.91	13.02	1.4750	.1409	-.4088	10.47	1.3942	.1441	-.4668	9.67	5.0
.200	58.10	.91	15.37	1.7180	.1857	-.4317	9.25	1.6516	.1888	-.4828	8.75	5.1
.200	58.10	.91	16.73	1.7900	.1973	-.4522	9.07	1.7289	.1999	-.5000	8.65	5.0
.200	58.00	.91	18.63	1.8510	.2401	-.5499	7.71	1.7976	.2417	-.5943	7.44	5.0
.200	57.70	.91	20.70	1.9500	.3592	-.7081	5.43	1.9025	.3597	-.7487	5.29	5.0
.199	57.50	.91	22.78	2.0210	.4259	-.7288	4.75	1.9758	.4259	-.7651	4.64	5.0
.200	57.70	.91	24.57	2.1020	.5163	-.7419	4.07	2.0570	.5163	-.7758	3.98	5.0
.201	58.20	.92	27.21	2.2150	.6350	-.7658	3.49	2.1700	.6350	-.7966	3.42	5.0
.200	57.80	.92	29.57	2.2060	.7398	-.7917	2.98	2.1610	.7398	-.8201	2.92	5.0
.201	58.50	.92	31.53	2.2410	.8012	-.8178	2.80	2.1960	.8012	-.8449	2.74	5.0
.202	58.80	.91	.74	.2470	.0724	-.1121	3.41	.1487	.0713	-.1727	2.09	5.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

APPENDIX B

RUN NUMBER 57 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.60	.91	-5.92	-.4110	.1659	.2786	-2.48	-.5041	.1735	.2136	-2.91	0.0
.201	58.70	.91	-4.57	-.3150	.1419	.2493	-2.22	-.4094	.1475	.1843	-2.78	-.1
.202	59.00	.92	-2.09	-.1290	.1030	.2154	-1.25	-.2250	.1052	.1513	-2.14	-.1
.202	59.20	.92	.69	.1510	.0696	.1533	2.17	.0528	.0686	.0925	.77	-.1
.202	59.20	.92	2.13	.3070	.0604	.1032	5.08	.2034	.0581	.0515	3.50	-.1
.201	58.60	.91	2.29	.3250	.0586	.0978	5.55	.2208	.0563	.0461	3.92	-.1
.201	58.30	.91	-1.98	-.1110	.1000	.1877	-1.11	-.2070	.1021	.1237	-2.03	0.0
.201	58.40	.91	2.21	.3190	.0585	.0895	5.45	.2151	.0562	.0379	3.83	-.1
.201	58.60	.91	4.32	.5540	.0573	.0033	9.67	.4435	.0545	-.0629	8.13	0.0
.201	58.70	.91	6.28	.7430	.0653	-.0463	11.38	.6323	.0642	-.1218	9.86	0.0
.201	58.30	.91	8.24	.9880	.0845	-.0918	11.69	.8783	.0857	-.1641	10.25	0.0
.201	58.30	.91	10.67	1.2490	.1117	-.1388	11.18	1.1495	.1142	-.2051	10.06	0.0
.201	58.30	.91	13.21	1.4610	.1357	-.1890	10.77	1.3816	.1389	-.2467	9.94	0.0
.201	58.20	.90	14.77	1.5730	.1499	-.2058	10.49	1.5038	.1531	-.2586	9.82	0.0
.200	58.00	.90	16.82	1.7620	.1893	-.2346	9.31	1.7013	.1919	-.2821	8.87	0.0
.200	58.00	.90	18.95	1.8580	.2583	-.3485	7.19	1.8058	.2597	-.3926	6.95	0.0
.201	58.60	.91	20.97	1.9430	.3501	-.4801	5.55	1.8960	.3505	-.5202	5.41	0.0
.201	58.60	.91	22.47	2.0050	.4024	-.5198	4.98	1.9595	.4024	-.5568	4.87	0.0
.201	58.30	.91	25.31	2.1200	.5154	-.5678	4.11	2.0750	.5154	-.6004	4.03	0.0
.201	58.30	.91	26.67	2.1560	.5679	-.5874	3.80	2.1110	.5679	-.6188	3.72	0.0
.200	58.10	.91	28.61	2.1240	.6558	-.6015	3.24	2.0790	.6558	-.6309	3.17	0.0
.200	57.90	.91	31.12	2.2160	.7588	-.6432	2.92	2.1710	.7588	-.6705	2.86	0.0
.200	58.00	.90	.43	.1770	.0734	.1458	2.41	.0793	.0727	.0839	1.09	0.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 58 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	57.80	.91	-6.00	-.4910	.1772	.5944	-2.77	-.5840	.1849	.5294	-3.16	-5.0
.200	57.90	.91	-4.26	-.3570	.1425	.5533	-2.51	-.4517	.1476	.4883	-3.06	-4.9
.200	57.80	.90	-1.87	-.1860	.1049	.5433	-1.77	-.2820	.1068	.4794	-2.64	-5.0
.200	58.00	.90	.75	.0570	.0740	.4875	.77	-.0413	.0729	.4270	-.57	-4.9
.200	58.00	.90	2.07	.2200	.0627	.4546	3.51	.1167	.0605	.4028	1.93	-5.0
.200	58.00	.90	4.25	.4830	.0602	.3744	8.02	.3726	.0574	.3086	6.49	-5.0
.200	57.90	.90	6.68	.6990	.0643	.2975	10.87	.5888	.0637	.2221	9.25	-5.0
.200	57.70	.90	9.08	.9660	.0813	.2251	11.88	.8582	.0832	.1553	10.32	-5.0
.200	57.70	.90	10.18	1.0830	.0916	.1959	11.82	.9801	.0941	.1283	10.42	-5.0
.201	58.20	.90	13.16	1.3510	.1168	.1508	11.57	1.2712	.1200	.0930	10.59	-5.0
.200	58.00	.90	15.25	1.5770	.1560	.1224	10.11	1.5101	.1592	.0710	9.49	-4.9
.200	58.00	.90	16.65	1.6940	.1792	.1021	9.45	1.6326	.1819	.0540	8.98	-5.0
.200	57.90	.90	18.78	1.7210	.2270	-.0822	7.58	1.6682	.2285	-.1265	7.30	-5.1
.200	57.60	.90	21.54	1.8560	.3321	-.1563	5.59	1.8096	.3323	-.1953	5.45	-5.0
.200	57.70	.90	23.14	1.9140	.3798	-.1780	5.04	1.8691	.3798	-.2138	4.92	-4.9
.200	57.70	.90	25.16	1.9860	.4391	-.2271	4.52	1.9410	.4391	-.2599	4.42	-5.0
.200	58.00	.91	27.64	2.0440	.5418	-.2947	3.77	1.9990	.5418	-.3251	3.69	-4.9
.201	58.40	.91	29.05	2.0090	.5882	-.3154	3.42	1.9640	.5882	-.3443	3.34	-5.0
.202	58.90	.92	31.66	2.1420	.7269	-.3821	2.95	2.0970	.7269	-.4092	2.88	-5.0
.201	58.20	.90	.13	-.0030	.0797	.4942	-.04	-.1002	.0793	.4315	-1.26	-5.0

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 59 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.40	.91	-6.02	-.5610	.2310	.7705	-2.43	-.6540	.2387	.7055	-2.74	-10.1
.201	58.40	.91	-4.40	-.4590	.1925	.7686	-2.38	-.5536	.1978	.7036	-2.80	-10.0
.201	58.50	.91	-2.22	-.2700	.1412	.8017	-1.91	-.3661	.1436	.7375	-2.55	-10.1
.201	58.30	.91	.28	-.0910	.0878	.8035	-1.04	-.1884	.0873	.7412	-2.16	-10.0
.201	58.40	.90	2.00	.1120	.0681	.7513	1.64	.0090	.0659	.6993	.14	-10.0
.201	58.50	.91	4.87	.4260	.0604	.6695	7.05	.3151	.0578	.6002	5.45	-10.1
.201	58.40	.90	6.30	.5790	.0648	.6272	8.94	.4683	.0637	.5517	7.35	-10.1
.201	58.50	.90	8.20	.7600	.0711	.5797	10.69	.6502	.0723	.5073	8.99	-10.1
.201	58.60	.91	10.58	1.0110	.0861	.4913	11.74	.9108	.0886	.4247	10.28	-10.0
.201	58.50	.90	12.64	1.2190	.1060	.4422	11.50	1.1352	.1091	.3838	10.40	-10.0
.201	58.20	.90	14.97	1.4310	.1317	.3999	10.87	1.3629	.1349	.3478	10.10	-10.1
.201	58.30	.90	16.61	1.5700	.1535	.3657	10.23	1.5084	.1562	.3175	9.66	-10.0
.200	58.00	.90	18.46	1.6720	.1832	.3031	9.13	1.6179	.1849	.2585	8.75	-10.1
.200	57.90	.90	20.89	1.7310	.2898	.1510	5.97	1.6838	.2902	.1108	5.80	-10.0
.200	57.60	.90	22.83	1.8040	.3419	.1461	5.28	1.7589	.3419	.1098	5.14	-10.1
.201	58.10	.90	25.37	1.9280	.4315	.1037	4.47	1.8830	.4315	.0712	4.36	-10.1
.201	58.60	.91	26.98	1.9650	.4897	.0560	4.01	1.9200	.4897	.0250	3.92	-10.1
.202	58.80	.91	28.92	1.9420	.5649	.0328	3.44	1.8970	.5649	.0037	3.36	-10.0
.201	58.60	.91	31.34	2.0460	.6547	-.0768	3.13	2.0010	.6547	-.1040	3.06	-10.1
.200	58.00	.90	.29	-.0470	.0898	.8063	-.52	-.1444	.0892	.7440	-1.62	-10.1

CLIMB WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50

RUN NUMBER 60 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.199	57.00	.92	-6.10	-.2150	.1478	-.0033	-1.45	-.3421	.1514	-.0694	-2.26	5.0
.198	56.80	.92	-4.35	-.0700	.1226	-.0372	-.57	-.1955	.1260	-.0852	-1.55	5.0
.199	57.50	.92	-2.04	.1780	.0942	-.0910	1.89	.0560	.0973	-.1193	.58	5.0
.199	57.30	.92	.02	.4730	.0802	-.1901	5.90	.3591	.0827	-.2101	4.34	5.0
.199	57.40	.91	2.41	.8040	.0806	-.2728	9.98	.7091	.0812	-.3081	8.73	5.0
.200	57.60	.92	4.32	1.0190	.0908	-.3109	11.22	.9371	.0900	-.3623	10.41	5.0
.199	57.40	.91	6.32	1.2180	.1070	-.3501	11.38	1.1469	.1086	-.4123	10.56	5.0
.199	57.50	.91	8.59	1.5040	.1377	-.3974	10.92	1.4444	.1395	-.4569	10.35	5.0
.200	57.80	.91	10.74	1.7350	.1682	-.4483	10.32	1.6807	.1714	-.5006	9.81	5.0
.200	57.60	.91	12.64	1.9060	.1961	-.4647	9.72	1.8550	.2008	-.4941	9.24	5.0
.199	57.30	.91	14.72	2.1300	.2391	-.4867	8.91	2.0907	.2415	-.4862	8.66	5.0
.199	57.30	.91	16.97	2.3230	.2876	-.4789	8.08	2.3068	.2876	-.5077	8.02	5.0
.201	58.30	.92	19.11	2.2820	.3754	-.5346	6.08	2.2794	.3754	-.5612	6.07	5.0
.201	58.40	.92	20.78	2.3860	.4381	-.5678	5.45	2.3859	.4381	-.5902	5.45	5.0
.201	58.20	.92	22.93	2.4300	.5474	-.7231	4.44	2.4300	.5474	-.7412	4.44	4.9
.201	58.00	.92	24.86	2.5130	.6303	-.7710	3.99	2.5130	.6303	-.7845	3.99	4.9
.201	58.40	.92	26.87	2.4060	.7365	-.7762	3.27	2.4060	.7365	-.7846	3.27	5.0
.201	58.30	.93	29.12	2.4930	.8506	-.8473	2.93	2.4930	.8506	-.8491	2.93	5.0
.202	59.00	.93	30.96	2.5070	.9410	-.8802	2.66	2.5070	.9410	-.8794	2.66	5.0
.198	56.70	.90	.03	.5000	.0809	-.1891	6.18	.3862	.0834	-.2091	4.63	5.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 61 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	57.90	.91	-6.06	-.2820	.1524	.2739	-1.85	-.4091	.1560	.2082	-2.62	0.0
.200	57.90	.91	-3.85	-.1040	.1174	.2452	-.89	-.2287	.1208	.2015	-1.89	-.1
.200	57.90	.91	-2.20	.0810	.0972	.2026	.83	-.0412	.1003	.1732	-.41	0.0
.200	57.90	.91	-.01	.3780	.0766	.1039	4.93	.2639	.0791	.0839	3.34	-.1
.200	57.80	.91	2.23	.6900	.0733	-.0207	9.41	.5938	.0742	-.0541	8.00	-.1
.200	57.80	.91	4.59	.9720	.0846	-.0941	11.49	.8917	.0840	-.1474	10.61	-.1
.200	58.00	.91	6.42	1.1870	.1010	-.1404	11.75	1.1165	.1027	-.2029	10.87	-.1
.200	57.90	.91	8.56	1.4040	.1233	-.1823	11.39	1.3443	.1251	-.2418	10.74	-.1
.200	57.60	.91	10.65	1.6830	.1549	-.2343	10.87	1.6286	.1580	-.2870	10.31	-.1
.200	57.70	.91	12.85	1.8820	.1848	-.2524	10.18	1.8315	.1895	-.2775	9.67	-.2
.199	57.30	.90	14.72	2.0550	.2183	-.2869	9.41	2.0157	.2207	-.2864	9.13	-.1
.200	57.90	.91	16.94	2.2130	.2616	-.2781	8.46	2.1965	.2616	-.3068	8.40	-.1
.202	58.60	.91	18.81	2.2410	.3397	-.3537	6.60	2.2371	.3397	-.3814	6.59	-.1
.201	58.20	.91	20.96	2.2650	.4362	-.4532	5.19	2.2650	.4362	-.4753	5.19	0.0
.201	58.10	.91	22.91	2.3520	.5051	-.4861	4.66	2.3520	.5051	-.5043	4.66	-.1
.201	58.20	.92	25.23	2.4470	.5998	-.5581	4.08	2.4470	.5998	-.5703	4.08	-.1
.201	58.40	.92	27.06	2.3560	.7036	-.5676	3.35	2.3560	.7036	-.5754	3.35	0.0
.202	58.80	.93	28.97	2.4150	.7927	-.6436	3.05	2.4150	.7927	-.6457	3.05	0.0
.202	58.80	.93	30.90	2.4540	.8885	-.6950	2.76	2.4540	.8885	-.6942	2.76	0.0
.199	57.40	.91	.01	.4410	.0779	.0528	5.66	.3271	.0804	.0328	4.07	-.1

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 62 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.199	57.40	.91	-6.28	-.4160	.1709	.5927	-2.43	-.5433	.1745	.5246	-3.11	-4.9
.200	57.70	.91	-4.23	-.2710	.1297	.5567	-2.09	-.3963	.1331	.5097	-2.98	-4.9
.200	57.80	.91	-1.93	-.0270	.0981	.5072	-.28	-.1489	.1012	.4796	-1.47	-4.9
.200	57.70	.91	.16	.2500	.0768	.4321	3.26	.1371	.0792	.4122	1.73	-4.9
.200	57.80	.91	2.20	.5360	.0695	.3498	7.71	.4396	.0704	.3167	6.24	-4.9
.200	57.70	.91	4.25	.8020	.0770	.2824	10.42	.7196	.0762	.2315	9.45	-4.9
.200	57.80	.91	6.42	1.0480	.0913	.2154	11.48	.9775	.0930	.1529	10.51	-4.8
.200	57.60	.91	8.51	1.2830	.1111	.1475	11.55	1.2231	.1129	.0880	10.83	-4.9
.200	57.50	.90	10.75	1.5510	.1403	.0813	11.05	1.4967	.1435	.0291	10.43	-4.9
.200	57.50	.90	12.69	1.7620	.1662	.0286	10.60	1.7111	.1709	.0002	10.01	-4.8
.202	58.90	.91	14.58	1.9480	.2005	.0010	9.72	1.9077	.2032	.0015	9.39	-4.9
.202	58.70	.91	16.79	2.1580	.2446	-.0234	8.82	2.1402	.2447	-.0511	8.75	-4.9
.201	58.50	.91	18.74	2.1800	.3146	-.1145	6.93	2.1758	.3146	-.1424	6.92	-4.9
.202	58.70	.91	20.94	2.2200	.3856	-.0999	5.76	2.2200	.3856	-.1220	5.76	-4.9
.202	58.60	.91	22.78	2.2680	.4696	-.2272	4.83	2.2680	.4696	-.2456	4.83	-4.9
.201	58.30	.91	24.74	2.3460	.5441	-.2428	4.31	2.3460	.5441	-.2567	4.31	-4.9
.201	58.20	.92	27.08	2.2560	.6551	-.2379	3.44	2.2560	.6551	-.2456	3.44	-4.9
.203	59.20	.93	28.94	2.3400	.7441	-.3284	3.14	2.3400	.7441	-.3305	3.14	-5.0
.202	59.00	.93	30.89	2.3720	.8323	-.3852	2.85	2.3720	.8323	-.3844	2.85	-5.0
.205	60.80	.93	.17	.3580	.0841	.4110	4.26	.2451	.0865	.3911	2.83	-4.9

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

APPENDIX B

RUN NUMBER 63 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.205	60.50	.93	-6.11	-.4420	.2227	.7609	-1.98	-.5691	.2263	.6947	-2.51	-10.1
.205	60.60	.93	-4.19	-.3200	.1842	.7670	-1.74	-.4453	.1876	.7203	-2.37	-10.0
.205	60.50	.93	-1.80	-.1090	.1395	.7557	-.78	-.2308	.1426	.7289	-1.62	-10.0
.205	60.50	.93	.42	.2750	.1071	.7031	2.57	.1638	.1094	.6831	1.50	-10.1
.205	60.60	.93	2.39	.4530	.0850	.6706	5.33	.3579	.0856	.6355	4.18	-10.1
.205	60.60	.93	4.27	.7210	.0833	.5900	8.66	.6388	.0825	.5390	7.74	-10.1
.205	60.60	.93	6.52	1.0040	.0959	.5294	10.47	.9341	.0977	.4667	9.56	-10.1
.205	60.40	.93	8.40	1.1770	.1077	.4833	10.93	1.1167	.1096	.4237	10.19	-10.0
.205	60.50	.93	10.46	1.4310	.1315	.4237	10.88	1.3765	.1344	.3703	10.24	-10.1
.204	60.20	.92	12.69	1.6660	.1595	.3597	10.45	1.6151	.1642	.3313	9.83	-10.1
.204	60.00	.92	14.68	1.8890	.1926	.2980	9.81	1.8494	.1951	.2986	9.48	-10.1
.204	60.20	.92	16.87	2.0830	.2324	.2641	8.96	2.0659	.2325	.2359	8.89	-10.0
.204	59.90	.92	18.79	2.1000	.2981	.1641	7.04	2.0960	.2981	.1364	7.03	-10.1
.204	59.90	.92	20.89	2.1600	.3740	.1791	5.78	2.1599	.3740	.1569	5.78	-10.0
.203	59.70	.92	22.85	2.1810	.4537	.0387	4.81	2.1810	.4537	.0204	4.81	-10.1
.203	59.30	.92	25.17	2.2710	.5355	-.0076	4.24	2.2710	.5355	-.0200	4.24	-10.1
.203	59.60	.92	26.81	2.1870	.6137	.0519	3.56	2.1870	.6137	.0434	3.56	-10.0
.203	59.40	.92	29.04	2.2290	.7038	-.0354	3.17	2.2290	.7038	-.0373	3.17	-10.0
.202	59.00	.92	30.99	2.2900	.7969	-.1139	2.87	2.2900	.7969	-.1131	2.87	-10.0
.205	60.50	.93	.43	.2630	.1062	.6993	2.48	.1518	.1085	.6793	1.40	-10.1

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 64 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	263.90	4.22	-5.97	-.2090	.1250	-.0119	-1.67	-.3360	.1286	-.0766	-2.61	5.0
.201	264.00	4.21	-4.12	0.0000	.0955	-.0743	0.00	-.1252	.0989	-.1203	-1.27	5.0
.201	264.00	4.21	-1.76	.2940	.0672	-.1730	4.38	.1722	.0703	-.1996	2.45	5.0
.201	264.00	4.20	-.25	.5120	.0604	-.2706	8.48	.3963	.0630	-.2910	6.29	4.9
.201	263.40	4.20	2.23	.7990	.0701	-.3784	11.40	.7028	.0710	-.4118	9.90	4.9
.201	263.60	4.20	4.35	1.0470	.0861	-.4193	12.16	.9653	.0853	-.4709	11.31	4.9
.200	262.40	4.18	6.47	1.2870	.1077	-.4668	11.95	1.2168	.1094	-.5294	11.12	5.0
.200	262.40	4.18	8.73	1.5240	.1373	-.5138	11.10	1.4650	.1391	-.5732	10.53	5.0
.200	262.60	4.18	10.54	1.7380	.1633	-.5509	10.64	1.6836	.1663	-.6040	10.13	5.1
.200	262.70	4.18	12.76	1.9830	.1984	-.5768	9.99	1.9322	.2031	-.6038	9.51	5.0
.200	261.40	4.16	14.92	2.1820	.2363	-.5984	9.23	2.1443	.2384	-.5987	8.99	5.0
.199	260.40	4.15	17.00	2.3590	.3233	-.5905	7.30	2.3430	.3233	-.6195	7.25	5.0
.199	259.80	4.16	19.04	2.3800	.4113	-.6928	5.79	2.3772	.4113	-.7197	5.78	5.1
.198	257.40	4.14	20.80	2.4030	.4715	-.6640	5.10	2.4029	.4715	-.6864	5.10	5.0
.198	256.40	4.15	23.00	2.4540	.5733	-.8572	4.28	2.4540	.5733	-.8752	4.28	5.1
.197	255.30	4.15	25.16	2.5480	.6919	-.8991	3.68	2.5480	.6919	-.9116	3.68	5.0
.197	255.00	4.15	27.14	2.6130	.8082	-.9082	3.23	2.6130	.8082	-.9157	3.23	5.1
.197	254.10	4.16	29.18	2.5580	.8979	-.9215	2.85	2.5580	.8979	-.9232	2.85	5.1
.196	252.70	4.16	31.40	2.6070	1.0193	-.9416	2.56	2.6070	1.0193	-.9410	2.56	5.0
.200	260.60	4.16	-.22	.5650	.0596	-.3266	9.48	.4495	.0622	-.3470	7.23	5.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 65 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.199	259.20	4.16	-6.24	-.3140	.1355	.2628	-2.32	-.4412	.1391	.1952	-3.17	0.0
.199	258.00	4.14	-4.05	-.0800	.0992	.1931	-.81	-.2051	.1026	.1477	-2.00	0.0
.199	259.90	4.15	-2.00	.1750	.0696	.1094	2.51	.0530	.0727	.0814	.73	0.0
.205	276.00	4.24	.28	.4810	.0564	.0015	8.53	.3688	.0588	-.0184	6.28	-.2
.205	275.30	4.23	2.22	.6960	.0621	-.0606	11.21	.5997	.0630	-.0939	9.52	-.1
.205	275.50	4.23	4.30	.9360	.0747	-.1085	12.53	.8540	.0739	-.1597	11.55	-.1
.205	274.70	4.22	6.43	1.1740	.0937	-.1489	12.53	1.1035	.0954	-.2114	11.57	-.1
.204	274.10	4.21	8.87	1.4570	.1215	-.2041	11.99	1.3985	.1233	-.2633	11.34	-.2
.205	274.90	4.21	10.82	1.6800	.1467	-.2417	11.45	1.6258	.1500	-.2936	10.84	-.2
.205	274.30	4.21	12.66	1.8730	.1768	-.2722	10.59	1.8220	.1815	-.3012	10.04	-.1
.204	273.40	4.20	14.85	2.1050	.2080	-.3006	10.12	2.0667	.2102	-.3005	9.83	-.1
.204	273.30	4.19	16.83	2.2310	.3093	-.2910	7.21	2.2135	.3094	-.3190	7.15	-.1
.203	271.20	4.18	18.97	2.2840	.3839	-.3967	5.95	2.2809	.3839	-.4238	5.94	-.1
.204	271.80	4.19	20.87	2.3330	.4602	-.3725	5.07	2.3329	.4602	-.3947	5.07	-.1
.203	270.50	4.19	22.91	2.3580	.5574	-.5409	4.23	2.3580	.5574	-.5591	4.23	-.1
.203	270.10	4.20	25.11	2.4250	.6543	-.5700	3.71	2.4250	.6543	-.5826	3.71	-.2
.203	270.40	4.21	27.00	2.5210	.7701	-.6196	3.27	2.5210	.7701	-.6276	3.27	-.1
.202	268.80	4.21	29.10	2.4490	.8458	-.6135	2.90	2.4490	.8458	-.6153	2.90	-.1
.202	268.40	4.21	30.88	2.4550	.9125	-.6550	2.69	2.4550	.9125	-.6542	2.69	-.1
.205	276.50	4.22	.38	.4940	.0569	.0072	8.68	.3825	.0592	-.0127	6.46	-.1

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 66 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	265.00	4.13	-6.20	-.4010	.1445	.5782	-2.78	-.5282	.1481	.5110	-3.57	-5.0
.200	264.30	4.12	-4.34	-.2290	.1131	.5356	-2.02	-.3544	.1165	.4877	-3.04	-5.0
.201	265.20	4.13	-2.00	.0890	.0750	.4326	1.19	-.0330	.0781	.4046	-.42	-5.0
.201	265.30	4.12	.36	.4000	.0589	.3332	6.79	.2884	.0612	.3133	4.71	-5.0
.201	265.80	4.13	2.12	.5770	.0616	.2859	9.37	.4800	.0626	.2536	7.66	-5.0
.201	264.70	4.12	4.20	.8410	.0710	.2279	11.85	.7583	.0702	.1774	10.81	-5.0
.200	264.00	4.11	6.61	1.1310	.0880	.1567	12.85	1.0616	.0898	.0938	11.82	-4.9
.201	265.50	4.12	8.66	1.3000	.1128	.1173	11.52	1.2407	.1146	.0579	10.83	-4.9
.202	267.80	4.13	10.60	1.5740	.1317	.0643	11.95	1.5196	.1347	.0115	11.28	-5.0
.203	270.50	4.15	12.86	1.7970	.1666	.0307	10.79	1.7465	.1713	.0058	10.20	-5.0
.203	270.60	4.15	14.65	1.9690	.1958	.0126	10.06	1.9292	.1983	.0132	9.73	-5.0
.203	270.30	4.14	16.76	2.1760	.2808	.0019	7.75	2.1579	.2809	-.0256	7.68	-4.9
.203	270.80	4.15	19.00	2.2790	.3674	.0202	6.20	2.2760	.3674	-.0068	6.19	-5.0
.202	269.00	4.14	20.73	2.2330	.4285	-.0852	5.21	2.2328	.4285	-.1077	5.21	-5.0
.202	269.10	4.15	22.87	2.2450	.5000	-.2601	4.49	2.2450	.5000	-.2783	4.49	-5.0
.202	269.40	4.16	24.90	2.3530	.6101	-.2858	3.86	2.3530	.6101	-.2991	3.86	-5.0
.202	268.50	4.17	27.06	2.4040	.7179	-.3039	3.35	2.4040	.7179	-.3117	3.35	-5.0
.202	267.80	4.17	29.14	2.3730	.8059	-.3073	2.94	2.3730	.8059	-.3090	2.94	-4.9
.201	266.70	4.17	31.00	2.4270	.9098	-.3528	2.67	2.4270	.9098	-.3520	2.67	-4.9
.204	274.20	4.18	.34	.4040	.0583	.3292	6.93	.2922	.0606	.3093	4.82	-5.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 67 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.204	275.00	4.19	-6.03	-.4930	.1587	.8776	-3.11	-.6200	.1623	.8123	-3.82	-10.0
.204	273.10	4.17	-4.21	-.2920	.1235	.8326	-2.36	-.4173	.1269	.7858	-3.29	-10.0
.204	274.60	4.18	-2.02	-.0420	.0874	.7547	-.48	-.1640	.0905	.7266	-1.81	-9.9
.204	274.50	4.17	.34	.2680	.0664	.6549	4.04	.1562	.0687	.6350	2.27	-10.0
.204	274.20	4.17	2.13	.4690	.0660	.6036	7.11	.3720	.0670	.5712	5.55	-9.9
.204	274.90	4.17	4.29	.7350	.0725	.5392	10.14	.6529	.0717	.4880	9.11	-10.0
.204	274.20	4.16	6.35	.9850	.0843	.4746	11.68	.9140	.0859	.4123	10.64	-9.9
.204	273.80	4.16	8.67	1.2400	.1049	.4087	11.82	1.1807	.1067	.3493	11.06	-10.0
.204	273.80	4.16	10.47	1.4460	.1243	.3625	11.63	1.3915	.1272	.3092	10.94	-10.0
.204	273.70	4.15	12.60	1.6690	.1521	.3165	10.97	1.6179	.1568	.2863	10.32	-10.0
.204	273.20	4.14	14.71	1.9010	.1802	.2739	10.55	1.8616	.1826	.2744	10.19	-9.9
.204	273.50	4.14	16.85	2.0860	.2651	.2551	7.87	2.0687	.2652	.2270	7.80	-10.0
.203	272.40	4.14	18.87	2.1300	.3340	.1351	6.38	2.1264	.3340	.1077	6.37	-10.1
.203	271.10	4.13	20.70	2.1370	.3791	.1484	5.64	2.1368	.3791	.1258	5.64	-10.0
.202	270.10	4.14	22.87	2.1990	.4872	-.0236	4.51	2.1990	.4872	-.0418	4.51	-9.9
.202	269.80	4.14	25.06	2.2480	.5514	-.0553	4.08	2.2480	.5514	-.0681	4.08	-9.9
.202	269.20	4.15	27.14	2.3550	.6870	-.0402	3.43	2.3550	.6870	-.0477	3.43	-10.0
.202	268.70	4.15	28.98	2.2900	.7395	-.0308	3.10	2.2900	.7395	-.0328	3.10	-10.0
.201	267.40	4.15	30.93	2.3160	.8347	-.0783	2.77	2.3160	.8347	-.0775	2.77	-9.9
.204	273.80	4.15	.35	.3110	.0653	.6455	4.76	.1993	.0676	.6256	2.95	-10.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 68 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	177.80	2.80	-6.03	-.1690	.1364	0.0000	-1.24	-.2960	.1400	-.0653	-2.11	5.0
.201	177.80	2.79	-4.04	.0080	.1087	-.1689	.07	-.1171	.1121	-.2142	-1.04	5.0
.201	177.70	2.79	-1.76	.2670	.0841	-.2372	3.17	.1452	.0872	-.2638	1.67	5.0
.201	177.70	2.78	.49	.6400	.0694	-.3543	9.22	.5292	.0717	-.3744	7.38	5.0
.200	177.20	2.78	2.35	.8340	.0751	-.4023	11.11	.7387	.0758	-.4370	9.75	5.0
.201	177.70	2.78	4.39	1.0840	.0887	-.4423	12.22	1.0025	.0880	-.4942	11.40	5.0
.201	177.70	2.77	6.47	1.3140	.1096	-.4767	11.99	1.2438	.1113	-.5393	11.17	5.0
.200	177.00	2.77	8.87	1.5840	.1415	-.5283	11.19	1.5255	.1433	-.5875	10.65	5.0
.199	175.80	2.75	10.66	1.7820	.1692	-.5579	10.53	1.7277	.1723	-.6105	10.03	5.0
.200	177.50	2.77	12.67	1.9670	.2039	-.5717	9.65	1.9160	.2086	-.6005	9.18	5.0
.200	176.50	2.76	14.79	2.1850	.2428	-.5967	9.00	2.1462	.2451	-.5964	8.76	5.0
.200	176.20	2.75	16.97	2.3730	.2907	-.5935	8.16	2.3568	.2907	-.6223	8.11	5.0
.199	174.70	2.74	18.83	2.4100	.3627	-.7028	6.64	2.4062	.3627	-.7304	6.63	5.0
.202	180.10	2.78	20.80	2.4540	.4394	-.6793	5.58	2.4539	.4394	-.7017	5.58	5.0
.202	180.00	2.79	22.91	2.4940	.5539	-.8703	4.50	2.4940	.5539	-.8885	4.50	5.0
.202	179.70	2.79	25.03	2.5930	.6460	-.9049	4.01	2.5930	.6460	-.9178	4.01	5.0
.201	178.90	2.79	27.08	2.6400	.7383	-.9096	3.58	2.6400	.7383	-.9173	3.58	5.0
.201	178.20	2.79	29.20	2.5900	.8556	-.9420	3.03	2.5900	.8556	-.9436	3.03	5.1
.201	178.10	2.80	30.98	2.6600	.9469	-.9527	2.81	2.6600	.9469	-.9519	2.81	5.0
.204	183.40	2.80	.63	.6900	.0683	-.3766	10.10	.5802	.0705	-.3970	8.23	5.3

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

APPENDIX B

RUN NUMBER 69 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.204	183.40	2.81	-6.19	-.3200	.1446	.2381	-2.21	-.4472	.1482	.1710	-3.02	0.0
.204	183.70	2.81	-4.12	-.0960	.1106	.2021	-.87	-.2212	.1140	.1561	-1.94	-.1
.204	183.60	2.81	-1.91	.1230	.0850	.1389	1.45	.0011	.0881	.1115	.01	0.0
.204	183.70	2.80	.17	.5100	.0627	.0014	8.13	.3971	.0651	-.0185	6.10	-.1
.203	183.30	2.80	2.20	.7270	.0654	-.0630	11.12	.6306	.0663	-.0961	9.51	-.1
.203	182.60	2.79	4.26	.9880	.0756	-.1162	13.07	.9057	.0748	-.1671	12.11	-.2
.203	183.30	2.79	6.41	1.2140	.0947	-.1545	12.82	1.1434	.0964	-.2169	11.86	-.2
.203	182.80	2.79	8.52	1.4210	.1197	-.1928	11.87	1.3612	.1215	-.2523	11.20	-.3
.203	183.40	2.79	10.71	1.7000	.1479	-.2580	11.49	1.6457	.1510	-.3104	10.90	0.0
.204	183.60	2.79	12.80	1.9370	.1793	-.2861	10.80	1.8863	.1840	-.3122	10.25	0.0
.203	182.00	2.77	14.91	2.1450	.2192	-.3133	9.79	2.1072	.2213	-.3136	9.52	0.0
.203	182.10	2.77	16.92	2.3160	.2617	-.2996	8.85	2.2993	.2617	-.3282	8.78	0.0
.203	182.00	2.77	19.06	2.3220	.3458	-.3933	6.71	2.3192	.3458	-.4201	6.71	0.0
.202	181.40	2.77	20.81	2.3830	.4070	-.3823	5.86	2.3829	.4070	-.4047	5.85	0.0
.202	180.70	2.77	22.85	2.3940	.4998	-.5382	4.79	2.3940	.4998	-.5565	4.79	-.1
.202	180.60	2.78	24.85	2.4980	.5776	-.5936	4.32	2.4980	.5776	-.6071	4.32	0.0
.201	179.50	2.77	27.08	2.5790	.6638	-.6275	3.89	2.5790	.6638	-.6352	3.89	-.1
.201	178.60	2.78	29.19	2.5340	.7979	-.6491	3.18	2.5340	.7979	-.6507	3.18	-.2
.200	178.00	2.78	30.98	2.5790	.8790	-.6936	2.93	2.5790	.8790	-.6928	2.93	0.0
.203	183.10	2.78	.25	.5520	.0638	-.0291	8.65	.4396	.0662	-.0490	6.64	0.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 70 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	183.20	2.79	-6.04	-.4190	.1520	.5569	-2.76	-.5460	.1556	.4915	-3.51	-4.9
.203	182.50	2.78	-4.13	-.2050	.1234	.5372	-1.66	-.3302	.1268	.4911	-2.60	-4.9
.204	183.80	2.79	-2.01	.0110	.0919	.4697	.12	-.1110	.0950	.4416	-1.17	-4.9
.203	183.20	2.78	.49	.4480	.0659	.3258	6.80	.3372	.0682	.3057	4.95	-4.9
.203	183.40	2.78	2.43	.6540	.0659	.2657	9.92	.5592	.0665	.2302	8.41	-4.9
.203	183.20	2.78	4.31	.8590	.0740	.2165	11.61	.7770	.0732	.1652	10.61	-4.9
.203	182.50	2.77	6.38	1.1140	.0891	.1572	12.50	1.0432	.0908	.0949	11.49	-4.9
.203	183.10	2.78	8.47	1.3260	.1106	.1079	11.99	1.2660	.1125	.0484	11.26	-5.0
.203	182.70	2.77	10.47	1.5800	.1322	.0581	11.95	1.5255	.1351	.0048	11.29	-4.9
.203	182.10	2.76	12.64	1.8130	.1645	.0257	11.02	1.7620	.1692	-.0037	10.41	-4.9
.203	182.70	2.77	14.72	2.0000	.1989	-.0016	10.06	1.9607	.2013	-.0011	9.74	-4.9
.203	182.50	2.76	16.69	2.1820	.2369	-.0061	9.21	2.1633	.2371	-.0330	9.12	-4.9
.203	181.80	2.76	18.56	2.2220	.3061	-.1278	7.26	2.2167	.3061	-.1563	7.24	-4.9
.202	180.70	2.75	20.77	2.2710	.3830	-.0994	5.93	2.2708	.3830	-.1218	5.93	-4.9
.202	180.70	2.76	22.90	2.2960	.4720	-.2558	4.86	2.2960	.4720	-.2740	4.86	-4.9
.201	179.40	2.75	24.92	2.4090	.5473	-.2876	4.40	2.4090	.5473	-.3009	4.40	-4.8
.201	178.90	2.75	27.02	2.4880	.6260	-.3262	3.97	2.4880	.6260	-.3341	3.97	-4.9
.201	178.40	2.76	28.90	2.3800	.6919	-.3313	3.44	2.3800	.6919	-.3335	3.44	-5.0
.200	178.20	2.76	30.97	2.4950	.8128	-.3897	3.07	2.4950	.8128	-.3889	3.07	-4.9
.203	182.50	2.77	.18	.3960	.0678	.3433	5.84	.2832	.0702	.3234	4.03	-5.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 71 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	182.00	2.77	-6.25	-.4440	.2107	.7450	-2.11	-.5713	.2143	.6772	-2.67	-10.0
.203	182.10	2.77	-4.22	-.2860	.1689	.7681	-1.69	-.4113	.1723	.7212	-2.39	-10.0
.203	182.60	2.77	-2.12	-.1030	.1299	.7477	-.79	-.2251	.1330	.7189	-1.69	-10.0
.203	182.20	2.76	.14	.2780	.0762	.6707	3.65	.1649	.0786	.6508	2.10	-10.0
.203	182.00	2.76	2.21	.5030	.0718	.6042	7.01	.4066	.0727	.5710	5.59	-10.0
.203	181.70	2.76	4.17	.7440	.0758	.5465	9.82	.6611	.0749	.4962	8.82	-10.1
.203	182.50	2.76	6.37	.9960	.0858	.4758	11.61	.9252	.0875	.4135	10.58	-10.1
.202	181.20	2.75	8.50	1.2290	.1078	.4205	11.40	1.1691	.1097	.3610	10.66	-10.1
.203	182.00	2.75	10.52	1.4270	.1161	.3630	12.29	1.3726	.1190	.3099	11.53	-10.1
.202	181.30	2.75	12.65	1.6870	.1578	.3241	10.69	1.6360	.1625	.2949	10.07	-10.1
.202	181.00	2.75	14.84	1.9290	.1907	.2733	10.12	1.8906	.1929	.2734	9.80	-10.1
.202	181.10	2.74	16.84	2.1310	.2257	.2525	9.44	2.1136	.2258	.2245	9.36	-10.1
.202	180.30	2.74	18.93	2.1690	.3031	.1235	7.16	2.1657	.3031	.0963	7.15	-10.0
.202	180.30	2.74	20.73	2.1940	.3623	.1551	6.06	2.1938	.3623	.1326	6.06	-10.0
.201	179.20	2.74	22.98	2.2440	.4598	-.0032	4.88	2.2440	.4598	-.0212	4.88	-10.1
.201	178.80	2.74	25.04	2.3370	.5293	-.0369	4.42	2.3370	.5293	-.0498	4.42	-10.2
.203	183.10	2.77	27.03	2.4120	.5948	-.0533	4.06	2.4120	.5948	-.0612	4.06	-10.2
.203	182.50	2.78	28.93	2.3260	.6893	-.0277	3.37	2.3260	.6893	-.0298	3.37	-10.0
.203	182.00	2.78	31.25	2.4310	.7925	-.1002	3.07	2.4310	.7925	-.0995	3.07	-10.2
.203	181.90	2.75	.12	.2750	.0768	.6733	3.58	.1618	.0792	.6534	2.04	-9.9

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

APPENDIX B

RUN NUMBER 72 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	91.60	1.42	-6.11	-.3120	.1554	.2081	-2.01	-.4391	.1590	.1419	-2.76	-.1
.203	91.70	1.42	-4.07	-.1270	.1253	.1880	-1.01	-.2521	.1287	.1424	-1.96	0.0
.203	91.80	1.42	-1.99	.1040	.0953	.1290	1.09	-.0180	.0984	.1011	-.18	0.0
.203	91.80	1.42	.40	.4690	.0764	-.0058	6.14	.3576	.0787	-.0258	4.54	0.0
.204	92.50	1.42	2.36	.6990	.0756	-.0750	9.25	.6037	.0763	-.1098	7.91	0.0
.204	92.00	1.41	4.20	.9040	.0839	-.1162	10.77	.8213	.0831	-.1667	9.89	0.0
.203	91.80	1.41	6.35	1.1800	.0999	-.1706	11.81	1.1090	.1015	-.2329	10.92	-.1
.203	91.90	1.41	8.71	1.4140	.1251	-.2107	11.30	1.3549	.1269	-.2701	10.68	-.1
.203	91.60	1.41	10.61	1.6550	.1520	-.2550	10.89	1.6006	.1550	-.3078	10.32	0.0
.203	91.50	1.41	12.99	1.9140	.1849	-.2819	10.35	1.8640	.1895	-.3041	9.84	0.0
.203	91.50	1.41	14.88	2.0720	.2229	-.3029	9.30	2.0340	.2251	-.3030	9.04	0.0
.203	91.50	1.40	16.61	2.2250	.2584	-.3056	8.61	2.2055	.2587	-.3318	8.53	0.0
.204	92.40	1.41	18.79	2.2530	.3360	-.3886	6.71	2.2490	.3360	-.4163	6.69	0.0
.204	92.50	1.41	20.76	2.3100	.4040	-.3672	5.72	2.3098	.4040	-.3896	5.72	-.1
.205	93.10	1.42	22.97	2.3900	.5124	-.5471	4.66	2.3900	.5124	-.5652	4.66	-.1
.205	93.20	1.42	25.03	2.4540	.5899	-.5971	4.16	2.4540	.5899	-.6100	4.16	-.1
.205	93.20	1.43	26.87	2.4590	.6889	-.6249	3.57	2.4590	.6889	-.6333	3.57	0.0
.204	92.90	1.43	28.95	2.4150	.7819	-.6573	3.09	2.4150	.7819	-.6594	3.09	-.1
.204	92.70	1.43	31.02	2.5220	.8898	-.7492	2.83	2.5220	.8898	-.7484	2.83	0.0
.201	89.50	1.39	.11	.3810	.0769	.0311	4.95	.2677	.0793	.0112	3.37	0.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 73 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	87.50	1.42	-5.96	-.1860	.1439	-.1882	-1.29	-.3130	.1475	-.2528	-2.12	5.0
.203	87.50	1.42	-4.08	0.0000	.1195	-.1880	0.00	-.1251	.1229	-.2337	-1.02	5.0
.203	87.40	1.41	-1.77	.2180	.0914	-.2340	2.39	.0962	.0945	-.2606	1.02	5.0
.202	87.30	1.41	.38	.5710	.0789	-.3343	7.24	.4595	.0812	-.3542	5.66	5.0
.202	87.20	1.41	2.28	.7590	.0794	-.3829	9.56	.6632	.0802	-.4168	8.27	5.0
.202	87.10	1.41	4.27	1.0560	.0941	-.4369	11.22	.9738	.0933	-.4879	10.44	5.0
.203	87.40	1.41	6.53	1.3120	.1142	-.4777	11.49	1.2422	.1160	-.5404	10.71	5.0
.202	87.10	1.41	8.71	1.5300	.1402	-.5141	10.91	1.4709	.1420	-.5735	10.36	5.0
.202	87.10	1.41	10.62	1.7660	.1694	-.5622	10.43	1.7116	.1724	-.6150	9.93	5.0
.202	86.80	1.40	12.76	1.9860	.2034	-.5777	9.76	1.9352	.2081	-.6047	9.30	5.0
.202	86.60	1.40	14.79	2.1320	.2433	-.5901	8.76	2.0932	.2456	-.5898	8.52	5.0
.201	86.30	1.40	16.88	2.3400	.2859	-.6039	8.18	2.3230	.2860	-.6322	8.12	5.0
.202	87.00	1.40	19.03	2.3640	.3733	-.6748	6.33	2.3611	.3733	-.7017	6.33	5.0
.202	86.80	1.41	20.85	2.4110	.4428	-.6880	5.44	2.4109	.4428	-.7103	5.44	5.0
.202	86.60	1.41	22.99	2.4550	.5557	-.8663	4.42	2.4550	.5557	-.8843	4.42	5.0
.201	86.20	1.41	25.00	2.5210	.6404	-.9088	3.94	2.5210	.6404	-.9218	3.94	5.0
.201	86.30	1.41	26.91	2.4850	.7548	-.9073	3.29	2.4850	.7548	-.9156	3.29	5.0
.201	85.80	1.41	28.97	2.5080	.8492	-.9542	2.95	2.5080	.8492	-.9563	2.95	5.0
.201	85.80	1.41	30.98	2.5610	.9441	-1.0018	2.71	2.5610	.9441	-1.0010	2.71	5.0
.202	87.20	1.41	.36	.5020	.0772	-.3238	6.50	.3904	.0795	-.3437	4.91	5.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 74 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	87.50	1.41	-6.09	-.4190	.1657	.5253	-2.53	-.5461	.1693	.4593	-3.23	-4.9
.202	87.20	1.41	-4.16	-.2480	.1346	.5278	-1.84	-.3732	.1380	.4814	-2.70	-5.0
.202	87.10	1.41	-2.12	-.1020	.1010	.4938	-1.01	-.2241	.1041	.4650	-2.15	-5.0
.202	87.00	1.41	.19	.2860	.0769	.3766	3.72	.1732	.0793	.3567	2.18	-4.9
.202	86.90	1.40	2.24	.5740	.0723	.2896	7.94	.4779	.0732	.2561	6.53	-4.9
.202	87.20	1.41	4.32	.8580	.0791	.2117	10.85	.7761	.0783	.1603	9.91	-5.0
.202	87.00	1.40	6.46	1.0970	.0916	.1461	11.98	1.0267	.0933	.0835	11.00	-4.9
.202	86.90	1.40	8.75	1.3250	.1120	.0918	11.83	1.2661	.1138	.0324	11.13	-4.9
.203	87.20	1.40	10.48	1.4830	.1321	.0594	11.23	1.4285	.1350	.0061	10.58	-4.9
.204	88.90	1.42	12.72	1.7710	.1648	.0045	10.75	1.7201	.1695	-.0233	10.15	-5.0
.208	91.50	1.44	14.70	1.9840	.1958	-.0306	10.13	1.9446	.1983	-.0301	9.81	-5.0
.207	91.30	1.43	16.82	2.1670	.2382	-.0469	9.10	2.1495	.2383	-.0748	9.02	-5.0
.207	91.00	1.43	18.84	2.1960	.3116	-.1383	7.05	2.1923	.3116	-.1658	7.04	-5.0
.207	90.90	1.43	20.80	2.2430	.3776	-.1108	5.94	2.2429	.3776	-.1332	5.94	-5.0
.207	90.70	1.43	23.02	2.2570	.4607	-.2888	4.90	2.2570	.4607	-.3068	4.90	-5.0
.208	91.90	1.44	25.10	2.3590	.5443	-.2997	4.33	2.3590	.5443	-.3124	4.33	-5.0
.209	92.90	1.46	27.05	2.3940	.6167	-.3246	3.88	2.3940	.6167	-.3324	3.88	-4.9
.209	92.80	1.46	28.99	2.3500	.7319	-.3646	3.21	2.3500	.7319	-.3666	3.21	-5.0
.209	92.50	1.46	30.99	2.4060	.8093	-.4281	2.97	2.4060	.8093	-.4273	2.97	-5.0
.207	91.10	1.44	.16	.2170	.0771	.4029	2.81	.1041	.0795	.3830	1.31	-5.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

APPENDIX B

RUN NUMBER 75 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.208	91.60	1.44	-6.11	-.4830	.2251	.7230	-2.15	-.6101	.2287	.6568	-2.67	-10.0
.208	91.60	1.44	-4.14	-.3330	.1837	.7408	-1.81	-.4582	.1871	.6946	-2.45	-10.0
.208	91.40	1.44	-1.95	-.1300	.1365	.7392	-.95	-.2520	.1396	.7115	-1.80	-10.1
.208	91.40	1.44	.04	.1500	.1041	.6911	1.44	.0363	.1066	.6711	.34	-10.1
.207	91.40	1.44	2.20	.4360	.0776	.6146	5.62	.3396	.0785	.5815	4.32	-10.0
.207	91.40	1.44	4.27	.7160	.0808	.5511	8.86	.6338	.0800	.5001	7.92	-10.0
.207	91.00	1.43	6.38	.9580	.0899	.4920	10.66	.8872	.0916	.4297	9.69	-10.0
.207	91.10	1.43	8.48	1.1930	.1061	.4324	11.24	1.1330	.1080	.3729	10.49	-10.0
.207	91.40	1.43	10.54	1.3650	.1188	.3757	11.49	1.3106	.1218	.3226	10.76	-9.9
.207	91.10	1.43	12.69	1.6890	.1543	.3121	10.95	1.6381	.1590	.2837	10.30	-10.2
.207	90.90	1.43	14.50	1.7560	.1699	.2862	10.34	1.7152	.1727	.2865	9.93	-10.0
.207	90.90	1.42	16.78	2.0550	.2153	.2312	9.54	2.0371	.2154	.2036	9.46	-9.9
.207	90.50	1.42	18.86	2.1100	.2933	.1195	7.19	2.1064	.2933	.0920	7.18	-9.9
.207	90.70	1.43	20.75	2.1210	.3550	.1667	5.97	2.1208	.3550	.1442	5.97	-10.1
.206	90.00	1.43	22.94	2.2050	.4547	-.0341	4.85	2.2050	.4547	-.0522	4.85	-10.0
.207	90.60	1.43	24.85	2.2440	.5082	-.0570	4.42	2.2440	.5082	-.0705	4.42	-10.0
.208	91.80	1.44	26.92	2.3250	.6079	-.0676	3.82	2.3250	.6079	-.0758	3.82	-10.0
.208	91.70	1.45	28.93	2.2450	.6904	-.0706	3.25	2.2450	.6904	-.0727	3.25	-10.0
.209	92.90	1.46	30.86	2.3250	.7704	-.1462	3.02	2.3250	.7704	-.1454	3.02	-10.1
.207	91.00	1.43	.19	.0910	.0844	.7078	1.08	-.0218	.0868	.6879	-.25	-10.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 76 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	270.80	4.27	-5.99	-.1110	.1212	-.2398	-.92	-.2380	.1248	-.3047	-1.91	OFF
.202	272.70	4.28	-3.83	.0940	.0900	-.2257	1.04	-.0307	.0934	-.2692	-.33	OFF
.202	273.60	4.28	-2.05	.3160	.0665	-.2357	4.75	.1940	.0696	-.2640	2.79	OFF
.202	272.60	4.27	.43	.5730	.0580	-.2392	9.88	.4618	.0603	-.2592	7.66	OFF
.201	269.90	4.25	2.34	.7740	.0641	-.2202	12.07	.6786	.0648	-.2548	10.47	OFF
.201	269.40	4.24	4.45	.9970	.0765	-.1895	13.03	.9159	.0758	-.2418	12.08	OFF
.201	270.30	4.24	6.40	1.2060	.0914	-.1609	13.19	1.1354	.0931	-.2233	12.20	OFF
.201	270.20	4.24	8.57	1.4010	.1138	-.1353	12.31	1.3414	.1156	-.1948	11.60	OFF
.201	269.20	4.23	10.65	1.6190	.1371	-.1007	11.81	1.5646	.1402	-.1534	11.16	OFF
.202	271.40	4.24	12.68	1.7900	.1658	-.0674	10.80	1.7390	.1705	-.0960	10.20	OFF
.201	270.80	4.23	14.66	1.9660	.1944	-.0195	10.11	1.9263	.1969	-.0189	9.78	OFF
.202	273.30	4.24	16.89	2.1530	.2566	.0419	8.39	2.1361	.2567	.0135	8.32	OFF
.201	270.90	4.23	18.97	2.1690	.3086	.0240	7.03	2.1659	.3086	-.0031	7.02	OFF
.202	272.10	4.24	20.77	2.1750	.3866	.0863	5.63	2.1748	.3866	.0639	5.63	OFF
.201	270.50	4.23	22.83	2.1410	.4354	.0594	4.92	2.1410	.4354	.0411	4.92	OFF
.201	271.00	4.25	24.91	2.2300	.5632	.0872	3.96	2.2300	.5632	.0739	3.96	OFF
.202	274.00	4.27	27.02	2.3100	.6222	.1371	3.71	2.3100	.6222	.1292	3.71	OFF
.202	273.20	4.27	28.79	2.2580	.6643	.1868	3.40	2.2580	.6643	.1845	3.40	OFF
.203	276.70	4.31	30.91	2.2320	.8260	.2661	2.70	2.2320	.8260	.2669	2.70	OFF
.200	268.90	4.20	.23	.5600	.0581	-.2376	9.64	.4475	.0605	-.2575	7.40	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 77 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	176.00	2.81	-6.22	-.1670	.1415	-.2414	-1.18	-.2942	.1451	-.3088	-2.03	OFF
.201	175.80	2.80	-4.20	-.0050	.1125	-.1940	-.04	-.1303	.1159	-.2407	-1.12	OFF
.201	176.50	2.80	-1.97	.2330	.0836	-.1967	2.79	.1110	.0867	-.2245	1.28	OFF
.201	176.90	2.80	.30	.5570	.0653	-.2267	8.53	.4450	.0677	-.2466	6.58	OFF
.201	176.50	2.79	2.32	.7720	.0670	-.2211	11.52	.6764	.0677	-.2554	9.99	OFF
.201	176.80	2.79	4.25	.9750	.0760	-.1955	12.83	.8926	.0752	-.2464	11.87	OFF
.201	176.90	2.79	6.32	1.1610	.0920	-.1687	12.62	1.0899	.0936	-.2309	11.64	OFF
.202	178.50	2.80	8.59	1.4010	.1140	-.1344	12.29	1.3414	.1158	-.1939	11.58	OFF
.202	178.50	2.80	10.24	1.5500	.1293	-.1069	11.99	1.4953	.1319	-.1610	11.33	OFF
.201	177.70	2.79	12.74	1.8070	.1664	-.0608	10.86	1.7562	.1711	-.0882	10.26	OFF
.202	178.40	2.79	15.16	2.0230	.2005	.0030	10.09	1.9875	.2023	.0001	9.83	OFF
.201	177.70	2.78	16.93	2.1680	.2321	.0448	9.34	2.1514	.2321	.0162	9.27	OFF
.202	179.80	2.80	19.30	2.1890	.3044	.0368	7.19	2.1870	.3044	.0108	7.18	OFF
.202	179.80	2.80	21.22	2.2140	.3701	.1132	5.98	2.2141	.3701	.0916	5.98	OFF
.203	180.30	2.81	22.88	2.1840	.4434	.0704	4.93	2.1840	.4434	.0522	4.93	OFF
.202	179.30	2.80	24.90	2.2510	.5038	.1067	4.47	2.2510	.5038	.0934	4.47	OFF
.202	179.30	2.80	27.53	2.3330	.5967	.1745	3.91	2.3330	.5967	.1686	3.91	OFF
.202	179.00	2.81	29.16	2.2570	.6657	.2218	3.39	2.2570	.6657	.2201	3.39	OFF
.201	178.50	2.81	31.13	2.2710	.7433	.2709	3.06	2.2710	.7433	.2717	3.06	OFF
.202	179.20	2.78	.52	.5730	.0649	-.2237	8.83	.4624	.0671	-.2438	6.89	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

APPENDIX B

RUN NUMBER 78 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	87.60	1.41	-6.08	-.1710	.1475	-.2389	-1.16	-.2981	.1511	-.3048	-1.97	OFF
.202	88.00	1.41	-4.17	-.0440	.1228	-.1876	-.36	-.1692	.1262	-.2341	-1.34	OFF
.201	87.80	1.40	-2.26	.1160	.0974	-.1779	1.19	-.0062	.1006	-.2077	-.06	OFF
.202	88.00	1.40	.57	.5070	.0748	-.2048	6.78	.3968	.0770	-.2251	5.15	OFF
.201	87.50	1.40	2.36	.7280	.0746	-.2085	9.76	.6327	.0753	-.2433	8.41	OFF
.202	88.00	1.40	4.07	.9130	.0812	-.1938	11.24	.8295	.0803	-.2433	10.33	OFF
.202	88.20	1.40	6.71	1.1770	.0976	-.1623	12.06	1.1083	.0995	-.2253	11.14	OFF
.202	88.10	1.40	8.77	1.3750	.1163	-.1330	11.82	1.3161	.1181	-.1923	11.14	OFF
.202	88.60	1.40	11.06	1.6190	.1427	-.0956	11.35	1.5651	.1463	-.1462	10.70	OFF
.202	88.70	1.40	13.33	1.8210	.1717	-.0468	10.61	1.7726	.1761	-.0621	10.07	OFF
.202	88.30	1.40	15.22	1.9840	.2019	.0080	9.83	1.9491	.2036	.0043	9.57	OFF
.201	88.10	1.39	17.20	2.1410	.2334	.0607	9.17	2.1266	.2333	.0309	9.11	OFF
.202	88.40	1.40	19.51	2.0980	.3184	.0930	6.59	2.0964	.3184	.0677	6.58	OFF
.202	88.20	1.40	20.98	2.1470	.3633	.1232	5.91	2.1470	.3633	.1012	5.91	OFF
.201	88.00	1.40	22.79	2.1300	.4349	.0827	4.90	2.1300	.4349	.0643	4.90	OFF
.201	88.10	1.40	25.13	2.2040	.5063	.1221	4.35	2.2040	.5063	.1095	4.35	OFF
.201	87.70	1.40	26.90	2.2170	.5545	.1692	4.00	2.2170	.5545	.1609	4.00	OFF
.201	87.30	1.40	28.99	2.1310	.6577	.2363	3.24	2.1310	.6577	.2343	3.24	OFF
.200	86.90	1.40	30.93	2.1760	.7202	.2694	3.02	2.1760	.7202	.2702	3.02	OFF
.203	89.40	1.40	.60	.5150	.0731	-.2090	7.05	.4050	.0753	-.2293	5.38	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 79 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.205	60.40	.96	-5.88	-.1390	.1426	-.2202	-.97	-.2659	.1462	-.2839	-1.82	OFF
.204	60.10	.96	-4.13	-.0120	.1205	-.1822	-.10	-.1372	.1239	-.2283	-1.11	OFF
.205	60.30	.96	-1.74	.2130	.0929	-.1637	2.29	.0912	.0960	-.1901	.95	OFF
.205	60.40	.95	.58	.5150	.0756	-.1881	6.81	.4048	.0778	-.2084	5.20	OFF
.204	60.10	.95	2.20	.7100	.0742	-.1947	9.57	.6136	.0751	-.2278	8.17	OFF
.204	60.10	.95	4.20	.9280	.0806	-.1834	11.51	.8453	.0798	-.2339	10.60	OFF
.203	59.30	.94	6.67	1.1800	.0973	-.1558	12.13	1.1110	.0992	-.2188	11.20	OFF
.203	59.30	.94	8.58	1.3660	.1135	-.1290	12.04	1.3064	.1153	-.1885	11.33	OFF
.202	58.80	.94	10.72	1.5760	.1373	-.0999	11.48	1.5217	.1405	-.1523	10.83	OFF
.202	58.60	.94	12.68	1.7540	.1580	-.0585	11.10	1.7030	.1627	-.0871	10.47	OFF
.202	58.70	.94	14.84	1.9360	.1882	-.0044	10.29	1.8976	.1904	-.0043	9.96	OFF
.202	58.60	.93	16.85	2.0960	.2255	.0610	9.29	2.0787	.2256	.0329	9.21	OFF
.201	58.40	.93	19.06	2.0480	.3048	.1023	6.72	2.0452	.3048	.0755	6.71	OFF
.201	58.40	.94	21.23	2.0500	.3795	.0841	5.40	2.0501	.3795	.0625	5.40	OFF
.201	58.10	.93	23.05	2.1280	.4314	.1157	4.93	2.1280	.4314	.0978	4.93	OFF
.201	58.10	.94	25.42	2.1710	.5011	.1646	4.33	2.1710	.5011	.1530	4.33	OFF
.201	58.30	.94	26.69	2.1160	.5617	.2027	3.77	2.1160	.5617	.1939	3.77	OFF
.201	58.10	.94	28.90	2.0960	.6417	.2533	3.27	2.0960	.6417	.2511	3.27	OFF
.201	58.10	.94	30.99	2.0780	.7348	.3389	2.83	2.0780	.7348	.3397	2.83	OFF
.203	59.40	.94	.37	.4890	.0749	-.1887	6.53	.3774	.0772	-.2086	4.89	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 80 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	270.30	4.09	-5.92	-.1350	.1251	-.2310	-1.08	-.2619	.1287	-.2951	-2.04	OFF
.201	270.30	4.08	-3.92	.0650	.0937	-.2018	.69	-.0599	.0971	-.2461	-.62	OFF
.202	272.00	4.09	-1.80	.3090	.0661	-.2005	4.67	.1872	.0692	-.2273	2.71	OFF
.202	272.30	4.09	.64	.5900	.0558	-.1949	10.57	.4803	.0580	-.2153	8.28	OFF
.202	271.50	4.08	2.45	.7600	.0615	-.1783	12.36	.6653	.0620	-.2140	10.73	OFF
.202	271.20	4.07	4.45	.9610	.0723	-.1516	13.29	.8799	.0716	-.2039	12.29	OFF
.201	269.80	4.06	6.51	1.1820	.0861	-.1218	13.73	1.1120	.0879	-.1845	12.66	OFF
.202	270.50	4.06	8.49	1.3680	.1047	-.0984	13.07	1.3080	.1066	-.1579	12.28	OFF
.201	269.70	4.04	12.96	1.8250	.1499	-.0148	12.17	1.7748	.1545	-.0376	11.49	OFF
.201	269.70	4.04	14.88	1.9800	.1758	.0294	11.26	1.9420	.1780	.0293	10.91	OFF
.203	275.10	4.07	16.90	2.1120	.2669	.0948	7.91	2.0952	.2670	.0664	7.85	OFF
.203	274.00	4.07	18.87	2.2070	.3275	.1582	6.74	2.2034	.3275	.1308	6.73	OFF
.202	272.90	4.07	20.94	2.1410	.3995	.1525	5.36	2.1410	.3995	.1304	5.36	OFF
.201	270.90	4.06	23.04	2.1280	.4813	.1039	4.42	2.1280	.4813	.0860	4.42	OFF
.201	270.70	4.06	25.21	2.1980	.5696	.1488	3.86	2.1980	.5696	.1365	3.86	OFF
.201	270.00	4.06	26.95	2.2350	.6030	.2008	3.71	2.2350	.6030	.1926	3.71	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

APPENDIX B

RUN NUMBER 81 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	179.10	2.73	-6.11	-.1710	.1401	-.2304	-1.22	-.2981	.1437	-.2966	-2.07	OFF
.203	181.70	2.74	-4.04	.0030	.1093	-.1811	.03	-.1221	.1127	-.2264	-1.08	OFF
.203	181.70	2.74	-2.01	.1950	.0863	-.1595	2.26	.0730	.0894	-.1876	.82	OFF
.203	182.50	2.74	.21	.5370	.0649	-.1835	8.27	.4244	.0673	-.2034	6.31	OFF
.203	182.10	2.73	2.53	.7750	.0650	-.1788	11.92	.6809	.0654	-.2153	10.41	OFF
.203	181.60	2.72	4.33	.9520	.0736	-.1560	12.93	.8702	.0728	-.2074	11.95	OFF
.203	181.80	2.72	6.46	1.1770	.0881	-.1271	13.36	1.1067	.0898	-.1897	12.32	OFF
.203	181.60	2.72	8.51	1.3700	.1065	-.1034	12.86	1.3101	.1083	-.1629	12.09	OFF
.202	181.30	2.71	10.54	1.5970	.1242	-.0650	12.86	1.5426	.1272	-.1181	12.13	OFF
.202	181.30	2.70	12.65	1.7790	.1505	-.0303	11.82	1.7280	.1552	-.0595	11.13	OFF
.202	181.00	2.70	14.69	1.9760	.1761	.0216	11.22	1.9365	.1786	.0222	10.84	OFF
.204	183.60	2.71	16.85	2.1480	.2113	.0829	10.17	2.1307	.2114	.0548	10.08	OFF
.203	183.20	2.71	18.93	2.1600	.2822	.0597	7.65	2.1567	.2822	.0325	7.64	OFF
.203	183.00	2.72	20.85	2.1770	.3463	.1404	6.29	2.1769	.3463	.1181	6.29	OFF
.203	182.60	2.72	22.92	2.1800	.4282	.1048	5.09	2.1800	.4282	.0866	5.09	OFF
.202	181.30	2.71	25.03	2.2460	.4861	.1453	4.62	2.2460	.4861	.1324	4.62	OFF
.203	182.50	2.72	27.21	2.2680	.5547	.2165	4.09	2.2680	.5547	.2093	4.09	OFF
.201	180.20	2.71	29.07	2.1860	.6326	.2647	3.46	2.1860	.6326	.2628	3.46	OFF
.204	184.50	2.75	30.95	2.2640	.7179	.3061	3.15	2.2640	.7179	.3069	3.15	OFF
.201	179.40	2.68	.29	.5360	.0648	-.1807	8.27	.4239	.0672	-.2006	6.31	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 82 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	90.90	1.38	-6.01	-.1670	.1458	-.2470	-1.15	-.2940	.1494	-.3121	-1.97	OFF
.204	91.20	1.39	-6.07	-.1610	.1457	-.2476	-1.11	-.2881	.1493	-.3134	-1.93	OFF
.203	90.60	1.38	-6.12	-.1650	.1467	-.2517	-1.12	-.2921	.1503	-.3180	-1.94	OFF
.203	90.70	1.38	-4.10	-.0330	.1218	-.1752	-.27	-.1582	.1252	-.2211	-1.26	OFF
.203	90.70	1.37	-2.11	.1410	.0954	-.1581	1.48	.0189	.0985	-.1868	.19	OFF
.203	90.90	1.37	.36	.4740	.0743	-.1704	6.38	.3624	.0766	-.1903	4.73	OFF
.203	90.60	1.37	2.42	.7420	.0729	-.1722	10.18	.6471	.0735	-.2076	8.81	OFF
.204	92.10	1.38	4.21	.9150	.0793	-.1561	11.54	.8324	.0785	-.2067	10.61	OFF
.204	92.10	1.38	6.38	1.1480	.0909	-.1289	12.63	1.0772	.0926	-.1912	11.64	OFF
.204	91.90	1.38	8.52	1.3600	.1084	-.1026	12.55	1.3002	.1102	-.1621	11.79	OFF
.204	91.80	1.37	10.49	1.5600	.1284	-.0687	12.15	1.5055	.1313	-.1219	11.47	OFF
.204	91.70	1.37	12.63	1.7500	.1534	-.0285	11.41	1.6989	.1581	-.0581	10.74	OFF
.204	91.60	1.37	14.66	1.9470	.1803	.0187	10.80	1.9073	.1828	.0193	10.43	OFF
.204	91.60	1.36	16.80	2.1130	.2159	.0749	9.79	2.0953	.2160	.0471	9.70	OFF
.204	92.00	1.37	18.92	2.1000	.2858	.0838	7.35	2.0967	.2858	.0565	7.34	OFF
.204	91.90	1.37	20.68	2.1320	.3436	.1435	6.20	2.1318	.3436	.1209	6.20	OFF
.204	91.80	1.37	22.84	2.1290	.4230	.1080	5.03	2.1290	.4230	.0897	5.03	OFF
.203	91.40	1.37	25.10	2.2010	.4984	.1634	4.42	2.2010	.4984	.1507	4.42	OFF
.203	91.10	1.37	27.05	2.2030	.5629	.2310	3.91	2.2030	.5629	.2232	3.91	OFF
.203	91.00	1.37	29.15	2.1440	.6490	.2848	3.30	2.1440	.6490	.2831	3.30	OFF
.205	92.60	1.39	31.12	2.1600	.7233	.3261	2.99	2.1600	.7233	.3269	2.99	OFF
.203	91.50	1.37	.41	.5140	.0739	-.1676	6.96	.4027	.0762	-.1876	5.28	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

RUN NUMBER 83 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	58.00	.90	-6.02	-.1510	.1418	-.2280	-1.06	-.2780	.1454	-.2932	-1.91	OFF
.200	57.80	.90	-6.21	-.1460	.1449	-.2281	-1.01	-.2732	.1485	-.2954	-1.84	OFF
.200	57.60	.89	-4.14	-.0060	.1195	-.1754	-.05	-.1312	.1229	-.2216	-1.07	OFF
.200	57.50	.89	-1.76	.2230	.0932	-.1361	2.39	.1012	.0963	-.1627	1.05	OFF
.200	57.80	.89	.29	.4920	.0773	-.1437	6.36	.3799	.0797	-.1636	4.77	OFF
.200	57.40	.88	2.59	.7920	.0760	-.1522	10.42	.6983	.0763	-.1893	9.15	OFF
.200	57.90	.89	4.33	.9560	.0817	-.1358	11.70	.8742	.0809	-.1872	10.80	OFF
.200	57.70	.88	6.42	1.1590	.0944	-.1157	12.28	1.0885	.0961	-.1782	11.33	OFF
.200	57.60	.88	8.59	1.3960	.1123	-.0884	12.43	1.3364	.1141	-.1479	11.71	OFF
.200	57.70	.88	10.60	1.5980	.1311	-.0573	12.19	1.5436	.1341	-.1101	11.51	OFF
.199	57.40	.88	12.79	1.7990	.1586	-.0130	11.34	1.7483	.1633	-.0394	10.71	OFF
.199	56.90	.87	15.02	1.9790	.1876	.0403	10.55	1.9422	.1896	.0391	10.25	OFF
.199	56.90	.87	16.86	2.1050	.2221	.1000	9.48	2.0878	.2222	.0718	9.40	OFF
.199	57.20	.88	18.90	2.0640	.2980	.1100	6.93	2.0606	.2980	.0827	6.91	OFF
.200	57.70	.88	20.92	2.1300	.3494	.1635	6.10	2.1300	.3494	.1414	6.10	OFF
.201	58.00	.88	22.93	2.1230	.4265	.1320	4.98	2.1230	.4265	.1139	4.98	OFF
.200	57.60	.88	25.25	2.1760	.4964	.1833	4.38	2.1760	.4964	.1711	4.38	OFF
.199	57.30	.88	26.88	2.0670	.5757	.2597	3.59	2.0670	.5757	.2514	3.59	OFF
.199	57.00	.88	29.18	2.1330	.6553	.3157	3.25	2.1330	.6553	.3140	3.25	OFF
.199	57.20	.88	28.86	2.1030	.6368	.3076	3.30	2.1030	.6368	.3054	3.30	OFF
.199	57.10	.88	30.81	2.0850	.7247	.3682	2.88	2.0850	.7247	.3690	2.88	OFF
.202	58.70	.89	.33	.5160	.0772	-.1405	6.68	.4042	.0795	-.1604	5.08	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 15

APPENDIX B

RUN NUMBER 84 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	266.50	4.05	-6.10	.0700	.1231	-.2693	.57	-.1681	.1299	-.2917	-1.29	OFF
.201	268.40	4.06	-3.92	.3600	.0927	-.2851	3.88	.1262	.0981	-.2989	1.29	OFF
.201	267.90	4.05	-1.79	.6620	.0776	-.3248	8.53	.4426	.0811	-.3348	5.46	OFF
.201	267.90	4.05	.42	.9290	.0791	-.3182	11.74	.7570	.0787	-.3364	9.62	OFF
.201	267.10	4.04	2.31	1.1200	.0902	-.2959	12.42	.9919	.0908	-.3339	10.92	OFF
.201	267.60	4.04	4.61	1.3440	.1081	-.2649	12.43	1.2374	.1110	-.3188	11.15	OFF
.202	270.40	4.06	6.57	1.5480	.1252	-.2357	12.36	1.4451	.1296	-.2918	11.15	OFF
.204	274.40	4.08	8.80	1.7610	.1503	-.1992	11.72	1.6619	.1551	-.2536	10.71	OFF
.204	274.40	4.08	10.82	1.9590	.1748	-.1603	11.21	1.8770	.1823	-.2056	10.30	OFF
.202	271.10	4.05	12.81	2.1340	.2001	-.1139	10.66	2.0788	.2083	-.1359	9.98	OFF
.202	269.70	4.04	15.03	2.2990	.2484	-.0452	9.26	2.2834	.2522	-.0461	9.05	OFF
.201	269.20	4.02	16.96	2.4130	.2696	.0191	8.95	2.4099	.2704	.0076	8.91	OFF
.201	268.80	4.03	18.96	2.4210	.4209	.1098	5.75	2.4210	.4209	.0770	5.75	OFF
.201	267.10	4.02	20.97	2.3780	.4289	.0818	5.54	2.3780	.4289	.0438	5.54	OFF
.201	267.60	4.04	22.90	2.2600	.5375	.0470	4.20	2.2600	.5375	.0128	4.20	OFF
.200	266.90	4.03	25.07	2.3360	.5439	.0959	4.29	2.3360	.5439	.0691	4.29	OFF
.200	266.50	4.04	27.01	2.3190	.6580	.1759	3.52	2.3190	.6580	.1580	3.52	OFF
.199	263.90	4.02	29.19	2.2510	.6748	.2344	3.34	2.2510	.6748	.2296	3.34	OFF
.199	263.80	4.04	30.94	2.2090	.8202	.3061	2.69	2.2090	.8202	.3083	2.69	OFF
.202	271.70	4.04	.56	.9420	.0796	-.3127	11.83	.7745	.0792	-.3322	9.78	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 85 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.199	173.00	2.72	-6.01	.0040	.1371	-.2470	.03	-.2340	.1439	-.2690	-1.63	OFF
.201	177.00	2.72	-4.04	.2220	.1107	-.2364	2.01	-.0121	.1162	-.2505	-.10	OFF
.201	176.80	2.71	-1.99	.5680	.0897	-.2840	6.33	.3461	.0934	-.2940	3.71	OFF
.200	175.60	2.69	.56	.9300	.0859	-.3132	10.83	.7625	.0855	-.3327	8.92	OFF
.201	176.60	2.70	2.66	1.1490	.0962	-.2918	11.94	1.0258	.0971	-.3330	10.56	OFF
.200	175.10	2.68	4.54	1.3370	.1115	-.2685	11.99	1.2301	.1143	-.3221	10.76	OFF
.200	175.20	2.68	6.59	1.5320	.1304	-.2366	11.75	1.4291	.1348	-.2927	10.60	OFF
.200	175.80	2.68	8.71	1.7510	.1528	-.2008	11.46	1.6514	.1576	-.2553	10.48	OFF
.200	175.60	2.68	10.77	1.9500	.1771	-.1579	11.01	1.8675	.1845	-.2035	10.12	OFF
.200	175.20	2.67	12.85	2.1430	.2052	-.1091	10.44	2.0885	.2133	-.1304	9.79	OFF
.199	174.30	2.66	15.17	2.3110	.2413	-.0425	9.58	2.2971	.2448	-.0432	9.38	OFF
.199	174.50	2.66	16.92	2.4060	.2711	.0196	8.87	2.4028	.2720	.0086	8.83	OFF
.199	173.40	2.65	18.89	2.4540	.3223	.1042	7.61	2.4539	.3223	.0718	7.61	OFF
.200	176.70	2.68	21.10	2.4200	.4063	.0912	5.96	2.4200	.4063	.0532	5.96	OFF
.202	179.40	2.71	23.08	2.3300	.4895	.0625	4.76	2.3300	.4895	.0287	4.76	OFF
.202	179.40	2.71	25.16	2.3910	.5560	.1169	4.30	2.3910	.5560	.0904	4.30	OFF
.202	179.00	2.71	26.99	2.3590	.6034	.1964	3.91	2.3590	.6034	.1783	3.91	OFF
.201	178.40	2.72	28.89	2.2930	.7023	.2400	3.26	2.2930	.7023	.2333	3.26	OFF
.201	178.40	2.72	31.06	2.3240	.7628	.2906	3.05	2.3240	.7628	.2928	3.05	OFF
.204	183.10	2.72	.30	.9060	.0836	-.3102	10.84	.7301	.0833	-.3274	8.77	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 86 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	87.40	1.37	-6.13	-.1110	.1526	-.2289	-.73	-.3492	.1595	-.2515	-2.19	OFF
.202	87.60	1.36	-4.08	.1370	.1222	-.2149	1.12	-.0972	.1278	-.2291	-.76	OFF
.202	87.50	1.36	-2.03	.4570	.0985	-.2462	4.64	.2347	.1022	-.2562	2.30	OFF
.202	87.50	1.35	.13	.7650	.0919	-.2858	8.32	.5838	.0917	-.3017	6.37	OFF
.201	87.20	1.35	2.47	1.0770	.1003	-.2840	10.74	.9512	.1011	-.3235	9.41	OFF
.201	87.30	1.35	4.38	1.2760	.1124	-.2617	11.35	1.1683	.1150	-.3146	10.16	OFF
.201	86.80	1.34	6.55	1.5150	.1299	-.2310	11.66	1.4121	.1343	-.2871	10.51	OFF
.201	87.00	1.34	8.60	1.7010	.1529	-.1986	11.12	1.6009	.1577	-.2532	10.15	OFF
.200	86.60	1.33	10.64	1.9200	.1756	-.1537	10.93	1.8361	.1827	-.2002	10.05	OFF
.200	86.20	1.33	13.06	2.1120	.2067	-.0996	10.22	2.0610	.2145	-.1177	9.61	OFF
.200	86.20	1.33	14.85	2.2520	.2345	-.0455	9.60	2.2339	.2387	-.0469	9.36	OFF
.199	85.60	1.32	16.94	2.3660	.2731	.0249	8.66	2.3628	.2740	.0137	8.62	OFF
.200	86.00	1.33	18.90	2.3720	.3254	.1256	7.29	2.3720	.3254	.0931	7.29	OFF
.201	87.30	1.34	20.84	2.3490	.4020	.1132	5.84	2.3490	.4020	.0753	5.84	OFF
.202	88.10	1.35	23.02	2.2870	.4834	.0752	4.73	2.2870	.4834	.0412	4.73	OFF
.202	88.10	1.35	25.04	2.3090	.5448	.1200	4.24	2.3090	.5448	.0931	4.24	OFF
.202	87.70	1.35	26.91	2.1900	.6255	.2149	3.50	2.1900	.6255	.1963	3.50	OFF
.202	87.70	1.35	28.99	2.1930	.6787	.2551	3.23	2.1930	.6787	.2490	3.23	OFF
.201	87.20	1.35	30.84	2.2050	.7648	.2890	2.88	2.2050	.7648	.2912	2.88	OFF
.205	90.50	1.36	.42	.8500	.0902	-.2955	9.42	.6780	.0898	-.3137	7.55	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

APPENDIX B

RUN NUMBER 87 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	58.80	.92	-5.98	-.0290	.1411	-.2428	-.21	-.2670	.1479	-.2647	-1.81	OFF
.201	58.60	.91	-4.11	.1850	.1174	-.2212	1.58	-.0493	.1230	-.2355	-.40	OFF
.201	58.40	.91	-2.04	.4720	.0985	-.2284	4.79	.2495	.1022	-.2384	2.44	OFF
.201	58.30	.90	.19	.8570	.0912	-.2704	9.40	.6777	.0910	-.2867	7.45	OFF
.200	58.00	.90	2.49	1.0910	.0978	-.2634	11.16	.9655	.0986	-.3031	9.79	OFF
.200	58.10	.90	4.37	1.3090	.1131	-.2420	11.57	1.2013	.1157	-.2949	10.38	OFF
.200	57.80	.90	6.60	1.5280	.1303	-.2154	11.73	1.4251	.1348	-.2715	10.58	OFF
.200	57.90	.89	8.69	1.7290	.1511	-.1773	11.44	1.6293	.1559	-.2318	10.45	OFF
.200	57.50	.89	10.64	1.9050	.1737	-.1408	10.97	1.8211	.1808	-.1873	10.07	OFF
.199	57.40	.89	12.89	2.1000	.2066	-.0878	10.16	2.0461	.2147	-.1085	9.53	OFF
.199	57.20	.89	15.05	2.2520	.2405	-.0221	9.36	2.2366	.2443	-.0230	9.16	OFF
.198	56.90	.88	16.74	2.3360	.2696	.0433	8.66	2.3322	.2707	.0346	8.62	OFF
.199	57.00	.89	19.05	2.2720	.3589	.0837	6.33	2.2720	.3589	.0505	6.33	OFF
.198	56.90	.89	20.98	2.3130	.4052	.1330	5.71	2.3130	.4052	.0950	5.71	OFF
.198	56.70	.89	22.94	2.2710	.4865	.0977	4.67	2.2710	.4865	.0636	4.67	OFF
.198	56.80	.89	25.18	2.2630	.5442	.1565	4.16	2.2630	.5442	.1300	4.16	OFF
.198	56.60	.89	26.88	2.1570	.6220	.2222	3.47	2.1570	.6220	.2034	3.47	OFF
.197	56.20	.89	29.10	2.1970	.6976	.2674	3.15	2.1970	.6976	.2620	3.15	OFF
.197	56.00	.89	30.89	2.1210	.7792	.3571	2.72	2.1210	.7792	.3593	2.72	OFF
.200	57.70	.89	.51	.8780	.0908	-.2707	9.67	.7089	.0904	-.2898	7.84	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 91 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	180.00	2.83	-6.00	.0040	.1393	-.2638	.03	-.2340	.1461	-.2858	-1.60	OFF
.203	179.70	2.82	-3.91	.2430	.1099	-.2727	2.21	.0092	.1153	-.2864	.08	OFF
.202	178.50	2.80	-1.80	.6390	.0895	-.3564	7.14	.4195	.0930	-.3664	4.51	OFF
.202	177.80	2.79	.41	.9560	.0876	-.3888	10.91	.7836	.0872	-.4070	8.99	OFF
.202	178.50	2.80	2.40	1.1710	.0997	-.3720	11.75	1.0442	.1004	-.4109	10.40	OFF
.202	177.70	2.79	4.42	1.3790	.1176	-.3451	11.73	1.2715	.1203	-.3982	10.57	OFF
.202	178.40	2.79	6.53	1.5850	.1393	-.3128	11.38	1.4821	.1437	-.3689	10.31	OFF
.202	177.80	2.79	8.63	1.7850	.1645	-.2775	10.85	1.6850	.1693	-.3321	9.95	OFF
.202	177.80	2.78	10.58	1.9790	.1887	-.2372	10.49	1.8945	.1957	-.2840	9.68	OFF
.201	177.00	2.77	12.86	2.1800	.2241	-.1885	9.73	2.1257	.2322	-.2097	9.15	OFF
.201	176.70	2.77	14.94	2.3370	.2584	-.1352	9.04	2.3202	.2624	-.1363	8.84	OFF
.202	177.70	2.78	15.82	2.4160	.2746	-.1080	8.80	2.4079	.2770	-.1092	8.69	OFF
.202	178.30	2.77	16.94	2.4740	.2945	-.0591	8.40	2.4708	.2954	-.0703	8.37	OFF
.202	178.30	2.77	17.98	2.5220	.3168	-.0247	7.96	2.5210	.3168	-.0495	7.96	OFF
.202	178.60	2.78	18.85	2.5300	.3372	.0184	7.50	2.5299	.3372	-.0138	7.50	OFF
.203	178.70	2.78	19.80	2.4140	.3897	-.0068	6.19	2.4140	.3897	-.0423	6.19	OFF
.202	178.30	2.78	20.90	2.4280	.4341	.0394	5.59	2.4280	.4341	.0014	5.59	OFF
.202	177.80	2.79	22.92	2.3550	.5099	.0187	4.62	2.3550	.5099	-.0155	4.62	OFF
.202	177.20	2.78	24.89	2.4150	.5761	.0553	4.19	2.4150	.5761	.0279	4.19	OFF
.202	177.70	2.80	27.04	2.3620	.6766	.1344	3.49	2.3620	.6766	.1167	3.49	OFF
.202	177.90	2.78	.39	.9540	.0878	-.3889	10.87	.7810	.0874	-.4069	8.93	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 92 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.250	217.70	2.78	-5.87	.0150	.1380	-.2623	.11	-.2228	.1447	-.2837	-1.54	OFF
.250	217.90	2.77	-4.16	.2210	.1132	-.2679	1.95	-.0134	.1188	-.2823	-.11	OFF
.250	218.10	2.76	-1.90	.6080	.0912	-.3489	6.67	.3872	.0948	-.3589	4.08	OFF
.250	217.60	2.75	.63	.9830	.0895	-.3881	10.98	.8178	.0891	-.4083	9.18	OFF
.250	217.00	2.75	2.80	1.2250	.1027	-.3702	11.93	1.1036	.1037	-.4126	10.64	OFF
.251	219.10	2.76	4.32	1.3690	.1175	-.3510	11.65	1.2610	.1201	-.4037	10.50	OFF
.251	219.10	2.76	6.56	1.6040	.1409	-.3152	11.38	1.5011	.1453	-.3713	10.33	OFF
.251	218.90	2.75	8.68	1.8040	.1679	-.2800	10.74	1.7043	.1727	-.3345	9.87	OFF
.251	218.80	2.75	10.88	2.0180	.1996	-.2372	10.11	1.9366	.2072	-.2821	9.35	OFF
.250	218.70	2.75	12.85	2.1970	.2268	-.1909	9.69	2.1425	.2349	-.2122	9.12	OFF
.250	218.30	2.74	14.77	2.3480	.2572	-.1374	9.13	2.3287	.2616	-.1390	8.90	OFF
.250	218.00	2.74	15.80	2.4180	.2734	-.1079	8.84	2.4097	.2758	-.1090	8.74	OFF
.251	220.00	2.74	16.96	2.4850	.2829	-.0589	8.78	2.4819	.2837	-.0704	8.75	OFF
.251	220.20	2.75	17.96	2.5010	.3309	-.0060	7.56	2.4999	.3309	-.0305	7.55	OFF
.251	220.40	2.75	18.94	2.3590	.3599	-.0341	6.55	2.3590	.3599	-.0668	6.55	OFF
.251	220.40	2.75	19.86	2.3700	.3941	0.0000	6.01	2.3700	.3941	-.0357	6.01	OFF
.251	219.90	2.75	20.89	2.4500	.4189	.0265	5.85	2.4500	.4189	-.0115	5.85	OFF
.252	221.60	2.77	22.92	2.3490	.5096	.0159	4.61	2.3490	.5096	-.0183	4.61	OFF
.253	222.50	2.78	24.97	2.3960	.5752	.0595	4.17	2.3960	.5752	.0324	4.17	OFF
.250	218.10	2.74	.44	.9560	.0891	-.3853	10.73	.7846	.0887	-.4037	8.85	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

APPENDIX B

RUN NUMBER 93 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.301	263.00	2.76	-5.81	.0240	.1377	-.2610	.17	-.2137	.1444	-.2821	-1.48	OFF
.301	261.70	2.75	-4.17	.1970	.1162	-.2622	1.70	-.0374	.1218	-.2767	-.31	OFF
.302	264.50	2.76	-1.86	.6130	.0920	-.3415	6.66	.3927	.0956	-.3515	4.11	OFF
.302	264.30	2.75	.52	.9660	.0906	-.3832	10.66	.7972	.0902	-.4024	8.84	OFF
.302	264.40	2.75	2.23	1.1710	.0996	-.3806	11.76	1.0417	.1002	-.4179	10.40	OFF
.301	262.90	2.74	4.41	1.3850	.1178	-.3499	11.76	1.2775	.1205	-.4030	10.61	OFF
.302	264.40	2.74	6.34	1.5800	.1388	-.3204	11.38	1.4771	.1432	-.3765	10.32	OFF
.301	264.00	2.74	8.64	1.8170	.1700	-.2813	10.69	1.7171	.1748	-.3359	9.82	OFF
.301	263.40	2.73	11.18	2.0660	.2074	-.2327	9.96	1.9881	.2155	-.2753	9.23	OFF
.301	264.20	2.74	12.99	2.2210	.2336	-.1875	9.51	2.1688	.2415	-.2067	8.98	OFF
.301	263.50	2.73	14.81	2.3670	.2661	-.1373	8.90	2.3483	.2704	-.1388	8.68	OFF
.302	264.90	2.74	15.69	2.4130	.3083	-.1049	7.83	2.4040	.3109	-.1057	7.73	OFF
.303	267.00	2.74	16.83	2.4760	.3709	-.0534	6.68	2.4725	.3719	-.0632	6.65	OFF
.302	266.20	2.74	17.89	2.5240	.3330	-.0049	7.58	2.5228	.3330	-.0286	7.58	OFF
.302	265.90	2.74	18.94	2.4000	.3875	-.0168	6.19	2.4000	.3875	-.0495	6.19	OFF
.302	265.10	2.74	20.08	2.4270	.4318	.0112	5.62	2.4270	.4318	-.0250	5.62	OFF
.302	266.10	2.74	20.85	2.4210	.4508	.0475	5.37	2.4210	.4508	.0096	5.37	OFF
.305	270.00	2.77	23.00	2.3550	.5367	.0104	4.39	2.3550	.5367	-.0236	4.39	OFF
.304	269.40	2.77	25.00	2.3450	.6137	.0698	3.82	2.3450	.6137	.0428	3.82	OFF
.300	262.00	2.71	.43	.9660	.0899	-.3822	10.75	.7943	.0895	-.4005	8.87	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 94 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	272.70	4.27	-5.80	-.0120	.1231	.0299	-.10	-.2497	.1298	.0089	-1.92	4.7
.201	271.10	4.26	-3.71	.3620	.0882	-.1161	4.10	.1289	.0935	-.1292	1.38	4.7
.201	272.10	4.26	-2.04	.6270	.0779	-.2156	8.05	.4045	.0816	-.2256	4.96	4.7
.201	270.50	4.25	.71	.9440	.0863	-.3020	10.94	.7813	.0859	-.3230	9.10	4.7
.201	271.80	4.25	2.51	1.1700	.0999	-.3380	11.71	1.0448	.1007	-.3779	10.38	4.7
.201	270.20	4.24	4.18	1.3650	.1179	-.3732	11.58	1.2562	.1203	-.4252	10.44	4.6
.200	268.50	4.23	6.51	1.6190	.1476	-.4230	10.97	1.5161	.1520	-.4791	9.97	4.7
.201	271.10	4.24	8.78	1.8570	.1818	-.4687	10.21	1.7578	.1866	-.5231	9.42	4.6
.201	271.10	4.24	10.62	2.0690	.2100	-.5105	9.85	1.9849	.2170	-.5571	9.15	4.6
.201	270.40	4.23	12.73	2.2770	.2461	-.5432	9.25	2.2206	.2544	-.5664	8.73	4.6
.201	269.50	4.22	14.77	2.4740	.2813	-.5633	8.79	2.4547	.2857	-.5649	8.59	4.6
.201	271.00	4.23	15.85	2.5380	.3187	-.5383	7.96	2.5301	.3210	-.5396	7.88	4.6
.201	269.60	4.22	16.97	2.6030	.4042	-.5011	6.44	2.5999	.4050	-.5127	6.42	4.6
.201	270.50	4.23	18.04	2.6640	.3729	-.4934	7.14	2.6631	.3729	-.5188	7.14	4.6
.201	270.50	4.24	19.13	2.6460	.4923	-.4651	5.37	2.6460	.4923	-.4987	5.37	4.6
.201	269.90	4.23	19.97	2.6080	.4248	-.5686	6.14	2.6080	.4248	-.6045	6.14	4.5
.202	271.90	4.25	21.06	2.6380	.4714	-.5576	5.60	2.6380	.4714	-.5956	5.60	2.9
.201	270.60	4.25	22.86	2.6070	.5489	-.7008	4.75	2.6070	.5489	-.7351	4.75	4.4
.202	272.60	4.27	24.83	2.6620	.6702	-.6991	3.97	2.6620	.6702	-.7267	3.97	4.3
.202	272.60	4.26	-1.91	.6050	.0798	-.1841	7.58	.3841	.0834	-.1941	4.60	4.7
.202	273.20	4.26	.62	.9510	.0862	-.2784	11.03	.7854	.0858	-.2985	9.16	4.7

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 95 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	271.60	4.26	-6.08	-.0970	.1293	.2585	-.75	-.3351	.1361	.2361	-2.46	0.0
.201	270.80	4.25	-4.09	.2080	.0975	.1558	2.13	-.0262	.1031	.1415	-.25	0.0
.202	271.40	4.25	-1.75	.5870	.0781	.0065	7.52	.3681	.0815	-.0036	4.51	0.0
.201	271.10	4.24	.45	.8720	.0825	-.0737	10.57	.7009	.0821	-.0922	8.54	0.0
.201	271.20	4.24	2.50	1.1100	.0965	-.1274	11.50	.9846	.0973	-.1672	10.12	0.0
.201	270.90	4.24	4.28	1.2980	.1138	-.1723	11.41	1.1898	.1163	-.2248	10.23	-.1
.201	269.60	4.22	6.39	1.5480	.1377	-.2245	11.24	1.4451	.1421	-.2806	10.17	-.2
.201	270.60	4.23	8.75	1.8040	.1702	-.2655	10.60	1.7046	.1750	-.3199	9.74	-.2
.201	270.50	4.23	10.57	2.0080	.1980	-.3015	10.14	1.9234	.2049	-.3484	9.39	-.2
.201	269.70	4.22	12.89	2.2330	.2387	-.3384	9.35	2.1791	.2468	-.3591	8.83	-.2
.202	272.90	4.24	14.86	2.4210	.2759	-.3738	8.77	2.4031	.2801	-.3751	8.58	-.1
.201	271.30	4.22	16.20	2.5300	.3209	-.3526	7.88	2.5241	.3227	-.3559	7.82	-.1
.201	269.80	4.20	16.98	2.5740	.3136	-.3343	8.21	2.5709	.3144	-.3460	8.18	-.1
.201	271.10	4.21	17.98	2.6130	.3376	-.3290	7.74	2.6120	.3376	-.3538	7.74	-.1
.202	273.70	4.24	18.99	2.5600	.3642	-.2952	7.03	2.5600	.3642	-.3282	7.03	-.1
.202	273.10	4.24	19.91	2.4340	.4428	-.4063	5.50	2.4340	.4428	-.4421	5.50	-.3
.203	274.30	4.24	20.77	2.4290	.3724	-.4124	6.52	2.4290	.3724	-.4502	6.52	-.1
.202	273.50	4.25	22.99	2.5050	.5055	-.5504	4.96	2.5050	.5055	-.5844	4.96	-.2
.202	273.60	4.26	24.56	2.4840	.5880	-.5503	4.22	2.4840	.5880	-.5790	4.22	-.1
.201	269.50	4.21	.49	.8700	.0818	-.0852	10.64	.7002	.0814	-.1041	8.60	0.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

APPENDIX B

RUN NUMBER 96 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	272.70	4.24	-5.91	-.1890	.1367	.5585	-1.38	-.4269	.1435	.5369	-2.98	-4.3
.202	271.90	4.23	-4.13	.0680	.1075	.4780	.63	-.1663	.1131	.4636	-1.47	-4.3
.202	271.70	4.23	-2.04	.4550	.0818	.3267	5.56	.2325	.0855	.3167	2.72	-4.4
.202	271.90	4.22	.47	.7800	.0823	.2360	9.48	.6096	.0819	.2173	7.44	-4.4
.202	272.80	4.23	2.59	1.0180	.0944	.1805	10.78	.8939	.0953	.1399	9.38	-4.4
.202	272.50	4.22	4.34	1.2220	.1081	.1269	11.30	1.1141	.1107	.0742	10.07	-4.4
.201	271.20	4.21	6.50	1.4670	.1315	.0700	11.16	1.3641	.1359	.0139	10.04	-4.4
.201	270.90	4.21	8.63	1.6960	.1585	.0214	10.70	1.5960	.1633	-.0332	9.77	-4.4
.201	270.50	4.20	10.56	1.9080	.1855	-.0221	10.29	1.8233	.1924	-.0690	9.48	-4.4
.200	268.90	4.19	12.80	2.1350	.2237	-.0653	9.54	2.0797	.2319	-.0874	8.97	-4.4
.201	269.20	4.18	14.80	2.3100	.2429	-.0945	9.51	2.2912	.2473	-.0960	9.27	-4.3
.200	268.80	4.18	16.13	2.4240	.3089	-.0835	7.85	2.4177	.3108	-.0863	7.78	-4.3
.201	270.50	4.19	17.05	2.4730	.3578	-.0637	6.91	2.4701	.3585	-.0764	6.89	-4.3
.201	269.50	4.19	17.86	2.1870	.2762	-.0561	7.92	2.1858	.2763	-.0795	7.91	-4.3
.202	272.60	4.22	18.85	2.5380	.4426	-.0537	5.73	2.5379	.4426	-.0859	5.73	-4.3
.202	272.60	4.22	19.78	2.3900	.4243	-.1648	5.63	2.3900	.4243	-.2003	5.63	-4.3
.202	272.20	4.22	21.17	2.3830	.4662	-.1445	5.11	2.3830	.4662	-.1824	5.11	-4.3
.202	272.30	4.23	22.72	2.4200	.5410	-.2994	4.47	2.4200	.5410	-.3340	4.47	-4.5
.201	271.30	4.23	24.71	2.4660	.6481	-.3068	3.80	2.4660	.6481	-.3348	3.80	-4.4
.201	269.30	4.19	.54	.7680	.0835	.2402	9.20	.5999	.0831	.2209	7.22	-4.3

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 97 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	271.30	4.22	-5.96	-.2900	.1535	.8686	-1.89	-.5279	.1603	.8468	-3.29	-9.4
.201	270.90	4.22	-4.01	0.0000	.1176	.7787	0.00	-.2340	.1231	.7647	-1.90	-9.5
.202	272.60	4.22	-1.66	.3720	.0918	.6465	4.05	.1544	.0952	.6364	1.62	-9.4
.202	271.90	4.21	.36	.6420	.0885	.5726	7.25	.4680	.0881	.5549	5.31	-9.4
.201	269.20	4.19	2.53	.8850	.0975	.5169	9.08	.7600	.0983	.4768	7.73	-9.4
.201	270.70	4.20	4.36	1.1020	.1089	.4624	10.12	.9942	.1115	.4096	8.92	-9.5
.201	270.60	4.20	6.33	1.3330	.1255	.4058	10.62	1.2301	.1299	.3497	9.47	-9.5
.201	270.70	4.19	8.65	1.5860	.1515	.3488	10.47	1.4861	.1563	.2942	9.51	-9.5
.201	269.20	4.18	10.70	1.8140	.1767	.2963	10.27	1.7307	.1839	.2502	9.41	-9.4
.201	268.90	4.18	12.88	2.0290	.2082	.2491	9.75	1.9750	.2163	.2282	9.13	-9.4
.201	269.00	4.17	14.79	2.2300	.2438	.2122	9.15	2.2110	.2482	.2107	8.91	-9.3
.200	268.10	4.17	15.70	2.3000	.2548	.2107	9.03	2.2910	.2574	.2099	8.90	-9.3
.202	272.00	4.19	16.82	2.2590	.2734	.2256	8.26	2.2555	.2744	.2159	8.22	-9.3
.201	270.80	4.19	17.98	2.4150	.3661	.2214	6.60	2.4140	.3661	.1966	6.59	-9.4
.202	271.50	4.19	18.87	2.4190	.2994	.2277	8.08	2.4189	.2994	.1954	8.08	-9.4
.202	272.30	4.20	19.89	2.3620	.4034	.0875	5.86	2.3620	.4034	.0518	5.86	-9.6
.202	272.80	4.21	20.76	2.2830	.4211	.0828	5.42	2.2830	.4211	.0450	5.42	-9.4
.201	271.00	4.20	23.10	2.1600	.4454	-.1011	4.85	2.1600	.4454	-.1349	4.85	-9.4
.202	274.10	4.23	24.76	2.2260	.5344	-.0895	4.17	2.2260	.5344	-.1174	4.17	-9.4
.201	270.20	4.19	.27	.6340	.0877	.5688	7.23	.4572	.0874	.5518	5.23	-9.4

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 98 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	175.30	2.80	-6.22	-.1260	.1465	.0803	-.86	-.3643	.1534	.0574	-2.38	4.8
.201	175.20	2.80	-4.09	.1140	.1159	.0036	.98	-.1202	.1215	-.0107	-.99	4.7
.201	175.30	2.79	-1.92	.5330	.0921	-.1565	5.79	.3119	.0957	-.1665	3.26	4.7
.200	175.10	2.79	.37	.8570	.0885	-.2806	9.68	.6834	.0881	-.2984	7.75	4.7
.200	174.70	2.78	2.33	1.1380	.1022	-.3316	11.14	1.0102	.1029	-.3698	9.82	4.8
.201	175.80	2.79	4.36	1.3600	.1210	-.3733	11.24	1.2522	.1236	-.4261	10.13	4.6
.202	177.40	2.79	6.65	1.6140	.1466	-.4190	11.01	1.5110	.1511	-.4751	10.00	4.7
.201	177.10	2.79	8.85	1.8710	.1834	-.4621	10.20	1.7721	.1882	-.5164	9.42	4.6
.202	177.90	2.79	10.71	2.0800	.2134	-.5130	9.75	1.9968	.2206	-.5590	9.05	4.7
.202	178.40	2.79	12.80	2.2930	.2503	-.5479	9.16	2.2377	.2585	-.5700	8.66	4.7
.202	178.00	2.79	14.83	2.4800	.2938	-.5656	8.44	2.4616	.2981	-.5670	8.26	4.7
.201	177.00	2.78	15.88	2.3890	.2622	-.5487	9.11	2.3813	.2645	-.5501	9.00	4.7
.202	178.10	2.79	15.93	2.5730	.3188	-.5502	8.07	2.5656	.3210	-.5518	7.99	4.7
.201	177.40	2.77	16.93	2.6370	.3435	-.5233	7.68	2.6338	.3444	-.5344	7.65	4.7
.201	177.40	2.77	17.92	2.6980	.3669	-.5074	7.35	2.6969	.3669	-.5315	7.35	4.7
.202	178.10	2.79	19.07	2.5870	.4383	-.5746	5.90	2.5870	.4383	-.6079	5.90	4.6
.201	176.90	2.78	19.92	2.5990	.4529	-.5747	5.74	2.5990	.4529	-.6105	5.74	4.7
.201	177.10	2.78	20.97	2.6600	.4928	-.5698	5.40	2.6600	.4928	-.6078	5.40	4.6
.201	176.80	2.78	22.34	2.5940	.5486	-.7053	4.73	2.5940	.5486	-.7406	4.73	4.7
.201	176.40	2.78	25.00	2.6700	.6655	-.7314	4.01	2.6700	.6655	-.7584	4.01	4.6
.203	180.20	2.80	.40	.9360	.0879	-.2790	10.65	.7633	.0875	-.2971	8.72	4.7

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

APPENDIX B

RUN NUMBER 99 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	179.60	2.80	-6.01	-.1610	.1450	.2794	-1.11	-.3990	.1518	.2574	-2.63	0.0
.202	179.50	2.80	-4.11	.0760	.1151	.2088	.66	-.1583	.1207	.1945	-1.31	0.0
.203	180.40	2.80	-1.99	.4850	.0898	.0570	5.40	.2631	.0935	.0470	2.81	0.0
.203	180.70	2.80	.44	.8560	.0861	-.0863	9.94	.6846	.0857	-.1047	7.99	0.0
.202	179.30	2.78	2.29	1.0880	.0963	-.1445	11.30	.9596	.0969	-.1824	9.90	0.0
.202	179.70	2.78	4.49	1.3360	.1168	-.1973	11.44	1.2289	.1195	-.2507	10.28	0.0
.203	180.00	2.78	6.80	1.6020	.1458	-.2499	10.99	1.4990	.1503	-.3060	9.97	-.1
.202	179.20	2.78	8.61	1.8120	.1722	-.2826	10.52	1.7120	.1770	-.3372	9.67	-.2
.202	179.40	2.78	10.72	2.0440	.2061	-.3260	9.92	1.9609	.2134	-.3719	9.19	0.0
.202	179.30	2.77	12.78	2.2470	.2407	-.3614	9.34	2.1914	.2489	-.3838	8.80	-.1
.201	177.70	2.76	14.84	2.4360	.2827	-.3868	8.62	2.4178	.2870	-.3882	8.43	-.1
.201	177.50	2.75	15.76	2.5170	.3012	-.3822	8.36	2.5085	.3037	-.3832	8.26	0.0
.201	177.20	2.75	16.90	2.5790	.3264	-.3598	7.90	2.5757	.3273	-.3705	7.87	0.0
.201	177.10	2.75	18.13	2.6420	.3505	-.3306	7.54	2.6412	.3505	-.3570	7.54	0.0
.201	177.00	2.75	19.12	2.6320	.3878	-.3052	6.79	2.6320	.3878	-.3387	6.79	0.0
.201	177.60	2.76	20.12	2.4980	.4375	-.3948	5.71	2.4980	.4375	-.4311	5.71	-.1
.201	176.90	2.75	21.15	2.5960	.4684	-.4105	5.54	2.5960	.4684	-.4484	5.54	-.1
.200	176.40	2.75	22.81	2.3900	.4726	-.5397	5.06	2.3900	.4726	-.5741	5.06	-.1
.201	177.10	2.77	24.77	2.6240	.6343	-.5575	4.14	2.6240	.6343	-.5853	4.14	-.1
.202	179.90	2.78	.14	.8480	.0856	-.0779	9.91	.6671	.0854	-.0939	7.81	0.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 100 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	183.80	2.83	-6.29	-.2930	.1600	.6012	-1.83	-.5314	.1669	.5780	-3.18	-4.4
.202	183.90	2.82	-4.47	-.0680	.1273	.5439	-.53	-.3030	.1331	.5286	-2.28	-4.5
.202	184.00	2.82	-1.91	.4070	.0931	.3724	4.37	.1861	.0967	.3624	1.92	-4.4
.201	183.10	2.82	.24	.7570	.0854	.2485	8.86	.5792	.0851	.2318	6.81	-4.4
.202	183.60	2.82	2.32	1.0030	.0949	.1837	10.57	.8750	.0955	.1456	9.16	-4.4
.201	182.70	2.81	4.48	1.2570	.1129	.1210	11.13	1.1498	.1156	.0676	9.94	-4.5
.201	182.70	2.81	6.50	1.4740	.1330	.0666	11.08	1.3711	.1374	.0105	9.98	-4.5
.202	182.90	2.81	8.82	1.7300	.1645	.0122	10.52	1.6310	.1693	-.0421	9.63	-4.5
.201	182.70	2.81	10.81	1.9510	.1927	-.0379	10.12	1.8689	.2001	-.0833	9.34	-4.5
.201	181.30	2.80	12.79	2.1550	.2252	-.0778	9.57	2.0995	.2334	-.1001	9.00	-4.4
.201	181.20	2.80	14.75	2.3450	.2611	-.1086	8.98	2.3254	.2656	-.1102	8.76	-4.4
.201	181.70	2.80	15.71	2.4280	.2790	-.1034	8.70	2.4191	.2816	-.1043	8.59	-4.4
.201	181.10	2.79	16.85	2.4940	.3044	-.0935	8.19	2.4906	.3054	-.1036	8.16	-4.4
.201	181.30	2.79	18.06	2.5640	.3300	-.0782	7.77	2.5631	.3300	-.1039	7.77	-4.4
.200	180.70	2.79	19.03	2.5310	.3471	-.0464	7.29	2.5310	.3471	-.0795	7.29	-4.4
.200	179.90	2.79	19.91	2.3940	.3796	-.1740	6.31	2.3940	.3796	-.2098	6.31	-4.4
.200	179.40	2.79	21.11	2.5250	.4471	-.1798	5.65	2.5250	.4471	-.2178	5.65	-4.4
.200	179.30	2.79	22.84	2.4400	.5041	-.3216	4.84	2.4400	.5041	-.3559	4.84	-4.4
.200	179.30	2.80	24.95	2.5390	.5991	-.3038	4.24	2.5390	.5991	-.3310	4.24	-4.5
.202	182.60	2.82	.11	.7480	.0857	.2467	8.73	.5662	.0855	.2309	6.62	-4.4

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 101 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	182.00	2.83	-6.08	-.3270	.2150	.7580	-1.52	-.5651	.2218	.7356	-2.55	-9.4
.201	181.60	2.82	-4.10	-.0880	.1747	.7145	-.50	-.3223	.1803	.7002	-1.79	-9.4
.202	182.80	2.83	-1.76	.3120	.1370	.6060	2.28	.0930	.1405	.5959	.66	-9.4
.202	182.40	2.82	.02	.6130	.1191	.5389	5.15	.4286	.1191	.5238	3.60	-9.4
.200	180.20	2.80	2.39	.8970	.0997	.5145	9.00	.7701	.1004	.4757	7.67	-9.4
.201	181.20	2.81	4.37	1.1120	.1136	.4604	9.79	1.0043	.1162	.4075	8.64	-9.4
.200	180.40	2.80	6.57	1.3640	.1318	.3973	10.35	1.2611	.1362	.3412	9.26	-9.4
.200	180.10	2.79	8.62	1.5830	.1518	.3423	10.43	1.4830	.1566	.2877	9.47	-9.4
.201	181.80	2.81	10.51	1.8100	.1806	.3005	10.02	1.7248	.1874	.2533	9.20	-9.5
.201	181.40	2.80	12.72	2.0580	.2145	.2494	9.59	2.0014	.2228	.2260	8.98	-9.4
.201	180.90	2.80	14.97	2.2680	.2530	.2075	8.96	2.2516	.2570	.2064	8.76	-9.5
.201	180.60	2.79	16.07	2.3300	.2666	.2040	8.74	2.3234	.2686	.2016	8.65	-9.5
.201	181.20	2.79	16.84	2.4030	.2901	.2080	8.28	2.3995	.2911	.1980	8.24	-9.5
.201	180.80	2.79	17.98	2.4500	.3110	.2111	7.88	2.4490	.3110	.1863	7.87	-9.5
.201	180.50	2.79	18.88	2.4000	.3163	.2415	7.59	2.3999	.3163	.2091	7.59	-9.5
.201	181.10	2.80	19.96	2.3710	.3869	.0906	6.13	2.3710	.3869	.0547	6.13	-9.7
.201	181.70	2.80	20.83	2.2740	.3642	.0805	6.24	2.2740	.3642	.0426	6.24	-9.2
.201	181.30	2.81	22.96	2.2540	.4394	-.1008	5.13	2.2540	.4394	-.1349	5.13	-9.4
.201	180.40	2.80	25.11	2.3000	.5110	-.0789	4.50	2.3000	.5110	-.1056	4.50	-9.4
.202	182.20	2.81	.06	.6050	.0945	.5937	6.40	.4217	.0944	.5783	4.47	-9.4

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

APPENDIX B

RUN NUMBER 102 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	87.60	1.40	-6.21	-.1560	.1543	-.0099	-1.01	-.3943	.1612	-.0328	-2.45	4.7
.201	87.80	1.40	-3.90	.1430	.1208	-.0450	1.18	-.0907	.1262	-.0587	-.72	4.8
.201	88.00	1.40	-1.89	.4670	.0999	-.1535	4.67	.2463	.1035	-.1635	2.38	4.7
.201	87.80	1.39	.50	.8940	.0982	-.2876	9.10	.7246	.0978	-.3066	7.41	4.7
.200	87.50	1.39	2.67	1.1810	.1115	-.3551	10.59	1.0579	.1124	-.3964	9.41	4.7
.200	87.60	1.39	4.75	1.3880	.1298	-.3951	10.69	1.2821	.1328	-.4494	9.65	4.7
.200	87.60	1.39	6.50	1.6160	.1540	-.4294	10.49	1.5131	.1584	-.4855	9.55	4.7
.200	87.20	1.38	8.71	1.8580	.1857	-.4707	10.01	1.7584	.1905	-.5252	9.23	4.8
.200	87.60	1.39	10.74	2.0750	.2220	-.5071	9.35	1.9921	.2293	-.5529	8.69	4.8
.200	87.30	1.38	12.86	2.2880	.2592	-.5444	8.83	2.2337	.2673	-.5656	8.36	4.8
.200	87.30	1.38	14.81	2.4500	.2990	-.5656	8.19	2.4313	.3033	-.5671	8.02	4.7
.200	87.20	1.38	15.90	2.5410	.3218	-.5498	7.90	2.5334	.3241	-.5513	7.82	4.7
.201	87.90	1.38	16.88	2.5920	.3463	-.5326	7.48	2.5887	.3472	-.5431	7.46	4.7
.200	87.60	1.38	17.95	2.6340	.3674	-.4839	7.17	2.6329	.3674	-.5083	7.17	4.7
.200	87.80	1.38	18.93	2.6210	.4055	-.4504	6.46	2.6210	.4055	-.4830	6.46	4.7
.201	88.70	1.39	20.08	2.5520	.4671	-.5354	5.46	2.5520	.4671	-.5716	5.46	4.7
.201	88.40	1.39	21.16	2.6060	.5081	-.5406	5.13	2.6060	.5081	-.5785	5.13	4.7
.201	88.00	1.39	22.94	2.5690	.5912	-.6918	4.35	2.5690	.5912	-.7259	4.35	4.7
.200	87.90	1.39	25.04	2.6070	.6775	-.7038	3.85	2.6070	.6775	-.7307	3.85	4.7
.202	89.50	1.40	.16	.8740	.0971	-.2762	9.00	.6937	.0969	-.2923	7.16	4.8

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 103 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	88.80	1.39	-6.21	-.2120	.1567	.2439	-1.35	-.4503	.1636	.2210	-2.75	0.0
.202	89.10	1.40	-4.04	.0360	.1259	.2154	.29	-.1981	.1314	.2013	-1.51	-.1
.202	88.80	1.39	-1.88	.4110	.0997	.0954	4.12	.1904	.1033	.0854	1.84	-.1
.201	88.80	1.39	.33	.8070	.0945	-.0660	8.54	.6321	.0941	-.0835	6.71	-.1
.202	89.00	1.39	2.38	1.0790	.1046	-.1360	10.32	.9519	.1053	-.1747	9.04	-.1
.201	88.40	1.38	4.42	1.3300	.1227	-.1931	10.84	1.2225	.1254	-.2462	9.75	-.1
.201	88.70	1.39	6.66	1.5740	.1479	-.2472	10.64	1.4710	.1524	-.3033	9.65	-.1
.201	88.20	1.38	8.66	1.8070	.1764	-.2923	10.24	1.7072	.1812	-.3468	9.42	-.1
.201	88.70	1.38	10.59	1.9980	.2051	-.3215	9.74	1.9136	.2121	-.3683	9.02	-.1
.201	88.40	1.38	12.78	2.2100	.2441	-.3551	9.05	2.1544	.2523	-.3775	8.54	-.1
.201	88.20	1.38	14.78	2.4050	.2841	-.3886	8.47	2.3859	.2885	-.3902	8.27	-.2
.200	87.90	1.37	16.13	2.5030	.3110	-.3780	8.05	2.4967	.3129	-.3808	7.98	0.0
.200	88.00	1.37	16.95	2.5540	.3289	-.3679	7.77	2.5509	.3298	-.3793	7.74	0.0
.200	87.50	1.37	18.02	2.5730	.3547	-.3217	7.25	2.5720	.3547	-.3469	7.25	0.0
.200	87.50	1.37	18.94	2.5530	.3926	-.2737	6.50	2.5530	.3926	-.3064	6.50	0.0
.200	87.40	1.37	19.91	2.4710	.4346	-.3897	5.69	2.4710	.4346	-.4255	5.69	0.0
.200	87.30	1.37	21.02	2.5420	.4791	-.3925	5.31	2.5420	.4791	-.4305	5.31	0.0
.200	87.60	1.38	22.82	2.5130	.5614	-.5165	4.48	2.5130	.5614	-.5509	4.48	-.1
.200	87.60	1.38	24.85	2.5420	.6274	-.5434	4.05	2.5420	.6274	-.5709	4.05	-.1
.201	88.80	1.38	.13	.7910	.0932	-.0799	8.49	.6098	.0930	-.0958	6.56	0.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 104 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	88.20	1.38	-6.18	-.3120	.1658	.5443	-1.88	-.5503	.1727	.5215	-3.19	-5.0
.201	88.40	1.38	-3.97	-.0550	.1313	.5238	-.42	-.2889	.1368	.5099	-2.11	-5.0
.201	88.20	1.38	-1.90	.3000	.1027	.4171	2.92	.0792	.1063	.4071	.74	-4.9
.200	88.00	1.38	.41	.6860	.0944	.2864	7.27	.5136	.0940	.2682	5.46	-4.9
.201	88.40	1.38	2.56	.9930	.1021	.2120	9.73	.8685	.1029	.1717	8.44	-4.9
.201	88.30	1.38	4.70	1.2330	.1183	.1484	10.42	1.1268	.1213	.0942	9.29	-5.0
.201	88.10	1.37	6.66	1.4710	.1373	.0852	10.71	1.3680	.1418	.0291	9.65	-5.0
.200	87.60	1.37	8.64	1.6940	.1622	.0224	10.44	1.5941	.1670	-.0322	9.54	-5.0
.200	87.80	1.37	10.72	1.9120	.1914	-.0331	9.99	1.8289	.1987	-.0790	9.21	-5.0
.200	87.70	1.37	12.76	2.1050	.2247	-.0698	9.37	2.0490	.2329	-.0926	8.80	-5.0
.200	87.80	1.37	14.87	2.2980	.2623	-.1042	8.76	2.2802	.2665	-.1055	8.56	-5.0
.200	87.50	1.37	15.74	2.3770	.2798	-.1059	8.50	2.3683	.2823	-.1068	8.39	-5.0
.199	87.10	1.36	17.20	2.4790	.3105	-.0855	7.98	2.4765	.3111	-.1002	7.96	-5.0
.199	87.00	1.36	17.96	2.4780	.3199	-.0614	7.75	2.4769	.3199	-.0859	7.74	-5.0
.199	87.10	1.36	19.05	2.4720	.3709	.0007	6.66	2.4720	.3709	-.0325	6.66	-5.1
.199	87.10	1.37	19.92	2.3030	.3782	-.1388	6.09	2.3030	.3782	-.1746	6.09	-5.1
.199	86.70	1.36	21.10	2.4540	.4499	-.1372	5.45	2.4540	.4499	-.1752	5.45	-5.0
.199	86.70	1.37	22.95	2.4230	.5306	-.2777	4.57	2.4230	.5306	-.3118	4.57	-5.1
.198	86.30	1.37	25.19	2.4020	.5775	-.2773	4.16	2.4020	.5775	-.3037	4.16	-5.1
.201	88.20	1.38	.08	.6640	.0954	.2994	6.96	.4813	.0953	.2839	5.05	-5.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 105 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.200	87.90	1.38	-6.20	-.3570	.2279	.7255	-1.57	-.5953	.2348	.7026	-2.54	-10.1
.200	88.00	1.38	-4.05	-.1090	.1875	.7126	-.58	-.3431	.1930	.6985	-1.78	-10.1
.200	88.20	1.38	-1.98	.2240	.1516	.6341	1.48	.0022	.1553	.6241	.01	-10.1
.200	87.80	1.37	.25	.5640	.1299	.5588	4.34	.3865	.1296	.5420	2.98	-10.1
.200	88.10	1.37	2.32	.8710	.1260	.5173	6.91	.7430	.1266	.4792	5.87	-10.1
.200	88.00	1.37	4.45	1.1150	.1190	.4715	9.37	1.0077	.1217	.4183	8.28	-10.1
.200	87.60	1.37	6.48	1.3520	.1363	.4194	9.92	1.2491	.1407	.3633	8.88	-10.1
.200	87.60	1.37	8.53	1.5810	.1592	.3724	9.93	1.4806	.1641	.3177	9.02	-10.1
.200	87.40	1.36	10.55	1.8040	.1873	.3267	9.63	1.7192	.1942	.2797	8.85	-10.1
.200	87.40	1.36	12.76	2.0300	.2184	.2721	9.29	1.9740	.2266	.2493	8.71	-10.1
.200	87.40	1.36	14.78	2.2150	.2529	.2173	8.76	2.1959	.2573	.2157	8.53	-10.1
.200	87.50	1.36	15.82	2.3130	.2741	.2062	8.44	2.3049	.2765	.2050	8.34	-10.1
.199	87.30	1.36	17.09	2.3890	.2976	.2075	8.03	2.3862	.2983	.1943	8.00	-10.1
.200	87.60	1.36	17.90	2.3860	.3091	.2401	7.72	2.3848	.3091	.2163	7.71	-10.1
.200	87.50	1.36	19.02	2.3820	.3517	.2729	6.77	2.3820	.3517	.2398	6.77	-10.1
.199	87.00	1.36	20.09	2.3320	.4054	.1433	5.75	2.3320	.4054	.1071	5.75	-10.2
.199	87.00	1.36	21.00	2.3500	.4209	.1236	5.58	2.3500	.4209	.0856	5.58	-10.2
.199	86.90	1.36	22.97	2.3380	.5080	-.0654	4.60	2.3380	.5080	-.0995	4.60	-10.3
.199	86.50	1.36	24.84	2.3810	.5674	-.0644	4.20	2.3810	.5674	-.0920	4.20	-10.1
.200	88.00	1.37	.09	.6080	.1304	.5468	4.66	.4256	.1303	.5312	3.27	-9.9

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 106 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.199	57.70	.93	-6.23	-.1130	.1487	.0806	-.76	-.3513	.1556	.0576	-2.26	4.7
.199	57.40	.93	-4.05	.1690	.1191	-.0067	1.42	-.0651	.1246	-.0208	-.52	4.6
.200	57.70	.92	-1.84	.5170	.0984	-.1331	5.25	.2969	.1019	-.1431	2.91	4.6
.199	57.20	.92	.49	.8920	.0967	-.2547	9.22	.7222	.0963	-.2736	7.50	4.7
.199	57.10	.91	2.40	1.1570	.1087	-.3171	10.64	1.0302	.1094	-.3560	9.42	4.8
.198	57.00	.91	4.66	1.4230	.1295	-.3716	10.99	1.3167	.1324	-.4256	9.94	4.7
.198	56.70	.91	6.87	1.6800	.1585	-.4156	10.60	1.5770	.1630	-.4717	9.67	4.7
.198	56.80	.91	8.69	1.8580	.1840	-.4418	10.10	1.7583	.1888	-.4963	9.31	4.7
.198	56.50	.90	10.73	2.0760	.2155	-.4814	9.63	1.9930	.2228	-.5273	8.95	4.7
.197	56.40	.90	12.88	2.2710	.2528	-.5203	8.98	2.2170	.2609	-.5412	8.50	4.7
.197	56.10	.90	14.79	2.4610	.3017	-.5417	8.16	2.4420	.3061	-.5432	7.98	4.7
.197	56.00	.90	15.76	2.5180	.3179	-.5264	7.92	2.5095	.3204	-.5274	7.83	4.6
.197	56.00	.89	17.06	2.5780	.3457	-.4830	7.46	2.5752	.3464	-.4958	7.43	4.6
.197	55.90	.89	18.65	2.5630	.4029	-.4102	6.36	2.5628	.4029	-.4411	6.36	4.7
.196	55.80	.89	19.00	2.4860	.4347	-.4891	5.72	2.4860	.4347	-.5221	5.72	4.8
.196	55.80	.89	20.15	2.5380	.4676	-.4935	5.43	2.5380	.4676	-.5299	5.43	4.7
.196	55.90	.89	21.03	2.5640	.4981	-.4873	5.15	2.5640	.4981	-.5253	5.15	4.7
.196	55.60	.89	22.98	2.5480	.5933	-.5966	4.29	2.5480	.5933	-.6306	4.29	4.7
.196	55.70	.90	24.97	2.5750	.6669	-.6380	3.86	2.5750	.6669	-.6651	3.86	4.7
.198	56.70	.90	.69	.9750	.1010	-.2680	9.65	.8117	.1006	-.2888	8.07	4.7

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 107 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE			
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.198	56.60	.90	-6.03	-.1460	.1506	.3035	-.97	-.3840	.1574	.2814	-2.44	0.0
.198	56.60	.90	-4.07	.1150	.1216	.2530	.95	-.1192	.1271	.2388	-.94	0.0
.198	56.70	.90	-1.83	.4440	.0995	.1409	4.46	.2241	.1030	.1309	2.17	0.0
.198	56.70	.90	.46	.8280	.0961	-.0282	8.62	.6573	.0957	-.0468	6.87	0.0
.198	56.50	.90	2.38	1.0980	.1058	-.1056	10.38	.9709	.1065	-.1443	9.12	0.0
.197	56.40	.89	4.32	1.3220	.1218	-.1645	10.85	1.2140	.1244	-.2172	9.76	0.0
.197	56.40	.89	6.56	1.5970	.1485	-.2192	10.75	1.4941	.1529	-.2753	9.77	0.0
.198	56.40	.89	8.62	1.8050	.1767	-.2568	10.22	1.7050	.1815	-.3114	9.39	-.1
.197	56.20	.89	10.69	2.0270	.2088	-.2965	9.71	1.9436	.2160	-.3426	9.00	0.0
.197	56.10	.89	12.85	2.2260	.2410	-.3369	9.24	2.1715	.2491	-.3582	8.72	0.0
.197	55.90	.89	15.07	2.4430	.2958	-.3553	8.26	2.4279	.2996	-.3562	8.11	-.1
.196	55.70	.89	15.81	2.4610	.3010	-.3550	8.18	2.4528	.3034	-.3562	8.08	0.0
.196	55.70	.88	16.86	2.4120	.2941	-.3269	8.20	2.4086	.2951	-.3371	8.16	0.0
.197	56.30	.89	18.00	2.4530	.3482	-.2640	7.04	2.4520	.3482	-.2890	7.04	0.0
.198	56.60	.89	19.17	2.4500	.4197	-.3504	5.84	2.4501	.4197	-.3841	5.84	0.0
.198	56.50	.89	20.18	2.4670	.4402	-.3427	5.60	2.4670	.4402	-.3792	5.60	.1
.198	56.50	.90	20.90	2.4150	.4887	-.4430	4.94	2.4150	.4887	-.4810	4.94	0.0
.198	56.70	.90	22.97	2.5170	.5683	-.4542	4.43	2.5170	.5683	-.4883	4.43	0.0
.197	56.30	.90	25.02	2.4860	.6242	-.4636	3.98	2.4860	.6242	-.4905	3.98	0.0
.200	57.60	.90	.12	.7740	.0956	-.0279	8.10	.5925	.0954	-.0437	6.21	0.0

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

APPENDIX B

RUN NUMBER 108 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.199	57.40	.90	-6.06	-.3090	.1733	.6058	-1.78	-.5471	.1801	.5835	-3.04	-4.3
.199	57.50	.90	-4.13	-.0090	.1296	.5314	-.07	-.2433	.1352	.5170	-1.80	-4.3
.199	57.30	.90	-1.80	.3790	.1018	.4307	3.72	.1595	.1053	.4207	1.51	-4.3
.200	57.60	.90	.42	.6720	.0947	.3189	7.10	.5000	.0943	.3007	5.30	-4.3
.200	57.60	.90	2.36	.9870	.1029	.2737	9.59	.8596	.1036	.2352	8.30	-5.0
.200	57.70	.90	4.51	1.2410	.1174	.2115	10.57	1.1340	.1202	.1580	9.44	-4.9
.199	57.50	.90	4.64	1.2390	.1174	.2098	10.55	1.1326	.1203	.1558	9.41	-5.0
.199	57.20	.90	6.54	1.4670	.1378	.1565	10.65	1.3641	.1422	.1004	9.59	-5.0
.199	57.20	.90	8.64	1.7040	.1659	.0913	10.27	1.6041	.1707	.0367	9.40	-5.0
.199	57.20	.90	10.68	1.9180	.1917	.0190	10.01	1.8345	.1989	-.0272	9.22	-5.1
.198	56.90	.89	12.82	2.1470	.2280	-.0407	9.42	2.0920	.2361	-.0625	8.86	-5.1
.198	56.80	.89	14.70	2.3170	.2635	-.0771	8.79	2.2966	.2681	-.0789	8.57	-5.1
.198	56.60	.89	15.86	2.4010	.2849	-.0778	8.43	2.3931	.2872	-.0791	8.33	-5.1
.198	56.80	.89	17.01	2.4280	.3039	-.0602	7.99	2.4250	.3047	-.0723	7.96	-5.0
.198	56.60	.89	17.90	2.4520	.3436	-.0152	7.14	2.4508	.3436	-.0390	7.13	-5.0
.198	56.70	.89	18.96	2.4650	.3753	.0225	6.57	2.4650	.3753	-.0103	6.57	-4.9
.198	56.60	.89	19.94	2.4020	.4182	-.1179	5.74	2.4020	.4182	-.1537	5.74	-4.9
.198	56.40	.89	21.06	2.4510	.4553	-.1161	5.38	2.4510	.4553	-.1541	5.38	-4.9
.197	56.30	.89	22.84	2.4230	.5319	-.2278	4.56	2.4230	.5319	-.2621	4.56	-4.9
.197	56.30	.89	25.01	2.4390	.6004	-.2231	4.06	2.4390	.6004	-.2501	4.06	-4.9
.199	57.40	.90	.10	.6960	.0982	.3364	7.09	.5139	.0981	.3207	5.24	-4.8

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 109 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.199	57.30	.90	-6.07	-.3050	.2267	.7397	-1.35	-.5431	.2335	.7174	-2.33	-10.0
.198	57.00	.90	-4.23	-.1050	.1931	.7247	-.54	-.3395	.1988	.7101	-1.71	-10.0
.199	57.10	.90	-1.90	.2560	.1551	.6546	1.65	.0352	.1587	.6446	.22	-10.0
.199	57.40	.90	.41	.6490	.1357	.5711	4.78	.4766	.1353	.5529	3.52	-10.0
.199	57.50	.90	2.38	.9120	.1306	.5499	6.98	.7849	.1313	.5112	5.98	-10.0
.199	57.10	.90	4.38	1.0860	.1284	.5312	8.46	.9783	.1310	.4783	7.47	-10.0
.199	57.40	.90	6.60	1.2530	.1238	.4597	10.12	1.1501	.1283	.4036	8.97	-10.0
.199	57.30	.90	8.86	1.6320	.1650	.4104	9.89	1.5332	.1698	.3561	9.03	-10.0
.198	56.90	.89	10.70	1.8410	.1896	.3715	9.71	1.7577	.1968	.3254	8.93	-10.1
.198	56.90	.89	12.78	2.0430	.2192	.3196	9.32	1.9874	.2274	.2972	8.74	-10.1
.198	56.70	.89	14.74	2.2340	.2567	.2630	8.70	2.2142	.2612	.2613	8.48	-10.2
.198	56.60	.89	15.90	2.3290	.2790	.2516	8.35	2.3214	.2813	.2501	8.25	-10.2
.198	56.70	.89	16.96	2.3750	.2979	.2567	7.97	2.3719	.2987	.2452	7.94	-10.0
.198	56.50	.89	18.14	2.3560	.3331	.3160	7.07	2.3552	.3331	.2895	7.07	-10.0
.198	56.50	.89	18.93	2.3820	.3595	.3067	6.63	2.3820	.3595	.2741	6.63	-10.0
.198	56.50	.89	19.94	2.3450	.4121	.1803	5.69	2.3450	.4121	.1445	5.69	-10.1
.198	56.40	.89	21.32	2.3960	.4506	.1451	5.32	2.3960	.4506	.1074	5.32	-10.0
.197	56.40	.89	22.95	2.3710	.5281	-.0206	4.49	2.3710	.5281	-.0547	4.49	-10.1
.197	56.30	.89	25.00	2.3460	.5723	.0163	4.10	2.3460	.5723	-.0107	4.10	-10.2
.199	57.20	.90	.08	.6350	.1403	.5789	4.53	.4523	.1402	.5634	3.23	-10.1

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 110 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	90.50	1.42	-6.09	.0840	.1758	-.1097	.48	-.2594	.1789	-.0633	-1.45	5.0
.201	90.40	1.42	-3.98	.4540	.1493	-.2410	3.04	.1484	.1515	-.2071	.98	5.0
.201	90.50	1.42	-1.82	.8750	.1425	-.4099	6.14	.6232	.1439	-.3940	4.33	5.0
.201	90.30	1.42	.48	1.2090	.1563	-.5293	7.74	1.0380	.1575	-.5506	6.59	5.0
.200	89.10	1.40	2.66	1.4970	.1748	-.5895	8.56	1.3855	.1789	-.6331	7.75	4.9
.200	88.90	1.40	4.45	1.6690	.1952	-.6233	8.55	1.5773	.2012	-.6712	7.84	4.9
.200	88.90	1.40	6.91	1.9530	.2268	-.6702	8.61	1.8696	.2337	-.7201	8.00	4.8
.200	88.80	1.40	8.87	2.1310	.2573	-.6998	8.28	2.0573	.2652	-.7499	7.76	4.9
.199	88.40	1.40	11.00	2.3410	.2952	-.7312	7.93	2.2860	.3042	-.7792	7.51	4.8
.200	89.40	1.41	12.92	2.5320	.3301	-.7547	7.67	2.5077	.3379	-.7881	7.42	4.8
.200	89.50	1.41	13.84	2.6130	.3466	-.7525	7.54	2.6022	.3525	-.7666	7.38	4.8
.200	89.30	1.40	14.94	2.6980	.3724	-.7451	7.24	2.6958	.3761	-.7463	7.17	4.9
.200	89.50	1.41	16.00	2.7530	.3934	-.7198	7.00	2.7530	.3953	-.7228	6.96	4.9
.200	89.20	1.40	17.02	2.8130	.4128	-.7019	6.81	2.8130	.4136	-.7161	6.80	5.0
.200	88.90	1.40	18.15	2.8480	.4418	-.6707	6.45	2.8480	.4418	-.6924	6.45	5.0
.200	89.00	1.40	19.23	2.7590	.4501	-.6288	6.13	2.7590	.4501	-.6543	6.13	5.0
.200	89.40	1.41	20.07	2.6980	.5225	-.7247	5.16	2.6980	.5225	-.7507	5.16	4.9
.200	89.30	1.41	21.37	2.6210	.5871	-.8138	4.46	2.6210	.5871	-.8395	4.46	4.9
.201	89.90	1.42	22.93	2.6560	.6599	-.8086	4.02	2.6560	.6599	-.8327	4.02	5.0
.201	90.10	1.42	25.21	2.5640	.7284	-.7487	3.52	2.5640	.7284	-.7680	3.52	4.9
.204	92.20	1.43	.26	1.1620	.1551	-.5313	7.49	.9834	.1562	-.5494	6.30	5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 111 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	90.50	1.42	-6.00	-.0640	.1843	.2587	-.35	-.4060	.1874	.3047	-2.17	0.0
.202	90.30	1.42	-4.04	.2850	.1547	.1418	1.84	-.0218	.1569	.1761	-.14	0.0
.202	90.30	1.42	-1.63	.7670	.1408	-.0728	5.45	.5207	.1421	-.0593	3.66	0.0
.201	90.20	1.42	.80	1.1440	.1520	-.2140	7.53	.9836	.1534	-.2395	6.41	0.0
.202	90.30	1.42	2.45	1.3390	.1645	-.2698	8.14	1.2237	.1683	-.3122	7.27	0.0
.201	90.20	1.41	4.63	1.5920	.1860	-.3282	8.56	1.5009	.1921	-.3765	7.81	0.0
.201	89.70	1.41	6.84	1.8600	.2139	-.3794	8.70	1.7763	.2207	-.4293	8.05	0.0
.201	89.60	1.41	8.71	2.0110	.2372	-.4113	8.48	1.9367	.2450	-.4616	7.90	0.0
.201	89.70	1.41	10.78	2.2180	.2662	-.4405	8.33	2.1605	.2752	-.4892	7.85	-.1
.201	89.70	1.41	12.84	2.4040	.3020	-.4678	7.96	2.3783	.3100	-.5024	7.67	.1
.201	89.40	1.41	14.09	2.5430	.3339	-.4708	7.62	2.5349	.3392	-.4803	7.47	0.0
.201	89.90	1.41	15.04	2.6280	.3528	-.4634	7.45	2.6262	.3563	-.4643	7.37	0.0
.201	89.40	1.41	15.90	2.6810	.3706	-.4540	7.23	2.6809	.3726	-.4563	7.19	0.0
.201	89.50	1.40	17.16	2.7410	.3937	-.4317	6.96	2.7410	.3943	-.4472	6.95	0.0
.200	89.30	1.40	18.50	2.7870	.4272	-.4044	6.52	2.7870	.4271	-.4277	6.52	0.0
.200	88.90	1.40	19.05	2.7390	.4384	-.3768	6.25	2.7390	.4384	-.4019	6.25	0.0
.202	90.20	1.41	19.97	2.6400	.4997	-.4937	5.28	2.6400	.4997	-.5197	5.28	0.0
.201	90.10	1.42	21.42	2.5920	.5635	-.5741	4.60	2.5920	.5635	-.5998	4.60	0.0
.201	89.90	1.42	23.16	2.5860	.6225	-.5627	4.15	2.5860	.6225	-.5866	4.15	0.0
.201	89.80	1.42	25.03	2.5170	.6983	-.5055	3.60	2.5170	.6983	-.5254	3.60	-.1
.203	91.40	1.42	.58	1.1130	.1513	-.2040	7.36	.9453	.1525	-.2266	6.20	.1

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 112 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	89.60	1.41	-5.90	-.1630	.1933	.5792	-.84	-.5034	.1964	.6248	-2.56	-5.0
.201	89.40	1.41	-4.00	.2190	.1608	.4596	1.36	-.0870	.1630	.4936	-.53	-5.0
.201	89.60	1.41	-1.18	.7420	.1462	.2482	5.08	.5098	.1474	.2552	3.46	-5.0
.201	89.40	1.41	.30	.9520	.1503	.1772	6.33	.7748	.1514	.1585	5.12	-5.0
.200	89.10	1.41	2.35	1.1880	.1596	.1010	7.44	1.0707	.1632	.0593	6.56	-4.9
.200	89.00	1.41	4.65	1.4850	.1797	.0316	8.26	1.3940	.1858	-.0167	7.50	-5.0
.200	88.70	1.40	6.54	1.6780	.1988	-.0346	8.44	1.5934	.2055	-.0845	7.75	-5.0
.200	88.80	1.40	8.72	1.8950	.2225	-.0996	8.52	1.8207	.2303	-.1499	7.90	-5.0
.200	88.70	1.40	10.85	2.1290	.2572	-.1427	8.28	2.0722	.2662	-.1912	7.79	-5.0
.200	88.90	1.40	12.87	2.3110	.2844	-.1713	8.13	2.2858	.2923	-.2055	7.82	-5.0
.199	88.10	1.39	13.92	2.4170	.3046	-.1794	7.93	2.4071	.3103	-.1919	7.76	-5.0
.199	88.20	1.39	14.98	2.4910	.3221	-.1775	7.73	2.4889	.3257	-.1786	7.64	-5.0
.199	88.10	1.39	15.89	2.5870	.3452	-.1742	7.49	2.5869	.3473	-.1764	7.45	-5.0
.199	88.20	1.39	16.96	2.6170	.3577	-.1614	7.32	2.6170	.3585	-.1750	7.30	-5.0
.199	88.20	1.39	18.17	2.6820	.3868	-.1437	6.93	2.6820	.3868	-.1655	6.93	-5.0
.200	88.90	1.40	19.10	2.6580	.4173	-.1215	6.37	2.6580	.4173	-.1467	6.37	-5.0
.200	88.90	1.40	19.96	2.5700	.4743	-.2326	5.42	2.5700	.4743	-.2586	5.42	-5.1
.199	88.10	1.40	21.08	2.5910	.5068	-.2556	5.11	2.5910	.5068	-.2816	5.11	-5.0
.200	88.30	1.40	22.95	2.5070	.5889	-.3554	4.26	2.5070	.5889	-.3794	4.26	-5.1
.200	88.70	1.41	25.32	2.4290	.6590	-.2509	3.69	2.4290	.6590	-.2699	3.69	-5.0
.201	89.80	1.41	.52	.9910	.1519	.1625	6.52	.8213	.1531	.1407	5.37	-5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 113 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	89.90	1.42	-6.11	-.2260	.2638	.6935	-.86	-.5697	.2669	.7400	-2.13	-10.0
.201	89.60	1.41	-4.07	.1280	.2218	.6219	.58	-.1794	.2240	.6564	-.80	-10.0
.201	89.40	1.41	-1.79	.5150	.1967	.5029	2.62	.2640	.1981	.5184	1.33	-10.1
.201	89.60	1.41	.40	.8930	.1881	.4078	4.75	.7193	.1892	.3877	3.80	-10.0
.201	89.90	1.41	2.69	1.1900	.1886	.3725	6.31	1.0790	.1927	.3288	5.60	-10.0
.202	90.00	1.41	4.70	1.4050	.1887	.3394	7.45	1.3141	.1948	.2910	6.74	-10.0
.201	89.60	1.41	6.66	1.6000	.2002	.2945	7.99	1.5157	.2070	.2446	7.32	-10.0
.201	89.50	1.41	8.77	1.8350	.2250	.2467	8.16	1.7609	.2329	.1965	7.56	-10.0
.201	89.40	1.40	10.87	2.0490	.2515	.2047	8.15	1.9925	.2605	.1563	7.65	-10.0
.201	89.30	1.40	12.87	2.2460	.2804	.1583	8.01	2.2208	.2883	.1241	7.70	-10.0
.201	89.50	1.40	13.99	2.3360	.2988	.1397	7.82	2.3269	.3043	.1285	7.65	-10.0
.201	89.20	1.40	15.04	2.4370	.3191	.1265	7.64	2.4352	.3226	.1256	7.55	-10.0
.201	89.10	1.40	15.85	2.4980	.3325	.1249	7.51	2.4979	.3346	.1230	7.46	-10.0
.200	88.80	1.40	16.96	2.5730	.3501	.1257	7.35	2.5730	.3509	.1121	7.33	-10.0
.200	88.90	1.40	18.29	2.6040	.3824	.1381	6.81	2.6040	.3823	.1157	6.81	-10.0
.200	88.60	1.39	18.94	2.6110	.3878	.1481	6.73	2.6110	.3878	.1233	6.73	-10.0
.200	88.60	1.40	20.00	2.4900	.4572	.0225	5.45	2.4900	.4572	-.0035	5.45	-10.0
.200	88.60	1.40	21.06	2.5410	.4923	-.0021	5.16	2.5410	.4923	-.0281	5.16	-10.0
.200	88.90	1.41	22.92	2.4700	.5764	-.1523	4.29	2.4700	.5764	-.1764	4.29	-10.0
.200	88.50	1.41	25.16	2.3840	.6436	-.0375	3.70	2.3840	.6436	-.0570	3.70	-10.3
.202	90.00	1.41	.42	.9100	.1900	.4143	4.79	.7369	.1911	.3939	3.86	-10.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 114 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	59.00	.95	-6.04	.0310	.1767	-.1393	.18	-.3116	.1798	-.0931	-1.73	5.0
.201	58.90	.95	-3.52	.4660	.1498	-.2581	3.11	.1700	.1519	-.2274	1.12	5.0
.201	58.70	.94	-1.77	.8270	.1431	-.3890	5.78	.5766	.1445	-.3737	3.99	5.0
.201	58.60	.94	.29	1.2180	.1559	-.5142	7.81	1.0405	.1570	-.5327	6.63	5.0
.201	58.70	.94	2.95	1.5080	.1775	-.5654	8.50	1.4012	.1819	-.6102	7.70	5.0
.200	58.20	.93	4.56	1.6870	.1947	-.5966	8.66	1.5957	.2007	-.6447	7.95	5.0
.200	58.00	.93	6.83	1.9120	.2246	-.6411	8.51	1.8283	.2314	-.6910	7.90	5.0
.200	58.10	.93	9.24	2.1500	.2618	-.6845	8.21	2.0785	.2699	-.7344	7.70	5.0
.200	58.00	.93	10.92	2.3120	.2864	-.7067	8.07	2.2560	.2954	-.7550	7.64	5.0
.199	57.60	.92	13.19	2.5190	.3296	-.7179	7.64	2.4991	.3369	-.7462	7.42	5.0
.199	57.60	.92	13.85	2.5770	.3423	-.7179	7.53	2.5663	.3481	-.7318	7.37	5.0
.200	58.00	.93	15.22	2.6620	.3705	-.7000	7.18	2.6608	.3737	-.7005	7.12	5.0
.200	58.00	.92	15.93	2.7100	.3837	-.6790	7.06	2.7100	.3857	-.6815	7.03	5.1
.200	58.20	.92	16.98	2.7540	.4011	-.6485	6.87	2.7540	.4019	-.6623	6.85	5.1
.200	58.10	.92	18.32	2.7730	.4358	-.6074	6.36	2.7730	.4357	-.6300	6.36	5.1
.200	57.90	.92	19.14	2.6960	.4832	-.6295	5.58	2.6960	.4832	-.6548	5.58	5.0
.200	58.00	.93	20.26	2.6780	.5191	-.6549	5.16	2.6780	.5191	-.6810	5.16	5.0
.200	57.70	.93	21.01	2.6390	.5651	-.6561	4.67	2.6390	.5651	-.6821	4.67	5.0
.200	58.10	.93	22.68	2.6330	.6424	-.7450	4.10	2.6330	.6424	-.7693	4.10	5.0
.201	58.60	.94	24.93	2.5550	.7254	-.7032	3.52	2.5550	.7254	-.7234	3.52	5.0
.201	58.50	.93	.27	1.2050	.1539	-.5190	7.83	1.0268	.1550	-.5372	6.63	5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 115 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.40	.93	-5.67	-.0110	.1758	.2398	-.06	-.3477	.1787	.2843	-1.95	0.0
.201	58.60	.93	-3.84	.3100	.1516	.1510	2.04	.0072	.1538	.1839	.05	0.0
.201	58.50	.93	-1.71	.7060	.1392	-.0240	5.07	.4574	.1406	-.0095	3.25	0.0
.201	58.50	.93	.29	1.1200	.1497	-.1773	7.48	.9425	.1508	-.1958	6.25	0.0
.201	58.40	.93	2.41	1.3350	.1619	-.2388	8.25	1.2189	.1656	-.2809	7.36	0.0
.201	58.40	.93	4.28	1.5660	.1798	-.2951	8.71	1.4736	.1856	-.3426	7.94	0.0
.201	58.40	.93	6.63	1.7960	.2056	-.3502	8.74	1.7117	.2124	-.4001	8.06	0.0
.200	58.30	.92	8.75	2.0140	.2339	-.3928	8.61	1.9398	.2417	-.4430	8.02	0.0
.200	58.10	.92	10.78	2.2200	.2659	-.4208	8.35	2.1625	.2749	-.4695	7.87	0.0
.200	57.90	.92	13.24	2.4610	.3095	-.4394	7.95	2.4418	.3167	-.4667	7.71	0.0
.199	57.60	.92	13.87	2.4860	.3206	-.4412	7.75	2.4755	.3264	-.4547	7.58	0.0
.200	57.70	.92	15.62	2.6140	.3533	-.4232	7.40	2.6136	.3558	-.4241	7.35	0.0
.200	57.70	.92	15.88	2.6240	.3582	-.4217	7.33	2.6239	.3603	-.4238	7.28	0.0
.200	58.10	.92	16.98	2.6770	.3777	-.3977	7.09	2.6770	.3785	-.4115	7.07	0.0
.200	57.90	.92	18.01	2.7030	.4044	-.3689	6.68	2.7030	.4044	-.3900	6.68	0.0
.199	57.70	.92	19.02	2.6960	.4406	-.3457	6.12	2.6960	.4406	-.3707	6.12	0.0
.199	57.70	.92	20.18	2.6340	.5008	-.4393	5.26	2.6340	.5008	-.4653	5.26	0.0
.200	58.00	.92	20.83	2.6110	.5185	-.4137	5.04	2.6110	.5185	-.4398	5.04	0.0
.200	57.70	.92	22.91	2.5860	.6184	-.5169	4.18	2.5860	.6184	-.5410	4.18	0.0
.200	57.70	.92	25.08	2.4600	.6957	-.4499	3.54	2.4600	.6957	-.4696	3.54	0.0
.201	58.40	.92	.22	1.0790	.1485	-.1520	7.27	.8990	.1496	-.1695	6.01	0.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 116 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	58.20	.93	-5.79	-.1190	.2090	.5496	-.57	-.4577	.2120	.5947	-2.16	-5.0
.201	58.30	.93	-3.99	.1820	.1719	.4779	1.06	-.1238	.1741	.5118	-.71	-5.0
.200	58.20	.92	-1.52	.6520	.1454	.3055	4.48	.4090	.1467	.3175	2.79	-4.9
.201	58.40	.93	.19	.9490	.1509	.1982	6.29	.7679	.1519	.1812	5.05	-4.9
.201	58.60	.93	2.22	1.2320	.1605	.1444	7.68	1.1120	.1639	.1036	6.78	-5.0
.200	58.20	.92	4.34	1.4340	.1753	.0943	8.18	1.3419	.1812	.0466	7.41	-5.0
.201	58.30	.92	6.70	1.7170	.2010	.0172	8.54	1.6329	.2078	-.0327	7.86	-4.9
.200	57.90	.92	8.61	1.8920	.2239	-.0475	8.45	1.8173	.2317	-.0979	7.84	-4.9
.200	58.10	.92	10.82	2.0970	.2482	-.1047	8.45	2.0399	.2572	-.1533	7.93	-5.0
.200	57.90	.92	12.66	2.2920	.2819	-.1340	8.13	2.2633	.2901	-.1711	7.80	-4.9
.200	57.80	.92	14.32	2.4660	.3187	-.1481	7.74	2.4600	.3235	-.1543	7.60	-4.9
.200	58.10	.92	14.75	2.5080	.3267	-.1485	7.68	2.5049	.3307	-.1507	7.57	-4.9
.200	58.20	.92	16.09	2.5770	.3499	-.1326	7.36	2.5770	.3517	-.1364	7.33	-5.1
.200	57.90	.92	17.54	2.6440	.3800	-.1182	6.96	2.6440	.3803	-.1366	6.95	-5.0
.201	58.30	.92	17.85	2.6370	.3819	-.1115	6.90	2.6370	.3820	-.1317	6.90	-5.0
.200	58.00	.92	19.11	2.6210	.4222	-.0833	6.21	2.6210	.4222	-.1085	6.21	-5.0
.200	58.20	.92	20.34	2.5570	.4817	-.2027	5.31	2.5570	.4817	-.2288	5.31	-5.0
.201	58.50	.93	21.04	2.4740	.5283	-.2943	4.68	2.4740	.5283	-.3203	4.68	-5.0
.201	58.60	.93	22.69	2.5180	.5834	-.3008	4.32	2.5180	.5834	-.3251	4.32	-5.0
.201	58.40	.93	24.76	2.3850	.6349	-.1968	3.76	2.3850	.6349	-.2176	3.76	-4.9
.201	58.40	.92	.35	1.0310	.1518	.1830	6.79	.8555	.1529	.1636	5.60	-5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 117 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	58.10	.93	-5.81	-.1730	.2531	.6678	-.68	-.5120	.2561	.7130	-2.00	-10.0
.200	58.20	.93	-4.07	.1150	.2204	.6222	.52	-.1924	.2226	.6567	-.86	-10.0
.201	58.30	.93	-2.11	.4950	.1976	.5386	2.51	.2349	.1991	.5578	1.18	-10.0
.200	58.20	.92	.17	.8910	.1907	.4295	4.67	.7092	.1917	.4128	3.70	-10.0
.201	58.30	.92	3.03	1.2110	.1905	.3977	6.36	1.1055	.1950	.3526	5.67	-10.0
.200	58.10	.92	4.22	1.3540	.1938	.3881	6.99	1.2613	.1996	.3407	6.32	-10.0
.200	58.10	.92	6.35	1.5810	.1964	.3374	8.05	1.4959	.2031	.2874	7.37	-10.0
.200	58.10	.92	8.79	1.8060	.2189	.2852	8.25	1.7320	.2268	.2350	7.64	-10.0
.200	58.00	.92	10.81	2.0350	.2446	.2419	8.32	1.9778	.2536	.1933	7.80	-10.0
.200	57.90	.92	12.94	2.2290	.2749	.2010	8.11	2.2050	.2827	.1680	7.80	-10.0
.200	57.80	.92	13.88	2.3120	.2879	.1820	8.03	2.3017	.2937	.1687	7.84	-10.0
.199	57.70	.92	14.96	2.4000	.3107	.1694	7.72	2.3978	.3144	.1683	7.63	-10.0
.199	57.60	.91	16.05	2.4660	.3285	.1711	7.51	2.4660	.3303	.1677	7.47	-10.0
.200	57.90	.92	16.95	2.5390	.3488	.1701	7.28	2.5390	.3496	.1566	7.26	-10.0
.200	58.10	.92	17.92	2.5450	.3640	.1721	6.99	2.5450	.3640	.1515	6.99	-10.0
.200	57.80	.92	18.94	2.5240	.3926	.2045	6.43	2.5240	.3926	.1797	6.43	-10.0
.200	57.90	.92	20.04	2.4650	.4529	.0464	5.44	2.4650	.4529	.0204	5.44	-10.0
.200	57.90	.92	21.00	2.4660	.4855	.0628	5.08	2.4660	.4855	.0368	5.08	-10.0
.200	57.80	.92	23.07	2.4640	.5843	-.1131	4.22	2.4640	.5843	-.1371	4.22	-10.0
.200	58.00	.92	25.06	2.3100	.6220	.0006	3.71	2.3100	.6220	-.0192	3.71	-10.1

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 118 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	272.00	4.27	-5.97	.2790	.1475	-.1616	1.89	-.0625	.1506	-.1157	-.42	5.0
.203	272.30	4.26	-3.87	.7250	.1273	-.3549	5.70	.4216	.1295	-.3218	3.26	5.0
.203	271.90	4.26	-1.63	1.0450	.1320	-.4658	7.92	.7987	.1333	-.4523	5.99	4.9
.203	271.20	4.25	.61	1.2900	.1489	-.5221	8.66	1.1233	.1501	-.5451	7.48	4.9
.203	271.00	4.24	2.44	1.4940	.1671	-.5704	8.94	1.3785	.1709	-.6127	8.07	4.9
.202	270.70	4.24	4.66	1.7350	.1927	-.6171	9.00	1.6440	.1988	-.6654	8.27	4.9
.203	271.50	4.24	6.67	1.9270	.2188	-.6569	8.81	1.8428	.2256	-.7068	8.17	4.9
.203	271.00	4.24	8.83	2.1530	.2552	-.6986	8.44	2.0792	.2631	-.7487	7.90	4.8
.202	270.40	4.23	10.90	2.3660	.2932	-.7330	8.07	2.3098	.3022	-.7813	7.64	4.8
.202	269.60	4.22	12.95	2.5700	.3314	-.7583	7.75	2.5462	.3392	-.7912	7.51	4.7
.202	269.00	4.21	13.96	2.6460	.3430	-.7442	7.71	2.6366	.3486	-.7559	7.56	4.7
.201	267.70	4.20	14.82	2.7080	.3630	-.7325	7.46	2.7052	.3669	-.7343	7.37	4.7
.201	267.50	4.20	15.89	2.7830	.4006	-.6988	6.95	2.7829	.4027	-.7010	6.91	4.7
.202	268.60	4.20	17.26	2.8390	.4176	-.6784	6.80	2.8390	.4181	-.6948	6.79	4.8
.201	266.50	4.19	18.13	2.8980	.4370	-.6732	6.63	2.8980	.4370	-.6949	6.63	4.6
.201	267.90	4.20	19.02	2.9180	.4573	-.6587	6.38	2.9180	.4573	-.6837	6.38	4.7
.201	266.60	4.20	20.24	2.7840	.5257	-.7231	5.30	2.7840	.5257	-.7492	5.30	4.6
.201	265.90	4.21	21.31	2.7630	.6460	-.6927	4.28	2.7630	.6460	-.7185	4.28	4.6
.201	265.70	4.21	23.12	2.7330	.6825	-.8231	4.00	2.7330	.6825	-.8470	4.00	4.6
.200	264.80	4.21	25.22	2.8000	.7443	-.8568	3.76	2.8000	.7443	-.8761	3.76	4.5
.202	270.40	4.23	.50	1.2800	.1473	-.5075	8.69	1.1097	.1485	-.5290	7.47	4.7

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 119 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	265.10	4.20	-6.08	.1230	.1548	.2330	.79	-.2202	.1579	.2793	-1.39	-.1
.201	266.50	4.20	-3.89	.5660	.1306	.0464	4.33	.2622	.1328	.0796	1.98	-.1
.200	264.70	4.19	-1.55	.9190	.1304	-.1024	7.05	.6751	.1317	-.0900	5.13	0.0
.201	267.50	4.20	.47	1.1830	.1410	-.1721	8.39	1.0116	.1422	-.1932	7.12	-.1
.201	266.50	4.19	2.49	1.3820	.1581	-.2318	8.74	1.2674	.1619	-.2744	7.83	-.1
.201	266.70	4.19	4.97	1.6480	.1863	-.2954	8.85	1.5579	.1926	-.3443	8.09	-.1
.201	266.50	4.19	6.78	1.8530	.2085	-.3414	8.89	1.7691	.2153	-.3913	8.22	-.1
.200	263.80	4.16	8.78	2.0450	.2370	-.3740	8.63	1.9710	.2449	-.4242	8.05	-.2
.200	264.40	4.17	10.89	2.2650	.2725	-.4054	8.31	2.2087	.2815	-.4538	7.85	-.2
.200	264.20	4.16	13.15	2.4970	.3120	-.4329	8.00	2.4764	.3194	-.4620	7.75	-.2
.200	264.50	4.16	13.98	2.5660	.3252	-.4299	7.89	2.5568	.3307	-.4413	7.73	-.2
.200	264.00	4.16	15.48	2.6620	.3600	-.4110	7.39	2.6614	.3627	-.4115	7.34	-.2
.200	263.40	4.15	15.90	2.6950	.3794	-.4050	7.10	2.6949	.3814	-.4073	7.07	-.3
.199	263.20	4.14	16.90	2.7480	.3853	-.3926	7.13	2.7480	.3862	-.4055	7.12	-.3
.200	264.00	4.15	18.36	2.8110	.4129	-.3792	6.81	2.8110	.4128	-.4019	6.81	-.3
.202	269.60	4.19	19.06	2.8530	.4355	-.3803	6.55	2.8530	.4355	-.4054	6.55	-.3
.202	269.80	4.21	19.98	2.7100	.5805	-.4629	4.67	2.7100	.5805	-.4889	4.67	-.5
.202	268.80	4.21	21.11	2.7050	.6148	-.4605	4.40	2.7050	.6148	-.4864	4.40	-.6
.202	270.60	4.23	23.36	2.6680	.6907	-.6158	3.86	2.6680	.6907	-.6396	3.86	-.6
.202	270.30	4.24	24.89	2.6960	.7758	-.6211	3.48	2.6960	.7758	-.6415	3.48	-.1
.202	271.10	4.21	.59	1.1890	.1428	-.1818	8.33	1.0217	.1440	-.2046	7.09	0.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 120 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	270.70	4.22	-6.04	.0420	.1637	.5556	.26	-.3006	.1668	.6018	-1.80	-5.0
.203	272.20	4.23	-3.63	.5210	.1350	.3512	3.86	.2226	.1371	.3826	1.62	-5.0
.202	270.50	4.21	-1.70	.8060	.1337	.2454	6.03	.5577	.1351	.2598	4.13	-5.0
.202	270.20	4.21	.42	1.0450	.1432	.1805	7.30	.8719	.1443	.1601	6.04	-5.0
.201	268.60	4.19	2.24	1.2510	.1551	.1201	8.07	1.1314	.1586	.0792	7.14	-5.0
.202	269.90	4.20	4.47	1.4970	.1750	.0536	8.55	1.4054	.1810	.0057	7.77	-5.0
.202	269.40	4.19	6.52	1.7240	.1957	-.0067	8.81	1.6394	.2024	-.0566	8.10	-5.0
.201	267.90	4.18	8.75	1.9560	.2244	-.0669	8.72	1.8818	.2322	-.1171	8.10	-5.0
.201	267.80	4.18	10.99	2.1880	.2577	-.1074	8.49	2.1329	.2667	-.1554	8.00	-5.0
.201	267.40	4.17	12.95	2.3770	.2922	-.1360	8.13	2.3532	.3000	-.1689	7.84	-5.1
.201	268.40	4.18	13.99	2.4630	.3088	-.1433	7.98	2.4539	.3143	-.1545	7.81	-4.9
.202	269.00	4.18	14.86	2.5400	.3197	-.1417	7.94	2.5374	.3236	-.1433	7.84	-4.9
.201	267.50	4.17	15.97	2.6110	.3568	-.1272	7.32	2.6110	.3587	-.1300	7.28	-4.9
.202	269.30	4.18	16.98	2.6530	.3889	-.1176	6.82	2.6530	.3897	-.1314	6.81	-4.9
.202	268.60	4.17	18.16	2.7140	.3871	-.1168	7.01	2.7140	.3871	-.1386	7.01	-5.0
.201	267.20	4.16	19.16	2.7520	.4045	-.1189	6.80	2.7520	.4045	-.1442	6.80	-5.0
.201	268.40	4.19	20.09	2.7110	.5449	-.0867	4.98	2.7110	.5449	-.1127	4.98	-5.0
.201	266.50	4.17	21.25	2.6520	.5051	-.2338	5.25	2.6520	.5051	-.2596	5.25	-5.2
.201	266.60	4.18	23.09	2.6070	.5883	-.3866	4.43	2.6070	.5883	-.4105	4.43	-4.9
.200	265.50	4.18	25.21	2.6250	.6447	-.3814	4.07	2.6250	.6447	-.4007	4.07	-5.1
.200	263.70	4.15	.42	1.0480	.1424	.1739	7.36	.8749	.1435	.1535	6.10	-4.9

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 121 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	267.90	4.20	-6.05	-.0190	.2283	.6582	-.08	-.3618	.2314	.7044	-1.56	-10.0
.202	268.10	4.20	-3.88	.3980	.1933	.5328	2.06	.0944	.1955	.5660	.48	-10.1
.202	268.60	4.20	-1.35	.7720	.1780	.4316	4.34	.5343	.1792	.4412	2.98	-10.1
.202	268.50	4.19	.42	.9520	.1703	.4439	5.59	.7789	.1714	.4235	4.54	-10.1
.202	268.40	4.19	2.41	1.1720	.1597	.4187	7.34	1.0559	.1634	.3766	6.46	-10.1
.201	267.90	4.18	4.68	1.4200	.1771	.3553	8.02	1.3290	.1832	.3069	7.25	-10.1
.201	266.40	4.17	6.67	1.6200	.1970	.2983	8.22	1.5358	.2038	.2484	7.54	-10.2
.201	267.30	4.17	8.91	1.8490	.2225	.2423	8.31	1.7755	.2304	.1922	7.70	-10.2
.201	265.80	4.16	10.72	2.0410	.2465	.2055	8.28	1.9828	.2554	.1566	7.76	-10.2
.201	265.90	4.16	12.87	2.2710	.2812	.1615	8.08	2.2458	.2891	.1273	7.77	-10.1
.201	267.10	4.16	13.95	2.3700	.2972	.1495	7.97	2.3605	.3028	.1376	7.80	-10.1
.201	267.50	4.17	15.07	2.4540	.3134	.1457	7.83	2.4523	.3169	.1449	7.74	-10.1
.202	269.00	4.18	15.83	2.5000	.3343	.1519	7.48	2.4999	.3365	.1501	7.43	-10.1
.202	268.80	4.17	16.84	2.2840	.2559	.1559	8.93	2.2840	.2569	.1436	8.89	-10.0
.202	268.80	4.17	18.11	2.6300	.3710	.1436	7.09	2.6300	.3710	.1220	7.09	-10.1
.201	267.90	4.16	19.11	2.6810	.3961	.1285	6.77	2.6810	.3961	.1033	6.77	-10.1
.202	268.30	4.17	19.91	2.6830	.4160	.1355	6.45	2.6830	.4160	.1095	6.45	-10.1
.202	268.40	4.19	21.03	2.5650	.5542	-.0085	4.63	2.5650	.5542	-.0345	4.63	-10.3
.201	267.80	4.18	23.00	2.5470	.5740	-.1921	4.44	2.5470	.5740	-.2161	4.44	-10.1
.203	271.50	4.22	25.03	2.5580	.6114	-.1908	4.18	2.5580	.6114	-.2107	4.18	-10.2
.201	266.70	4.17	.54	.9730	.1491	.4866	6.53	.8040	.1503	.4645	5.35	-10.3

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 122 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	265.80	4.18	-6.06	-.0100	.2605	.6382	-.04	-.3529	.2636	.6845	-1.34	-15.0
.202	268.70	4.20	-3.93	.3810	.2306	.5569	1.65	.0764	.2328	.5904	.33	-15.0
.202	268.70	4.19	-1.40	.7300	.2196	.5201	3.32	.4907	.2208	.5304	2.22	-15.0
.201	268.00	4.18	.41	.9220	.2178	.5512	4.23	.7486	.2189	.5309	3.42	-14.9
.201	267.50	4.18	2.30	1.1110	.2189	.5269	5.08	.9927	.2225	.4855	4.46	-15.0
.201	268.10	4.18	4.45	1.3320	.2213	.5183	6.02	1.2403	.2273	.4704	5.46	-15.0
.201	268.00	4.17	6.49	1.5390	.2269	.5175	6.78	1.4543	.2336	.4676	6.22	-15.1
.201	267.20	4.16	8.71	1.7130	.2319	.5358	7.39	1.6387	.2397	.4855	6.84	-15.1
.201	266.80	4.15	10.73	1.9500	.2420	.5130	8.06	1.8919	.2509	.4642	7.54	-15.0
.201	267.30	4.15	12.70	2.1320	.2681	.4697	7.95	2.1040	.2763	.4331	7.62	-15.0
.201	267.50	4.15	13.80	2.2330	.2838	.4505	7.87	2.2217	.2898	.4356	7.67	-15.0
.201	267.40	4.15	15.23	2.3560	.3080	.4338	7.65	2.3548	.3112	.4333	7.57	-15.0
.201	266.80	4.15	15.81	2.4050	.3206	.4355	7.50	2.4049	.3228	.4338	7.45	-15.0
.201	267.10	4.14	16.88	2.4700	.3511	.4349	7.04	2.4700	.3520	.4222	7.02	-15.1
.201	268.30	4.15	18.22	2.5570	.3621	.4168	7.06	2.5570	.3620	.3947	7.06	-15.1
.201	268.50	4.15	19.08	2.5790	.3847	.4023	6.70	2.5790	.3847	.3771	6.70	-15.2
.201	266.80	4.15	20.39	2.5220	.4438	.1911	5.68	2.5220	.4438	.1650	5.68	-15.1
.201	267.80	4.17	20.94	2.4980	.5409	.2134	4.62	2.4980	.5409	.1874	4.62	-15.1
.201	267.90	4.17	22.97	2.4930	.5704	-.0155	4.37	2.4930	.5704	-.0395	4.37	-15.3
.202	270.60	4.19	25.05	2.5140	.6132	.0015	4.10	2.5140	.6132	-.0183	4.10	-15.1
.201	268.30	4.17	.62	.9460	.2177	.5409	4.35	.7797	.2190	.5177	3.56	-15.1

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 123 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	172.00	2.75	-6.13	.0810	.1725	-.1023	.47	-.2630	.1757	-.0557	-1.50	5.0
.201	171.40	2.74	-3.97	.4710	.1462	-.2380	3.22	.1656	.1484	-.2042	1.12	5.0
.201	171.50	2.73	-1.63	.9680	.1428	-.4386	6.78	.7217	.1441	-.4251	5.01	5.0
.201	171.40	2.73	.94	1.3210	.1572	-.5421	8.40	1.1651	.1587	-.5694	7.34	5.0
.200	171.00	2.72	2.51	1.4870	.1716	-.5766	8.67	1.3728	.1755	-.6193	7.82	4.9
.200	170.80	2.71	4.77	1.7240	.1998	-.6123	8.63	1.6333	.2060	-.6609	7.93	4.9
.200	170.70	2.71	6.48	1.9120	.2197	-.6498	8.70	1.8273	.2264	-.6997	8.07	4.9
.200	170.60	2.71	9.09	2.1640	.2633	-.7011	8.22	2.0915	.2714	-.7511	7.71	5.0
.201	172.00	2.71	10.88	2.3440	.2933	-.7384	7.99	2.2876	.3023	-.7868	7.57	5.0
.201	171.70	2.71	12.96	2.5440	.3309	-.7622	7.69	2.5203	.3387	-.7949	7.44	5.0
.201	172.30	2.71	14.26	2.6410	.3575	-.7467	7.39	2.6345	.3625	-.7537	7.27	5.0
.202	174.50	2.73	15.35	2.7210	.3813	-.7280	7.14	2.7201	.3843	-.7284	7.08	5.0
.203	175.10	2.73	16.10	2.7710	.3906	-.7043	7.09	2.7710	.3924	-.7082	7.06	5.0
.203	175.10	2.73	17.16	2.8310	.4184	-.6790	6.77	2.8310	.4190	-.6945	6.76	5.0
.202	174.60	2.72	18.22	2.9050	.4510	-.6677	6.44	2.9050	.4509	-.6898	6.44	5.0
.202	174.50	2.72	19.00	2.9190	.4687	-.6559	6.23	2.9190	.4687	-.6809	6.23	5.0
.203	175.20	2.73	20.08	2.7700	.5319	-.7180	5.21	2.7700	.5319	-.7440	5.21	4.8
.202	174.90	2.73	20.98	2.7980	.5657	-.7160	4.95	2.7980	.5657	-.7420	4.95	5.0
.203	175.90	2.75	23.09	2.7600	.6769	-.8352	4.08	2.7600	.6769	-.8591	4.08	5.0
.203	176.00	2.75	25.02	2.7720	.7466	-.8346	3.71	2.7720	.7466	-.8545	3.71	5.0
.201	173.20	2.71	.62	1.3000	.1551	-.5318	8.38	1.1337	.1564	-.5550	7.25	5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 124 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	174.50	2.73	-6.08	-.0190	.1752	.2924	-.11	-.3622	.1783	.3387	-2.03	0.0
.202	174.30	2.72	-4.15	.3380	.1471	.1711	2.30	.0290	.1493	.2062	.19	0.0
.202	175.00	2.72	-1.72	.8550	.1380	-.0627	6.20	.6061	.1394	-.0480	4.35	0.0
.202	174.20	2.72	.60	1.1900	.1477	-.1795	8.06	1.0230	.1489	-.2024	6.87	0.0
.202	174.90	2.72	2.92	1.4320	.1669	-.2438	8.58	1.3248	.1713	-.2885	7.73	-.1
.202	174.80	2.72	4.50	1.5940	.1841	-.2809	8.66	1.5025	.1901	-.3289	7.90	-.1
.203	175.90	2.72	6.64	1.8420	.2092	-.3387	8.80	1.7577	.2160	-.3886	8.14	-.1
.202	175.30	2.72	8.84	2.0430	.2419	-.3747	8.45	1.9692	.2498	-.4248	7.88	-.1
.202	174.90	2.71	10.74	2.2420	.2679	-.4120	8.37	2.1840	.2768	-.4608	7.89	0.0
.202	175.20	2.71	13.11	2.4560	.3095	-.4364	7.94	2.4348	.3170	-.4663	7.68	0.0
.202	175.60	2.71	14.02	2.5380	.3230	-.4287	7.86	2.5292	.3285	-.4393	7.70	0.0
.202	174.70	2.70	15.15	2.6320	.3511	-.4231	7.50	2.6305	.3544	-.4237	7.42	0.0
.202	174.10	2.70	16.26	2.7080	.3757	-.4048	7.21	2.7081	.3773	-.4103	7.18	0.0
.202	175.00	2.70	17.27	2.7590	.3970	-.3887	6.95	2.7590	.3975	-.4052	6.94	0.0
.202	174.90	2.70	18.38	2.8160	.4226	-.3860	6.66	2.8160	.4225	-.4088	6.66	0.0
.202	175.10	2.70	19.07	2.8370	.4344	-.3623	6.53	2.8370	.4344	-.3875	6.53	0.0
.203	175.80	2.72	20.00	2.7000	.5002	-.4868	5.40	2.7000	.5002	-.5128	5.40	-.2
.203	177.00	2.73	21.27	2.7560	.5441	-.4842	5.07	2.7560	.5441	-.5100	5.07	0.0
.203	176.30	2.73	22.94	2.6870	.6187	-.6034	4.34	2.6870	.6187	-.6274	4.34	-.1
.203	176.40	2.74	25.34	2.7080	.7095	-.5833	3.82	2.7080	.7095	-.6022	3.82	0.0
.202	174.10	2.71	.49	1.1920	.1465	-.1854	8.14	1.0213	.1477	-.2068	6.92	0.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 125 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	178.90	2.77	-5.99	-.1090	.1844	.6181	-.59	-.4508	.1875	.6641	-2.40	-5.0
.203	179.80	2.78	-3.84	.2820	.1521	.4832	1.85	-.0208	.1543	.5161	-.13	-5.0
.203	179.10	2.77	-1.67	.7630	.1421	.2865	5.37	.5155	.1435	.3005	3.59	-5.0
.203	179.20	2.77	.54	1.0720	.1488	.1762	7.20	.9030	.1500	.1541	6.02	-5.0
.203	178.50	2.76	2.53	1.3030	.1622	.1166	8.03	1.1892	.1661	.0737	7.16	-5.0
.202	178.40	2.76	4.54	1.5140	.1821	.0604	8.31	1.4226	.1881	.0123	7.56	-5.0
.203	178.70	2.76	6.51	1.7350	.2022	-.0009	8.58	1.6503	.2089	-.0508	7.90	-5.0
.202	177.80	2.75	8.87	1.9730	.2355	-.0633	8.38	1.8993	.2434	-.1134	7.80	-5.1
.202	177.00	2.75	10.75	2.1720	.2623	-.1008	8.28	2.1141	.2712	-.1496	7.79	-5.0
.202	177.30	2.75	13.13	2.4140	.3019	-.1340	8.00	2.3931	.3094	-.1635	7.74	-5.1
.202	176.90	2.74	14.12	2.4980	.3233	-.1402	7.73	2.4902	.3285	-.1492	7.58	-5.1
.202	176.60	2.74	15.10	2.5510	.3379	-.1347	7.55	2.5494	.3413	-.1354	7.47	-5.1
.201	176.40	2.74	16.05	2.6330	.3549	-.1226	7.42	2.6330	.3567	-.1260	7.38	-5.1
.203	178.60	2.75	17.09	2.6900	.3786	-.1165	7.11	2.6900	.3793	-.1314	7.09	-5.0
.203	179.00	2.76	18.34	2.7590	.4079	-.1127	6.76	2.7590	.4078	-.1353	6.76	-5.1
.203	179.90	2.76	19.32	2.7700	.4467	-.0937	6.20	2.7700	.4467	-.1193	6.20	-5.0
.203	179.00	2.76	20.20	2.6690	.4904	-.2384	5.44	2.6690	.4904	-.2645	5.44	-5.1
.203	179.00	2.77	21.12	2.6760	.5208	-.2449	5.14	2.6760	.5208	-.2708	5.14	-5.2
.203	178.50	2.77	23.01	2.6550	.6168	-.3882	4.30	2.6550	.6168	-.4122	4.30	-5.1
.203	178.50	2.78	25.06	2.6820	.6886	-.3501	3.89	2.6820	.6886	-.3699	3.89	-5.0
.204	180.20	2.78	.58	1.0980	.1482	.1694	7.41	.9303	.1494	.1468	6.23	-5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 126 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	177.90	2.77	-6.01	-.1530	.2461	.7410	-.62	-.4952	.2492	.7870	-1.99	-10.1
.203	178.80	2.78	-4.26	.1740	.2124	.6523	.82	-.1371	.2147	.6882	-.64	-10.1
.203	178.80	2.77	-1.86	.6680	.1920	.4799	3.48	.4150	.1934	.4963	2.15	-10.1
.203	178.00	2.77	.53	.9920	.1853	.4127	5.35	.8227	.1865	.3908	4.41	-10.1
.203	178.20	2.77	2.32	1.1700	.1853	.3961	6.31	1.0521	.1889	.3546	5.57	-9.9
.203	178.60	2.77	4.65	1.4170	.1833	.3711	7.73	1.3260	.1894	.3228	7.00	-10.1
.202	177.70	2.76	6.45	1.6330	.1986	.3150	8.22	1.5482	.2053	.2651	7.54	-10.1
.202	177.30	2.75	8.00	1.7780	.2185	.2804	8.14	1.7010	.2259	.2294	7.53	-10.1
.203	178.20	2.76	10.58	2.0390	.2533	.2272	8.05	1.9794	.2622	.1780	7.55	-10.1
.203	178.10	2.76	13.02	2.2940	.2892	.1740	7.93	2.2713	.2969	.1424	7.65	-10.1
.203	178.10	2.76	13.88	2.3840	.3050	.1621	7.82	2.3737	.3108	.1488	7.64	-10.1
.202	177.40	2.75	14.97	2.4640	.3238	.1575	7.61	2.4619	.3275	.1564	7.52	-10.2
.203	178.50	2.76	16.07	2.5290	.3471	.1598	7.29	2.5290	.3489	.1562	7.25	-10.1
.203	178.20	2.75	16.96	2.5910	.3632	.1571	7.13	2.5910	.3640	.1435	7.12	-10.1
.203	177.80	2.75	18.12	2.6600	.3873	.1535	6.87	2.6600	.3873	.1319	6.87	-10.1
.203	177.60	2.75	19.08	2.7110	.4203	.1474	6.45	2.7110	.4203	.1222	6.45	-10.1
.202	176.70	2.75	20.00	2.5660	.4743	.0010	5.41	2.5660	.4743	-.0250	5.41	-10.1
.203	177.90	2.76	20.94	2.6080	.5098	-.0024	5.12	2.6080	.5098	-.0284	5.12	-10.1
.203	178.90	2.77	22.99	2.5890	.5917	-.1805	4.38	2.5890	.5917	-.2045	4.38	-10.1
.203	177.50	2.77	25.06	2.6080	.6735	-.1538	3.87	2.6080	.6735	-.1736	3.87	-10.1
.202	177.10	2.76	.47	.9900	.1849	.4112	5.35	.8186	.1861	.3901	4.40	-10.1

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 127 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	176.50	2.76	-5.90	-.1510	.2802	.6827	-.54	-.4914	.2833	.7283	-1.73	-15.0
.202	177.20	2.77	-4.32	.1100	.2516	.6455	.44	-.2023	.2539	.6818	-.80	-14.9
.203	177.70	2.77	-1.53	.6530	.2288	.5421	2.85	.4097	.2301	.5543	1.78	-15.0
.203	177.60	2.77	.37	.9080	.2237	.5206	4.06	.7332	.2248	.5009	3.26	-15.0
.202	176.50	2.75	2.40	1.1200	.2258	.5167	4.96	1.0037	.2295	.4746	4.37	-15.0
.202	176.50	2.75	4.50	1.3360	.2290	.5154	5.83	1.2445	.2350	.4674	5.30	-15.0
.202	176.60	2.75	6.53	1.5350	.2371	.5184	6.47	1.4504	.2438	.4685	5.95	-15.0
.202	177.10	2.75	8.66	1.7530	.2543	.5111	6.89	1.6785	.2621	.4607	6.40	-15.1
.202	176.40	2.74	10.65	1.9690	.2582	.5206	7.63	1.9101	.2671	.4716	7.15	-15.1
.202	175.60	2.74	12.92	2.1830	.2854	.4840	7.65	2.1587	.2932	.4506	7.36	-15.0
.202	175.90	2.74	13.94	2.2910	.2987	.4566	7.67	2.2813	.3043	.4445	7.50	-15.1
.201	175.10	2.73	14.97	2.3600	.3167	.4532	7.45	2.3579	.3204	.4521	7.36	-15.1
.203	178.70	2.76	15.77	2.4210	.3281	.4442	7.38	2.4208	.3303	.4427	7.33	-15.1
.203	178.70	2.75	16.94	2.5220	.3540	.4354	7.12	2.5220	.3549	.4220	7.11	-14.9
.203	178.00	2.75	17.95	2.5500	.3630	.4252	7.02	2.5500	.3630	.4045	7.02	-14.9
.203	178.00	2.75	19.03	2.4320	.3342	.4194	7.28	2.4320	.3342	.3943	7.28	-15.1
.203	178.00	2.75	19.90	2.4840	.4534	.2279	5.48	2.4840	.4534	.2019	5.48	-15.1
.203	178.10	2.75	21.01	2.4440	.4494	.2102	5.44	2.4440	.4494	.1842	5.44	-15.2
.203	177.40	2.75	22.89	2.2790	.4751	.0182	4.80	2.2790	.4751	-.0059	4.80	-15.0
.202	177.30	2.76	25.25	2.5120	.6480	.0641	3.88	2.5120	.6480	.0449	3.88	-15.1
.202	176.70	2.75	.53	.9430	.2217	.5253	4.25	.7737	.2229	.5034	3.47	-15.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 128 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.205	91.40	1.45	-6.05	-.2410	.2969	.6727	-.81	-.5838	.3000	.7189	-1.95	-15.0
.205	91.50	1.45	-4.32	.0850	.2612	.6334	.33	-.2273	.2635	.6697	-.86	-15.0
.205	91.90	1.45	-1.99	.4800	.2375	.6036	2.02	.2233	.2390	.6215	.93	-15.0
.205	91.50	1.44	.60	.8740	.2313	.5521	3.78	.7070	.2325	.5292	3.04	-15.0
.204	91.40	1.44	2.40	1.1010	.2316	.5318	4.75	.9847	.2353	.4897	4.18	-15.0
.205	91.80	1.44	4.18	1.2780	.2339	.5148	5.46	1.1851	.2397	.4675	4.95	-15.0
.204	91.50	1.44	6.31	1.4990	.2400	.5093	6.25	1.4139	.2467	.4593	5.73	-15.0
.204	91.50	1.43	8.68	1.7010	.2534	.5131	6.71	1.6266	.2612	.4628	6.23	-14.9
.204	91.10	1.43	10.75	1.9070	.2658	.5072	7.17	1.8491	.2747	.4584	6.73	-15.0
.204	90.90	1.43	12.79	2.1010	.2769	.4762	7.59	2.0745	.2849	.4408	7.28	-15.0
.203	90.50	1.42	13.89	2.2220	.2988	.4545	7.44	2.2118	.3045	.4414	7.26	-14.9
.203	90.50	1.42	14.95	2.3090	.3150	.4345	7.33	2.3068	.3187	.4333	7.24	-15.0
.203	90.20	1.42	15.80	2.3910	.3290	.4324	7.27	2.3908	.3312	.4308	7.22	-15.0
.203	90.40	1.42	16.89	2.4210	.3398	.4231	7.12	2.4210	.3407	.4103	7.11	-15.0
.203	90.30	1.42	17.95	2.5150	.3730	.4308	6.74	2.5150	.3730	.4101	6.74	-15.0
.203	90.40	1.42	18.99	2.5080	.3870	.4216	6.48	2.5080	.3870	.3966	6.48	-15.1
.203	90.50	1.42	20.02	2.4640	.4655	.2481	5.29	2.4640	.4655	.2221	5.29	-15.3
.202	89.90	1.42	20.88	2.5130	.4889	.2268	5.14	2.5130	.4889	.2007	5.14	-15.1
.203	90.30	1.42	23.13	2.4530	.5901	.0400	4.16	2.4530	.5901	.0161	4.16	-15.0
.202	89.50	1.42	25.09	2.4100	.6484	.1293	3.72	2.4100	.6484	.1096	3.72	-15.0
.203	90.50	1.42	.40	.8700	.2314	.5580	3.76	.6963	.2325	.5379	2.99	-15.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 129 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	58.20	.94	-5.89	-.1680	.2852	.6587	-.59	-.5083	.2882	.7042	-1.76	-15.1
.201	58.30	.94	-3.88	.1470	.2536	.6126	.58	-.1566	.2558	.6458	-.61	-15.1
.201	58.30	.94	-1.77	.5340	.2339	.5574	2.28	.2836	.2353	.5727	1.21	-15.0
.201	58.30	.93	.61	.8960	.2334	.5639	3.84	.7293	.2346	.5409	3.11	-15.1
.201	58.10	.93	2.45	1.1050	.2321	.5607	4.76	.9897	.2359	.5183	4.20	-15.1
.201	58.00	.93	4.32	1.2990	.2359	.5343	5.51	1.2068	.2418	.4867	4.99	-14.9
.201	57.90	.93	6.65	1.5210	.2458	.5301	6.19	1.4367	.2526	.4802	5.69	-14.8
.200	57.50	.92	8.74	1.7040	.2556	.5383	6.67	1.6298	.2634	.4880	6.19	-14.9
.200	57.50	.92	10.61	1.8880	.2647	.5405	7.13	1.8287	.2736	.4914	6.68	-14.9
.200	57.40	.92	12.94	2.1230	.2822	.5056	7.52	2.0990	.2900	.4726	7.24	-15.0
.200	57.30	.92	13.96	2.2220	.2917	.4732	7.62	2.2126	.2973	.4615	7.44	-15.0
.199	57.10	.92	15.09	2.3170	.3129	.4616	7.40	2.3153	.3163	.4609	7.32	-14.9
.199	56.90	.91	15.85	2.3800	.3297	.4550	7.22	2.3799	.3318	.4531	7.17	-15.0
.199	56.80	.91	16.87	2.4220	.3450	.4568	7.02	2.4220	.3459	.4442	7.00	-15.0
.199	56.70	.91	18.16	2.4830	.3704	.4622	6.70	2.4830	.3704	.4404	6.70	-15.0
.198	56.50	.91	19.07	2.4780	.4012	.4657	6.18	2.4780	.4012	.4405	6.18	-15.0
.198	56.60	.91	20.04	2.4200	.4480	.2944	5.40	2.4200	.4480	.2684	5.40	-15.0
.198	56.60	.91	21.17	2.4340	.4895	.2846	4.97	2.4340	.4895	.2587	4.97	-15.1
.198	56.40	.91	22.85	2.4270	.5761	.1287	4.21	2.4270	.5761	.1046	4.21	-15.1
.198	56.40	.91	24.85	2.3100	.6334	.1824	3.65	2.3100	.6334	.1619	3.65	-15.0
.200	57.50	.92	.49	.8750	.2330	.5611	3.76	.7043	.2342	.5397	3.01	-14.9

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 139 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	263.80	4.05	-5.70	.5870	.1626	-.4355	3.61	.2063	.1576	-.3373	1.31	OFF
.201	264.70	4.05	-3.48	1.0400	.1553	-.5266	6.70	.7588	.1504	-.4689	5.05	OFF
.201	263.90	4.04	-1.27	1.2740	.1654	-.5164	7.70	1.0921	.1607	-.4979	6.79	OFF
.201	263.30	4.02	.67	1.4580	.1771	-.4915	8.23	1.3445	.1730	-.5030	7.77	OFF
.201	264.90	4.03	2.48	1.6210	.1919	-.4657	8.45	1.5407	.1894	-.4992	8.14	OFF
.201	265.30	4.03	4.70	1.8240	.2120	-.4271	8.60	1.7559	.2123	-.4691	8.27	OFF
.201	264.30	4.01	6.85	2.0250	.2303	-.3786	8.79	1.9635	.2321	-.4187	8.46	OFF
.201	263.90	4.01	8.90	2.1870	.2573	-.3382	8.50	2.1336	.2597	-.3754	8.21	OFF
.201	264.20	4.00	11.02	2.3610	.2819	-.2833	8.38	2.3191	.2865	-.3122	8.09	OFF
.201	264.20	4.00	12.08	2.4480	.2962	-.2510	8.26	2.4158	.3012	-.2713	8.02	OFF
.200	263.50	3.99	13.00	2.5130	.3069	-.2150	8.19	2.4910	.3110	-.2260	8.01	OFF
.200	263.50	3.99	14.32	2.5930	.3380	-.1620	7.67	2.5837	.3406	-.1627	7.59	OFF
.200	262.40	3.98	15.13	2.6190	.3750	-.1304	6.98	2.6146	.3768	-.1318	6.94	OFF
.200	261.90	3.98	16.03	2.6530	.3974	-.0917	6.68	2.6511	.3985	-.0968	6.65	OFF
.201	265.90	4.00	17.17	2.6550	.4597	-.0387	5.78	2.6551	.4601	-.0460	5.77	OFF
.201	265.40	3.99	18.19	2.6230	.4753	.0172	5.52	2.6230	.4753	.0079	5.52	OFF
.201	264.80	3.99	19.19	2.6350	.5176	.0606	5.09	2.6350	.5176	.0507	5.09	OFF
.201	265.00	4.00	21.13	2.4480	.5432	-.0421	4.51	2.4480	.5432	-.0500	4.51	OFF
.200	263.70	4.00	23.07	2.3680	.5988	.0099	3.95	2.3680	.5988	.0040	3.95	OFF
.200	262.30	3.99	25.16	2.3230	.6376	.0754	3.64	2.3230	.6376	.0716	3.64	OFF
.202	269.00	4.01	.39	1.4660	.1704	-.4867	8.60	1.3444	.1662	-.4943	8.09	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 140 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	176.30	2.69	-5.86	.3150	.1775	-.3142	1.77	-.0728	.1725	-.2129	-.42	OFF
.200	175.90	2.68	-3.77	.8710	.1630	-.4524	5.34	.5765	.1581	-.3895	3.65	OFF
.201	177.30	2.69	-1.69	1.1830	.1701	-.5123	6.95	.9835	.1654	-.4867	5.95	OFF
.201	176.20	2.68	.68	1.4590	.1807	-.4916	8.07	1.3458	.1766	-.5032	7.62	OFF
.202	178.80	2.69	2.61	1.6450	.1962	-.4633	8.38	1.5660	.1939	-.4978	8.08	OFF
.202	179.30	2.69	4.70	1.8350	.2145	-.4281	8.55	1.7669	.2148	-.4701	8.23	OFF
.201	177.90	2.68	7.10	2.0650	.2370	-.3763	8.71	2.0044	.2389	-.4162	8.39	OFF
.202	178.20	2.68	9.01	2.2020	.2620	-.3365	8.40	2.1490	.2645	-.3735	8.12	OFF
.201	177.20	2.67	10.99	2.3820	.2846	-.2844	8.37	2.3399	.2892	-.3135	8.09	OFF
.201	177.60	2.67	12.13	2.4610	.2995	-.2505	8.22	2.4294	.3044	-.2703	7.98	OFF
.202	178.00	2.67	13.06	2.5290	.3135	-.2108	8.07	2.5077	.3175	-.2212	7.90	OFF
.202	178.40	2.68	14.14	2.5970	.3325	-.1628	7.81	2.5862	.3352	-.1641	7.71	OFF
.202	178.70	2.68	15.01	2.6340	.3497	-.1390	7.53	2.6290	.3516	-.1400	7.48	OFF
.201	177.50	2.67	15.96	2.6790	.3643	-.0995	7.35	2.6769	.3654	-.1044	7.33	OFF
.201	177.70	2.67	17.26	2.6850	.3853	-.0146	6.97	2.6852	.3856	-.0221	6.96	OFF
.202	179.40	2.68	18.21	2.6650	.4053	.0221	6.58	2.6650	.4053	.0127	6.58	OFF
.203	179.60	2.68	19.22	2.7180	.4426	.0543	6.14	2.7180	.4426	.0444	6.14	OFF
.203	180.00	2.69	20.10	2.5990	.4800	.0030	5.41	2.5990	.4900	-.0059	5.41	OFF
.203	181.00	2.71	23.06	2.4510	.5673	.0126	4.32	2.4510	.5673	.0067	4.32	OFF
.203	179.70	2.70	25.23	2.4250	.6091	.0572	3.98	2.4250	.6091	.0534	3.98	OFF
.202	178.90	2.68	.40	1.4900	.1737	-.4883	8.58	1.3687	.1695	-.4960	8.08	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 141 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	88.20	1.37	-5.92	.2450	.1855	-.3049	1.32	-.1454	.1805	-.2025	-.81	OFF
.202	87.90	1.37	-3.88	.6640	.1681	-.3853	3.95	.3645	.1632	-.3204	2.23	OFF
.202	87.70	1.36	-1.55	1.1350	.1729	-.4822	6.56	.9415	.1682	-.4590	5.60	OFF
.202	88.00	1.36	.76	1.4250	.1858	-.4807	7.67	1.3139	.1818	-.4934	7.23	OFF
.202	88.20	1.36	2.52	1.5960	.1976	-.4594	8.08	1.5161	.1951	-.4932	7.77	OFF
.201	87.60	1.36	4.78	1.8190	.2162	-.4248	8.41	1.7512	.2166	-.4668	8.09	OFF
.201	87.70	1.35	6.65	1.9810	.2352	-.3891	8.42	1.9188	.2370	-.4294	8.10	OFF
.202	88.30	1.36	8.88	2.1510	.2615	-.3369	8.23	2.0975	.2639	-.3742	7.95	OFF
.202	88.00	1.35	10.97	2.3370	.2858	-.2810	8.18	2.2948	.2904	-.3102	7.90	OFF
.202	88.00	1.35	11.93	2.4060	.3007	-.2543	8.00	2.3723	.3057	-.2759	7.76	OFF
.202	88.20	1.35	12.90	2.4740	.3122	-.2202	7.92	2.4509	.3164	-.2323	7.75	OFF
.201	87.70	1.35	14.01	2.5400	.3288	-.1694	7.73	2.5281	.3317	-.1713	7.62	OFF
.201	87.40	1.35	15.11	2.5850	.3478	-.1344	7.43	2.5805	.3496	-.1357	7.38	OFF
.201	87.60	1.35	15.96	2.6310	.3645	-.0866	7.22	2.6289	.3656	-.0915	7.19	OFF
.201	87.60	1.34	17.18	2.6120	.3864	-.0108	6.76	2.6121	.3868	-.0181	6.75	OFF
.201	87.70	1.35	18.11	2.6240	.4099	.0285	6.40	2.6240	.4099	.0193	6.40	OFF
.201	87.40	1.34	19.09	2.6430	.4279	.0625	6.18	2.6430	.4279	.0525	6.18	OFF
.201	87.30	1.35	21.14	2.5330	.5206	.0507	4.87	2.5330	.5206	.0428	4.87	OFF
.202	88.50	1.36	23.05	2.4120	.5658	.0319	4.26	2.4120	.5658	.0259	4.26	OFF
.202	88.50	1.36	25.47	2.1430	.6044	.1262	3.55	2.1430	.6044	.1227	3.55	OFF
.202	88.90	1.36	.71	1.4780	.1822	-.4730	8.11	1.3656	.1781	-.4850	7.67	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 142 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.205	60.40	.93	-6.03	.1830	.1872	-.3116	.98	-.2123	.1822	-.2070	-1.17	OFF
.204	59.70	.92	-3.88	.6540	.1674	-.3662	3.91	.3545	.1625	-.3013	2.18	OFF
.203	59.20	.91	-1.42	1.1130	.1713	-.4623	6.50	.9249	.1666	-.4413	5.55	OFF
.203	59.30	.91	.71	1.4040	.1844	-.4656	7.61	1.2916	.1803	-.4776	7.16	OFF
.203	59.20	.91	2.52	1.5950	.1971	-.4418	8.09	1.5151	.1946	-.4756	7.78	OFF
.203	59.30	.91	4.76	1.7840	.2128	-.4096	8.38	1.7161	.2132	-.4516	8.05	OFF
.203	59.10	.91	6.92	2.0000	.2334	-.3623	8.57	1.9387	.2353	-.4024	8.24	OFF
.203	59.10	.91	8.91	2.1280	.2548	-.3230	8.35	2.0746	.2572	-.3602	8.06	OFF
.202	58.60	.90	10.94	2.3090	.2769	-.2640	8.34	2.2666	.2814	-.2934	8.05	OFF
.202	58.50	.90	12.20	2.3940	.2965	-.2274	8.07	2.3631	.3014	-.2465	7.84	OFF
.202	58.50	.90	12.92	2.4500	.3081	-.1986	7.95	2.4271	.3123	-.2104	7.77	OFF
.203	59.10	.90	14.08	2.5220	.3292	-.1496	7.66	2.5107	.3320	-.1512	7.56	OFF
.203	58.90	.90	15.02	2.5620	.3454	-.1180	7.42	2.5571	.3473	-.1191	7.36	OFF
.203	59.00	.90	15.93	2.5810	.3595	-.0699	7.18	2.5788	.3606	-.0747	7.15	OFF
.202	58.70	.90	17.03	2.5760	.3851	.0017	6.69	2.5760	.3856	-.0054	6.68	OFF
.202	58.70	.90	18.13	2.5600	.4017	.0407	6.37	2.5600	.4017	.0315	6.37	OFF
.202	58.80	.90	19.12	2.5270	.4231	.0857	5.97	2.5270	.4231	.0757	5.97	OFF
.203	59.30	.91	21.01	2.4110	.5341	-.0062	4.51	2.4110	.5341	-.0142	4.51	OFF
.204	59.50	.91	23.07	2.4070	.5897	.0511	4.08	2.4070	.5897	.0452	4.08	OFF
.203	59.30	.91	25.09	2.2270	.6429	.1347	3.46	2.2270	.6429	.1308	3.46	OFF
.203	59.00	.90	.71	1.4110	.1852	-.4656	7.62	1.2986	.1811	-.4776	7.17	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 144 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	177.50	2.82	-5.99	.4000	.1787	-.3993	2.24	.0064	.1737	-.2955	.04	OFF
.201	177.30	2.80	-3.80	.8680	.1711	-.5445	5.07	.5721	.1662	-.4811	3.44	OFF
.200	176.70	2.79	-1.52	1.2660	.1806	-.6255	7.01	1.0737	.1759	-.6028	6.10	OFF
.200	176.80	2.78	.63	1.4800	.1945	-.6052	7.61	1.3654	.1904	-.6161	7.17	OFF
.200	176.50	2.78	2.65	1.6800	.2124	-.5771	7.91	1.6013	.2101	-.6119	7.62	OFF
.200	176.40	2.78	4.66	1.8660	.2352	-.5425	7.93	1.7977	.2355	-.5845	7.64	OFF
.200	176.50	2.78	-5.77	.3920	.1780	-.3835	2.20	.0082	.1730	-.2840	.05	OFF
.200	176.70	2.77	.64	1.5110	.1939	-.6033	7.79	1.3967	.1898	-.6144	7.36	OFF
.200	175.80	2.77	4.58	1.8650	.2332	-.5426	8.00	1.7964	.2334	-.5845	7.70	OFF
.201	178.60	2.78	6.84	2.0690	.2602	-.4977	7.95	2.0075	.2620	-.5378	7.66	OFF
.201	178.20	2.78	8.88	2.2410	.2881	-.4535	7.78	2.1875	.2905	-.4908	7.53	OFF
.201	177.40	2.77	10.84	2.4030	.3140	-.4023	7.65	2.3599	.3184	-.4323	7.41	OFF
.201	177.30	2.77	11.98	2.4830	.3321	-.3712	7.48	2.4498	.3371	-.3924	7.27	OFF
.200	176.20	2.76	12.96	2.5690	.3461	-.3361	7.42	2.5466	.3502	-.3475	7.27	OFF
.201	177.60	2.77	14.17	2.6340	.3635	-.2923	7.25	2.6235	.3662	-.2935	7.16	OFF
.202	179.20	2.78	14.94	2.6790	.3713	-.2600	7.22	2.6737	.3733	-.2608	7.16	OFF
.201	178.50	2.78	15.97	2.7340	.3886	-.2256	7.04	2.7319	.3897	-.2305	7.01	OFF
.202	179.10	2.78	17.07	2.7640	.4076	-.1802	6.78	2.7641	.4081	-.1873	6.77	OFF
.202	179.70	2.78	18.02	2.6450	.4040	-.1158	6.55	2.6450	.4040	-.1248	6.55	OFF
.202	179.30	2.78	19.12	2.7280	.4523	-.0504	6.03	2.7280	.4523	-.0604	6.03	OFF
.202	178.80	2.79	21.01	2.6320	.5316	-.0701	4.95	2.6320	.5316	-.0781	4.95	OFF
.201	177.70	2.78	22.97	2.5200	.5920	-.0871	4.26	2.5200	.5920	-.0931	4.26	OFF
.201	178.00	2.79	25.03	2.4100	.6089	-.0009	3.96	2.4100	.6089	-.0049	3.96	OFF
.201	178.40	2.78	.72	1.5050	.1962	-.6000	7.67	1.3928	.1921	-.6122	7.25	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 145 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	87.80	1.42	-6.05	.2510	.1903	-.3508	1.32	-.1452	.1853	-.2458	-.78	OFF
.202	88.40	1.42	-3.86	.7000	.1739	-.4642	4.03	.4014	.1690	-.3997	2.38	OFF
.202	88.20	1.41	-1.54	1.1620	.1826	-.5851	6.36	.9689	.1779	-.5620	5.45	OFF
.202	88.30	1.41	.68	1.4440	.1989	-.5924	7.26	1.3308	.1948	-.6040	6.83	OFF
.201	88.20	1.41	2.59	1.6340	.2146	-.5710	7.61	1.5548	.2122	-.6053	7.33	OFF
.201	88.00	1.40	4.64	1.8350	.2344	-.5356	7.83	1.7666	.2346	-.5775	7.53	OFF
.200	87.30	1.40	6.74	2.0200	.2562	-.4935	7.88	1.9581	.2580	-.5337	7.59	OFF
.201	88.10	1.40	8.82	2.1840	.2836	-.4476	7.70	2.1302	.2860	-.4850	7.45	OFF
.201	87.90	1.40	10.91	2.3710	.3098	-.3894	7.65	2.3284	.3143	-.4190	7.41	OFF
.201	87.90	1.40	11.83	2.4040	.3179	-.3675	7.56	2.3693	.3229	-.3900	7.34	OFF
.201	87.70	1.40	13.04	2.5130	.3355	-.3240	7.49	2.4914	.3396	-.3346	7.34	OFF
.200	87.50	1.39	14.11	2.6090	.3562	-.2837	7.32	2.5980	.3590	-.2852	7.24	OFF
.201	87.90	1.39	14.98	2.6430	.3683	-.2564	7.18	2.6379	.3702	-.2573	7.13	OFF
.201	87.70	1.39	15.93	2.7090	.3879	-.2219	6.98	2.7068	.3890	-.2267	6.96	OFF
.200	87.00	1.38	16.99	2.7370	.4029	-.1561	6.79	2.7370	.4034	-.1631	6.78	OFF
.200	87.50	1.39	18.17	2.7020	.4417	-.0932	6.12	2.7020	.4417	-.1025	6.12	OFF
.200	87.70	1.39	19.00	2.7030	.4547	-.0346	5.94	2.7030	.4547	-.0446	5.94	OFF
.200	87.60	1.40	21.08	2.4640	.5608	-.1097	4.39	2.4640	.5608	-.1176	4.39	OFF
.200	87.20	1.39	23.04	2.4660	.6015	-.0618	4.10	2.4660	.6015	-.0678	4.10	OFF
.200	87.30	1.40	25.00	2.3820	.6650	.0504	3.58	2.3820	.6650	.0464	3.58	OFF
.200	87.30	1.39	.62	1.4620	.1973	-.5927	7.41	1.3471	.1932	-.6035	6.97	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 146 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.200	57.20	.93	-5.99	.2890	.1839	-.3599	1.57	-.1046	.1789	-.2561	-.58	OFF
.199	56.90	.92	-3.88	.6910	.1746	-.4536	3.96	.3915	.1697	-.3887	2.31	OFF
.198	56.50	.92	-1.56	1.1660	.1795	-.5700	6.50	.9721	.1748	-.5466	5.56	OFF
.199	56.60	.92	.61	1.4550	.1962	-.5826	7.42	1.3398	.1921	-.5933	6.98	OFF
.199	56.60	.92	2.62	1.6620	.2120	-.5536	7.84	1.5830	.2097	-.5882	7.55	OFF
.198	56.60	.91	4.63	1.8300	.2317	-.5243	7.90	1.7616	.2319	-.5662	7.60	OFF
.197	56.10	.91	6.88	2.0330	.2572	-.4804	7.90	1.9716	.2591	-.5205	7.61	OFF
.197	56.10	.91	8.81	2.1520	.2743	-.4276	7.85	2.0982	.2767	-.4651	7.58	OFF
.198	56.30	.91	10.80	2.3170	.2967	-.3776	7.81	2.2736	.3011	-.4078	7.55	OFF
.197	56.10	.91	11.93	2.3790	.3114	-.3508	7.64	2.3453	.3164	-.3724	7.41	OFF
.197	56.10	.91	12.92	2.4730	.3263	-.3150	7.58	2.4501	.3305	-.3268	7.41	OFF
.197	56.00	.91	14.03	2.5670	.3514	-.2783	7.31	2.5553	.3543	-.2801	7.21	OFF
.197	55.90	.91	15.02	2.6290	.3682	-.2452	7.14	2.6241	.3701	-.2463	7.09	OFF
.197	55.80	.90	15.93	2.6590	.3803	-.2001	6.99	2.6568	.3814	-.2049	6.97	OFF
.196	55.60	.90	17.09	2.6250	.4104	-.1206	6.40	2.6251	.4108	-.1278	6.39	OFF
.197	55.80	.90	18.02	2.6180	.4224	-.0735	6.20	2.6180	.4224	-.0825	6.20	OFF
.199	56.80	.91	19.02	2.6520	.4539	-.0239	5.84	2.6520	.4539	-.0339	5.84	OFF
.199	56.80	.91	20.77	2.4200	.5307	-.1018	4.56	2.4200	.5307	-.1100	4.56	OFF
.198	56.30	.91	22.92	2.4040	.5866	-.0555	4.10	2.4040	.5866	-.0616	4.10	OFF
.199	56.70	.92	24.92	2.2430	.6473	.1114	3.47	2.2430	.6473	.1073	3.47	OFF
.200	57.50	.92	.59	1.4620	.1961	-.5798	7.46	1.3463	.1920	-.5902	7.01	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 149 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	176.70	2.79	-5.82	.4240	.1573	-.4108	2.70	.0380	.1523	-.3103	.25	OFF
.201	176.80	2.78	-3.68	.9920	.1500	-.5708	6.61	.7016	.1451	-.5095	4.84	OFF
.201	176.60	2.78	-1.41	1.2920	.1654	-.6306	7.81	1.1043	.1607	-.6097	6.87	OFF
.201	177.40	2.78	.38	1.5290	.1765	-.6123	8.66	1.4071	.1723	-.6198	8.17	OFF
.201	176.80	2.77	2.53	1.7280	.1989	-.5790	8.69	1.6482	.1965	-.6129	8.39	OFF
.200	176.10	2.76	4.90	1.9590	.2254	-.5366	8.69	1.8916	.2259	-.5786	8.37	OFF
.201	176.70	2.77	6.84	2.1140	.2485	-.4953	8.51	2.0525	.2503	-.5354	8.20	OFF
.200	176.50	2.76	8.96	2.2930	.2835	-.4528	8.09	2.2398	.2860	-.4899	7.83	OFF
.200	176.10	2.76	11.05	2.4760	.3105	-.3925	7.97	2.4344	.3151	-.4212	7.72	OFF
.200	176.70	2.76	12.23	2.5420	.3293	-.3595	7.72	2.5115	.3342	-.3783	7.52	OFF
.201	177.10	2.76	12.90	2.6140	.3383	-.3309	7.73	2.5909	.3425	-.3430	7.56	OFF
.200	176.20	2.75	13.81	2.6850	.3490	-.2923	7.69	2.6713	.3521	-.2955	7.59	OFF
.201	177.30	2.76	15.11	2.7260	.3700	-.2423	7.37	2.7215	.3718	-.2436	7.32	OFF
.201	178.20	2.77	15.98	2.7810	.3894	-.2209	7.14	2.7790	.3905	-.2258	7.12	OFF
.201	177.60	2.76	16.92	2.8260	.4047	-.1802	6.98	2.8259	.4052	-.1871	6.97	OFF
.201	178.30	2.76	18.27	2.7790	.4417	-.0680	6.29	2.7790	.4417	-.0775	6.29	OFF
.201	177.80	2.76	19.01	2.8040	.4673	-.0462	6.00	2.8040	.4673	-.0562	6.00	OFF
.201	177.30	2.76	20.78	2.6450	.5056	-.0654	5.23	2.6450	.5056	-.0736	5.23	OFF
.201	178.70	2.78	22.77	2.5730	.5927	-.0840	4.34	2.5730	.5927	-.0902	4.34	OFF
.201	177.90	2.78	25.16	2.5800	.6777	.0172	3.81	2.5800	.6777	.0134	3.81	OFF
.201	177.40	2.76	.37	1.5220	.1765	-.6139	8.62	1.3998	.1722	-.6212	8.13	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 150 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	89.00	1.43	-5.65	.2490	.1637	-.3426	1.52	-.1295	.1587	-.2454	-.82	OFF
.201	88.90	1.42	-4.04	.6540	.1536	-.4537	4.26	.3472	.1487	-.3860	2.33	OFF
.201	88.90	1.42	-1.49	1.2250	.1645	-.5914	7.45	1.0340	.1598	-.5692	6.47	OFF
.200	88.40	1.41	.38	1.5030	.1789	-.5960	8.40	1.3811	.1747	-.6035	7.91	OFF
.201	88.70	1.42	2.47	1.6750	.1979	-.5697	8.46	1.5946	.1954	-.6031	8.16	OFF
.201	89.20	1.42	4.58	1.8820	.2219	-.5371	8.48	1.8134	.2221	-.5790	8.17	OFF
.201	89.20	1.42	6.62	2.0800	.2467	-.4925	8.43	2.0178	.2485	-.5328	8.12	OFF
.201	88.90	1.41	8.99	2.2470	.2780	-.4419	8.08	2.1940	.2805	-.4789	7.82	OFF
.201	89.10	1.41	11.11	2.4540	.3074	-.3855	7.98	2.4128	.3121	-.4138	7.73	OFF
.201	89.00	1.41	12.24	2.5190	.3275	-.3575	7.69	2.4886	.3324	-.3762	7.49	OFF
.201	88.60	1.41	13.05	2.5900	.3380	-.3213	7.66	2.5685	.3420	-.3318	7.51	OFF
.201	88.80	1.41	13.80	2.6240	.3491	-.2986	7.52	2.6102	.3522	-.3019	7.41	OFF
.201	89.10	1.41	15.07	2.6860	.3766	-.2664	7.13	2.6813	.3784	-.2676	7.09	OFF
.201	89.00	1.41	15.93	2.7410	.3851	-.2219	7.12	2.7388	.3862	-.2267	7.09	OFF
.201	89.00	1.41	17.20	2.7720	.4051	-.1539	6.84	2.7721	.4055	-.1613	6.84	OFF
.201	89.00	1.41	18.04	2.7290	.4423	-.0771	6.17	2.7290	.4423	-.0862	6.17	OFF
.201	89.30	1.41	18.97	2.7590	.4659	-.0454	5.92	2.7590	.4659	-.0554	5.92	OFF
.202	89.70	1.42	20.85	2.6180	.5400	-.0419	4.85	2.6180	.5400	-.0500	4.85	OFF
.202	89.60	1.42	22.87	2.5490	.6122	-.0493	4.16	2.5490	.6122	-.0554	4.16	OFF
.202	90.00	1.43	25.26	2.3460	.6760	.0762	3.47	2.3460	.6760	.0725	3.47	OFF
.200	88.20	1.40	.35	1.4570	.1771	-.5951	8.23	1.3342	.1728	-.6021	7.72	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 151 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.10	.94	-5.75	.2980	.1617	-.3510	1.84	-.0849	.1567	-.2519	-.54	OFF
.201	58.00	.93	-3.76	.7760	.1537	-.4653	5.05	.4820	.1488	-.4026	3.24	OFF
.200	57.80	.93	-1.75	1.1580	.1608	-.5622	7.20	.9559	.1560	-.5355	6.13	OFF
.201	57.90	.93	.28	1.4490	.1770	-.5751	8.19	1.3241	.1727	-.5812	7.67	OFF
.200	57.70	.93	2.80	1.7480	.2003	-.5470	8.73	1.6706	.1982	-.5828	8.43	OFF
.201	57.90	.93	4.54	1.8900	.2222	-.5260	8.51	1.8212	.2223	-.5679	8.19	OFF
.201	57.80	.93	6.90	2.1200	.2501	-.4796	8.48	2.0587	.2520	-.5197	8.17	OFF
.201	58.20	.93	9.17	2.2980	.2789	-.4239	8.24	2.2458	.2815	-.4605	7.98	OFF
.201	57.80	.93	11.05	2.4390	.3075	-.3805	7.93	2.3974	.3121	-.4092	7.68	OFF
.201	58.10	.93	11.96	2.4890	.3226	-.3598	7.72	2.4556	.3276	-.3812	7.50	OFF
.201	58.20	.93	12.95	2.5670	.3396	-.3227	7.56	2.5445	.3438	-.3342	7.40	OFF
.201	58.10	.93	13.99	2.6420	.3531	-.2782	7.48	2.6299	.3560	-.2803	7.39	OFF
.202	58.40	.93	15.18	2.6960	.3700	-.2345	7.29	2.6918	.3717	-.2361	7.24	OFF
.202	58.50	.93	16.17	2.7320	.3861	-.1805	7.08	2.7304	.3871	-.1860	7.05	OFF
.202	58.40	.93	17.00	2.7000	.4135	-.1165	6.53	2.7000	.4140	-.1235	6.52	OFF
.201	58.30	.93	18.15	2.6470	.4199	-.0496	6.30	2.6470	.4199	-.0589	6.30	OFF
.201	58.30	.93	18.91	2.6780	.4660	-.0089	5.75	2.6780	.4660	-.0189	5.75	OFF
.202	58.50	.93	20.03	2.6410	.4811	.0552	5.49	2.6410	.4811	.0462	5.49	OFF
.201	58.30	.93	20.72	2.5410	.5116	-.0298	4.97	2.5410	.5116	-.0381	4.97	OFF
.201	58.30	.93	22.89	2.5280	.6185	-.0260	4.09	2.5280	.6185	-.0321	4.09	OFF
.202	58.80	.94	25.02	2.2680	.6678	.1032	3.40	2.2680	.6678	.0992	3.40	OFF
.201	57.80	.92	.36	1.4560	.1762	-.5776	8.26	1.3335	.1719	-.5848	7.76	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 152 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	267.20	4.25	-5.70	.4560	.1696	-.1279	2.69	.0753	.1646	-.0297	.46	5.0
.203	268.70	4.26	-3.78	.8970	.1654	-.3266	5.42	.6020	.1605	-.2635	3.75	5.0
.202	266.10	4.23	-1.71	1.1180	.1769	-.4145	6.32	.9177	.1722	-.3885	5.33	5.0
.203	268.70	4.24	.82	1.4490	.1947	-.4856	7.44	1.3395	.1907	-.4991	7.02	5.0
.204	271.60	4.26	2.53	1.6410	.2102	-.5295	7.81	1.5612	.2078	-.5634	7.51	5.0
.204	271.20	4.25	4.60	1.8590	.2342	-.5723	7.94	1.7905	.2344	-.6142	7.64	5.0
.204	272.00	4.25	6.67	2.0670	.2622	-.6112	7.88	2.0049	.2640	-.6515	7.60	4.9
.203	270.90	4.24	8.74	2.2700	.2961	-.6653	7.67	2.2159	.2985	-.7029	7.42	4.9
.203	269.40	4.22	10.77	2.4510	.3246	-.6683	7.55	2.4074	.3290	-.6987	7.32	4.9
.203	269.80	4.22	12.00	2.5590	.3510	-.7448	7.29	2.5260	.3560	-.7658	7.10	4.7
.202	268.30	4.20	12.98	2.6960	.3762	-.7881	7.17	2.6738	.3803	-.7993	7.03	5.0
.203	271.60	4.23	14.10	2.7770	.3945	-.7665	7.04	2.7659	.3973	-.7680	6.96	5.0
.203	270.60	4.22	15.09	2.8400	.4152	-.7462	6.84	2.8354	.4170	-.7475	6.80	5.1
.203	271.10	4.22	16.05	2.8790	.4310	-.7152	6.68	2.8771	.4321	-.7204	6.66	5.0
.203	272.00	4.21	17.06	2.9250	.4536	-.7000	6.45	2.9251	.4541	-.7071	6.44	5.0
.203	270.50	4.20	18.17	2.7840	.4599	-.6411	6.05	2.7840	.4599	-.6504	6.05	5.0
.204	274.60	4.23	18.96	2.6630	.4181	-.6160	6.37	2.6630	.4181	-.6260	6.37	4.9
.205	275.80	4.26	21.06	2.6720	.5941	-.7544	4.50	2.6720	.5941	-.7623	4.50	4.8
.204	275.30	4.26	23.15	2.7410	.6722	-.7936	4.08	2.7410	.6722	-.7995	4.08	4.5
.204	273.60	4.25	25.15	2.5670	.6780	-.7675	3.79	2.5670	.6780	-.7714	3.79	5.1
.202	270.70	4.19	.68	1.4730	.1938	-.5771	7.60	1.3598	.1897	-.5887	7.17	5.1

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 153 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	269.50	4.19	-5.90	.3370	.1736	.1597	1.94	-.0525	.1686	.2617	-.31	0.0
.202	269.30	4.18	-3.95	.7990	.1640	-.0613	4.87	.4963	.1591	.0048	3.12	.1
.202	269.20	4.17	-1.58	1.1230	.1716	-.1726	6.54	.9282	.1669	-.1489	5.56	0.0
.201	268.80	4.16	.66	1.3700	.1866	-.2397	7.34	1.2562	.1825	-.2510	6.88	0.0
.201	266.70	4.14	2.53	1.5700	.2046	-.2921	7.67	1.4902	.2022	-.3260	7.37	0.0
.202	271.80	4.18	4.62	1.7820	.2274	-.3422	7.84	1.7136	.2276	-.3841	7.53	0.0
.202	271.20	4.16	6.85	2.0250	.2547	-.3964	7.95	1.9635	.2565	-.4365	7.65	0.0
.202	270.50	4.15	8.77	2.2050	.2846	-.4335	7.75	2.1510	.2870	-.4710	7.50	0.0
.202	270.20	4.14	11.03	2.4250	.3187	-.4628	7.61	2.3832	.3233	-.4916	7.37	0.0
.201	268.90	4.13	11.96	2.4950	.3386	-.4782	7.37	2.4616	.3436	-.4996	7.16	0.0
.201	269.10	4.12	13.13	2.6090	.3541	-.4803	7.37	2.5884	.3580	-.4899	7.23	0.0
.203	273.30	4.15	14.20	2.7070	.3770	-.4766	7.18	2.6967	.3797	-.4777	7.10	0.0
.203	274.00	4.15	15.00	2.7440	.3920	-.4583	7.00	2.7390	.3939	-.4593	6.95	0.0
.203	273.80	4.14	16.03	2.8050	.4098	-.4425	6.84	2.8031	.4109	-.4476	6.82	0.0
.205	278.70	4.17	17.19	2.8580	.4338	-.4313	6.59	2.8581	.4342	-.4386	6.58	0.0
.204	278.20	4.16	18.01	2.8840	.4493	-.4203	6.42	2.8840	.4493	-.4293	6.42	0.0
.204	278.20	4.18	21.07	2.6350	.5771	-.5698	4.57	2.6350	.5771	-.5777	4.57	-.1
.204	277.00	4.17	23.42	2.6980	.6551	-.5751	4.12	2.6980	.6551	-.5807	4.12	-.2
.205	280.50	4.20	24.96	2.6660	.7049	-.5283	3.78	2.6660	.7049	-.5323	3.78	-.5
.205	281.50	4.19	.65	1.3840	.1874	-.2425	7.39	1.2699	.1833	-.2537	6.93	0.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 154 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.205	282.10	4.19	-5.97	.2110	.1861	.5021	1.13	-.1817	.1811	.6055	-1.00	-5.2
.206	284.20	4.20	-3.73	.7390	.1713	.2698	4.31	.4463	.1664	.3320	2.68	-5.3
.206	283.00	4.19	-1.69	.9990	.1754	.1818	5.70	.7995	.1707	.2074	4.68	-5.1
.205	281.60	4.18	.62	1.2680	.1883	.1114	6.73	1.1531	.1842	.1006	6.26	-5.1
.206	283.40	4.19	2.51	1.4690	.2020	.0531	7.27	1.3890	.1995	.0194	6.96	-5.1
.206	282.00	4.18	4.59	1.6860	.2230	.0025	7.56	1.6174	.2232	-.0394	7.25	-5.3
.206	283.10	4.19	6.60	1.8930	.2460	-.0598	7.70	1.8307	.2477	-.1002	7.39	-5.3
.206	283.10	4.19	8.97	1.9600	.2506	-.1140	7.82	1.9069	.2531	-.1511	7.53	-5.2
.206	282.30	4.18	10.70	2.3080	.3024	-.1441	7.63	2.2640	.3067	-.1749	7.38	-5.2
.206	283.30	4.18	12.04	2.4070	.3269	-.1605	7.36	2.3744	.3319	-.1811	7.15	-5.3
.206	281.50	4.17	12.93	2.4960	.3374	-.1742	7.40	2.4732	.3416	-.1859	7.24	-5.0
.206	281.80	4.17	14.16	2.6050	.3596	-.1777	7.24	2.5944	.3623	-.1789	7.16	-5.0
.206	281.90	4.17	15.01	2.6500	.3765	-.1737	7.04	2.6450	.3784	-.1747	6.99	-4.9
.206	283.00	4.18	16.03	2.6940	.3882	-.1524	6.94	2.6921	.3893	-.1575	6.92	-4.9
.206	282.60	4.17	17.18	2.7190	.4030	-.1415	6.75	2.7191	.4034	-.1488	6.74	-4.9
.206	282.20	4.17	18.25	2.8010	.4548	-.1088	6.16	2.8010	.4548	-.1182	6.16	-5.0
.206	281.90	4.17	19.11	2.7290	.4551	-.0911	6.00	2.7290	.4551	-.1011	6.00	-4.9
.205	280.80	4.17	20.95	2.5760	.5510	-.3573	4.68	2.5760	.5510	-.3653	4.68	-5.2
.205	280.40	4.18	22.99	2.5450	.5793	-.3698	4.39	2.5450	.5793	-.3758	4.39	-5.0
.206	281.20	4.19	25.06	2.5910	.6809	-.3343	3.81	2.5910	.6809	-.3382	3.81	-5.0
.203	274.60	4.13	.60	1.2560	.1887	.1028	6.66	1.1405	.1846	.0923	6.18	-4.9
.204	275.40	4.13	.60	1.2690	.1888	.1044	6.72	1.1535	.1847	.0939	6.25	-5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 155 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.204	276.30	4.16	-5.90	.1940	.2456	.5929	.79	-.1955	.2406	.6949	-.81	-9.8
.204	275.50	4.15	-3.99	.6120	.2286	.4405	2.68	.3075	.2237	.5073	1.37	-9.9
.203	274.30	4.14	-1.57	.9590	.2226	.3571	4.31	.7646	.2179	.3807	3.51	-9.8
.204	274.40	4.14	.59	1.1710	.2132	.3731	5.49	1.0553	.2091	.3627	5.05	-9.7
.203	273.80	4.13	2.48	1.3550	.2179	.3505	6.22	1.2747	.2154	.3170	5.92	-10.0
.203	273.30	4.12	4.54	1.5700	.2235	.3021	7.02	1.5012	.2236	.2602	6.71	-10.0
.203	271.90	4.11	6.50	1.7800	.2422	.2561	7.35	1.7174	.2439	.2156	7.04	-10.0
.203	273.40	4.12	8.82	1.9840	.2700	.2073	7.35	1.9302	.2724	.1699	7.09	-10.0
.203	273.50	4.12	10.86	2.1890	.2956	.1739	7.41	2.1460	.3001	.1440	7.15	-10.0
.203	273.00	4.12	11.89	2.2790	.3134	.1557	7.27	2.2449	.3184	.1337	7.05	-9.9
.203	272.60	4.11	12.86	2.3850	.3252	.1354	7.33	2.3615	.3295	.1229	7.17	-10.0
.203	272.70	4.11	13.92	2.4690	.3419	.1306	7.22	2.4563	.3449	.1281	7.12	-10.0
.203	272.80	4.11	14.98	2.5460	.3596	.1328	7.08	2.5409	.3615	.1319	7.03	-10.0
.203	272.30	4.11	15.98	2.6070	.3761	.1337	6.93	2.6050	.3772	.1288	6.91	-10.0
.203	272.60	4.10	17.08	2.6590	.3891	.1338	6.83	2.6591	.3896	.1267	6.83	-10.0
.203	271.40	4.10	18.22	2.7170	.4170	.1252	6.52	2.7170	.4170	.1158	6.52	-10.0
.203	272.00	4.10	19.08	2.7150	.4205	.1149	6.46	2.7150	.4205	.1049	6.46	-10.0
.203	271.50	4.12	20.93	2.1760	.3993	-.1565	5.45	2.1760	.3993	-.1646	5.45	-10.0
.203	271.60	4.12	20.99	2.3800	.4938	-.1254	4.82	2.3800	.4938	-.1334	4.82	-10.0
.203	271.80	4.13	23.19	2.5230	.5817	-.1895	4.34	2.5230	.5817	-.1953	4.34	-10.0
.203	270.20	4.13	25.07	2.5360	.6628	-.1407	3.83	2.5360	.6628	-.1446	3.83	-10.0
.203	270.80	4.12	.57	1.1440	.2014	.4201	5.68	1.0277	.1972	.4100	5.21	-10.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 156 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	268.80	4.12	-5.94	.1710	.2819	.5807	.61	-.2203	.2769	.6835	-.80	-15.1
.205	275.50	4.17	-3.86	.6140	.2632	.4904	2.33	.3154	.2583	.5549	1.22	-15.1
.204	273.40	4.15	-1.71	.8780	.2594	.4829	3.38	.6777	.2547	.5089	2.66	-15.1
.204	273.30	4.15	.56	1.1190	.2584	.4725	4.33	1.0024	.2542	.4625	3.94	-15.2
.204	273.80	4.15	2.49	1.3070	.2605	.4622	5.02	1.2268	.2580	.4286	4.76	-15.3
.204	273.10	4.14	4.48	1.4820	.2673	.4514	5.54	1.4130	.2674	.4096	5.29	-14.9
.204	273.00	4.14	6.77	1.6150	.2594	.4792	6.23	1.5532	.2612	.4390	5.95	-15.1
.204	273.40	4.14	8.82	1.8910	.2814	.4762	6.72	1.8372	.2838	.4388	6.47	-14.9
.204	272.20	4.12	10.68	2.0710	.2879	.4643	7.19	2.0268	.2921	.4334	6.94	-14.9
.204	271.70	4.12	11.90	2.1800	.3082	.4389	7.07	2.1460	.3132	.4170	6.85	-14.9
.204	272.00	4.12	11.86	2.1710	.3054	.4413	7.11	2.1366	.3104	.4190	6.88	-14.9
.204	271.70	4.12	12.86	2.2690	.3171	.4174	7.16	2.2455	.3214	.4049	6.99	-15.0
.204	271.50	4.11	13.84	2.2580	.3017	.4088	7.48	2.2446	.3048	.4058	7.36	-15.0
.204	271.30	4.11	14.94	2.4370	.3507	.4052	6.95	2.4317	.3527	.4044	6.90	-15.1
.204	271.60	4.11	15.84	2.5010	.3622	.3976	6.91	2.4986	.3634	.3932	6.88	-15.0
.203	271.10	4.10	16.93	2.5600	.3792	.3878	6.75	2.5599	.3797	.3809	6.74	-15.1
.203	269.20	4.09	18.12	2.6240	.4015	.3765	6.54	2.6240	.4015	.3673	6.54	-15.0
.202	268.10	4.08	19.04	2.6600	.4188	.3615	6.35	2.6600	.4188	.3515	6.35	-15.0
.202	267.60	4.08	20.81	2.5470	.5038	.1841	5.06	2.5470	.5038	.1759	5.06	-15.1
.202	268.40	4.10	22.83	2.4280	.5577	-.0006	4.35	2.4280	.5577	-.0068	4.35	-15.0
.202	267.60	4.10	24.94	2.5040	.6494	-.0152	3.86	2.5040	.6494	-.0193	3.86	-15.0
.202	267.80	4.08	20.92	2.5430	.5116	.1814	4.97	2.5430	.5116	.1733	4.97	-15.0
.203	268.70	4.10	23.15	2.4990	.5940	-.0168	4.21	2.4990	.5940	-.0227	4.21	-15.0
.204	272.50	4.13	.55	1.1070	.2585	.4717	4.28	.9901	.2543	.4619	3.89	-15.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 157 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.200	182.30	2.85	-5.97	.2910	.1838	-.1403	1.58	-.1017	.1788	-.0369	-.57	5.1
.199	180.80	2.83	-3.55	.8450	.1737	-.3711	4.86	.5606	.1688	-.3122	3.32	5.1
.199	180.80	2.83	-1.75	1.1910	.1813	-.5098	6.57	.9889	.1765	-.4831	5.60	5.1
.201	184.20	2.85	.59	1.4720	.1981	-.5752	7.43	1.3563	.1940	-.5856	6.99	5.1
.200	182.50	2.83	2.59	1.6780	.2186	-.6140	7.68	1.5988	.2162	-.6483	7.39	5.1
.200	182.80	2.83	4.63	1.8750	.2445	-.6494	7.67	1.8066	.2447	-.6913	7.38	5.0
.200	182.30	2.83	6.84	2.1080	.2749	-.6883	7.67	2.0465	.2767	-.7284	7.39	5.1
.200	182.20	2.82	9.02	2.2950	.3102	-.7162	7.40	2.2421	.3127	-.7532	7.17	5.1
.200	182.20	2.82	10.95	2.4770	.3406	-.7388	7.27	2.4346	.3451	-.7681	7.05	5.1
.199	181.80	2.82	11.98	2.5680	.3630	-.7516	7.07	2.5348	.3680	-.7728	6.89	5.1
.200	183.60	2.83	13.00	2.6800	.3821	-.7630	7.01	2.6580	.3862	-.7740	6.88	5.1
.201	184.00	2.83	14.09	2.7530	.4014	-.7422	6.86	2.7418	.4042	-.7437	6.78	5.1
.201	184.10	2.83	14.98	2.8210	.4224	-.7255	6.68	2.8159	.4243	-.7264	6.64	5.0
.201	185.20	2.83	15.92	2.8590	.4358	-.7137	6.56	2.8568	.4370	-.7184	6.54	5.1
.201	185.30	2.83	17.16	2.9200	.4589	-.6858	6.36	2.9201	.4593	-.6931	6.36	5.1
.201	184.80	2.83	18.23	2.9700	.4896	-.6676	6.07	2.9700	.4896	-.6770	6.07	5.1
.202	186.10	2.83	19.15	3.0100	.5078	-.6466	5.93	3.0100	.5078	-.6565	5.93	5.1
.202	186.60	2.85	21.00	2.7350	.5919	-.7338	4.62	2.7350	.5919	-.7418	4.62	5.1
.202	186.10	2.85	23.12	2.7570	.6985	-.7742	3.95	2.7570	.6985	-.7801	3.95	5.1
.202	186.20	2.86	25.25	2.6630	.7350	-.7445	3.62	2.6630	.7350	-.7483	3.62	5.1
.204	189.30	2.87	.64	1.3630	.1973	-.5742	6.91	1.2487	.1932	-.5853	6.46	5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 158 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	183.00	2.82	-5.97	.1100	.1906	.3013	.58	-.2827	.1856	.4047	-1.52	-.1
.201	184.10	2.83	-3.85	.6440	.1735	.0595	3.71	.3458	.1686	.1238	2.05	0.0
.201	183.70	2.83	-1.73	1.0580	.1786	-.1245	5.92	.8568	.1739	-.0982	4.93	-.1
.201	184.30	2.83	.64	1.3470	.1924	-.2176	7.00	1.2327	.1883	-.2287	6.55	-.1
.202	184.50	2.84	2.61	1.5600	.2092	-.2791	7.46	1.4810	.2069	-.3136	7.16	0.0
.201	183.50	2.83	2.52	1.5470	.2093	-.2739	7.39	1.4671	.2068	-.3077	7.09	0.0
.201	184.00	2.83	4.69	1.7750	.2318	-.3281	7.66	1.7068	.2321	-.3701	7.35	0.0
.202	184.20	2.83	6.80	1.9830	.2579	-.3621	7.69	1.9213	.2597	-.4023	7.40	0.0
.202	184.30	2.83	8.77	2.1580	.2860	-.3963	7.55	2.1040	.2884	-.4338	7.30	0.0
.201	183.50	2.83	10.68	2.3780	.3194	-.4132	7.45	2.3351	.3239	-.4430	7.21	0.0
.202	183.80	2.83	11.83	2.3350	.3077	-.4238	7.59	2.3003	.3127	-.4463	7.36	0.0
.202	183.60	2.83	12.98	2.5590	.3538	-.4341	7.23	2.5368	.3579	-.4453	7.09	0.0
.201	183.00	2.82	13.99	2.6420	.3705	-.4350	7.13	2.6299	.3734	-.4371	7.04	0.0
.203	184.60	2.83	14.98	2.7060	.3895	-.4273	6.95	2.7009	.3914	-.4282	6.90	0.0
.202	184.20	2.83	15.99	2.7930	.4108	-.4279	6.80	2.7910	.4119	-.4329	6.78	0.0
.202	183.80	2.82	17.25	2.8560	.4383	-.4170	6.52	2.8562	.4386	-.4245	6.51	0.0
.203	184.30	2.83	18.16	2.8930	.4541	-.4067	6.37	2.8930	.4541	-.4160	6.37	0.0
.203	184.60	2.83	19.16	2.9200	.4796	-.3920	6.09	2.9200	.4796	-.4019	6.09	0.0
.203	184.30	2.84	21.18	2.6800	.5721	-.5340	4.68	2.6800	.5721	-.5418	4.68	-.1
.202	183.30	2.84	22.95	2.7050	.6487	-.5549	4.17	2.7050	.6487	-.5609	4.17	0.0
.203	184.40	2.86	25.12	2.7010	.7391	-.5188	3.65	2.7010	.7391	-.5227	3.65	0.0
.202	182.00	2.82	.62	1.3310	.1930	-.2212	6.90	1.2161	.1889	-.2320	6.44	0.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 159 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	182.70	2.84	-5.88	.0120	.2003	.5753	.06	-.3767	.1953	.6770	-1.93	-4.9
.202	182.80	2.83	-3.92	.5210	.1791	.3846	2.91	.2196	.1742	.4502	1.26	-4.9
.202	181.80	2.82	-1.55	.9740	.1835	.2000	5.31	.7805	.1788	.2232	4.37	-5.0
.202	183.30	2.83	.48	1.2140	.1910	.1185	6.36	1.0951	.1868	.1096	5.86	-4.9
.202	182.00	2.82	2.63	1.4590	.2056	.0540	7.10	1.3801	.2033	.0194	6.79	-5.0
.202	182.60	2.82	4.61	1.6530	.2243	-.0027	7.37	1.5845	.2245	-.0446	7.06	-4.9
.202	182.10	2.82	6.77	1.8650	.2452	-.0630	7.61	1.8032	.2470	-.1032	7.30	-5.0
.201	181.60	2.81	8.92	2.0740	.2758	-.1030	7.52	2.0207	.2783	-.1402	7.26	-5.0
.202	182.60	2.82	10.95	2.2840	.3053	-.1341	7.48	2.2416	.3098	-.1634	7.23	-4.9
.202	181.90	2.81	11.96	2.2340	.2906	-.1475	7.69	2.2006	.2956	-.1689	7.44	-4.9
.202	181.80	2.81	12.88	2.4170	.3263	-.1624	7.41	2.3937	.3305	-.1747	7.24	-4.9
.201	180.90	2.80	13.78	2.4260	.3165	-.1623	7.67	2.4120	.3197	-.1658	7.55	-4.9
.201	181.20	2.80	15.03	2.6370	.3747	-.1605	7.04	2.6321	.3766	-.1616	6.99	-4.9
.201	181.00	2.80	15.79	2.6440	.3766	-.1604	7.02	2.6415	.3778	-.1646	6.99	-5.0
.202	182.00	2.80	17.12	2.7550	.4095	-.1528	6.73	2.7551	.4099	-.1600	6.72	-5.1
.202	182.80	2.81	18.05	2.8060	.4301	-.1525	6.52	2.8060	.4301	-.1616	6.52	-5.0
.202	182.20	2.80	19.08	2.8450	.4583	-.1476	6.21	2.8450	.4583	-.1576	6.21	-5.0
.202	183.00	2.82	21.08	2.5090	.5062	-.3105	4.96	2.5090	.5062	-.3184	4.96	-4.9
.202	182.10	2.82	23.00	2.6380	.6311	-.3923	4.18	2.6380	.6311	-.3983	4.18	-5.1
.202	182.40	2.83	24.95	2.6130	.6909	-.3302	3.78	2.6130	.6909	-.3342	3.78	-5.1
.201	181.30	2.81	.70	1.2490	.1922	.1025	6.50	1.1363	.1881	.0906	6.04	-5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 160 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	181.30	2.82	-6.19	-.0680	.2647	.7038	-.26	-.4705	.2597	.8116	-1.81	-10.0
.202	182.90	2.83	-4.03	.4060	.2360	.5524	1.72	.0996	.2311	.6199	.43	-10.0
.202	182.80	2.82	-1.75	.8680	.2317	.3926	3.75	.6659	.2269	.4193	2.93	-10.0
.202	182.20	2.82	.78	1.1800	.2276	.3386	5.18	1.0694	.2236	.3256	4.78	-10.0
.202	182.60	2.82	2.93	1.3930	.2284	.3340	6.10	1.3165	.2265	.2974	5.81	-10.0
.202	183.50	2.82	4.73	1.5630	.2263	.3110	6.91	1.4950	.2266	.2690	6.60	-10.0
.202	183.10	2.81	6.97	1.7960	.2443	.2572	7.35	1.7349	.2462	.2172	7.05	-10.0
.201	181.80	2.80	8.74	1.9420	.2665	.2256	7.29	1.8879	.2689	.1880	7.02	-10.0
.202	182.20	2.80	11.16	2.2140	.3018	.1891	7.34	2.1732	.3065	.1612	7.09	-10.0
.202	182.10	2.80	11.97	2.2900	.3172	.1741	7.22	2.2567	.3222	.1528	7.00	-10.0
.201	181.90	2.80	12.99	2.3860	.3324	.1572	7.18	2.3639	.3365	.1461	7.02	-10.1
.202	182.70	2.80	13.86	2.4560	.3438	.1452	7.14	2.4427	.3469	.1423	7.04	-10.1
.201	180.60	2.78	14.78	2.5270	.3595	.1416	7.03	2.5208	.3616	.1411	6.97	-10.1
.202	183.20	2.80	15.83	2.6050	.3776	.1335	6.90	2.6026	.3788	.1291	6.87	-10.1
.202	183.20	2.80	16.93	2.6800	.4001	.1280	6.70	2.6799	.4006	.1211	6.69	-10.1
.202	183.50	2.80	18.07	2.7310	.4174	.1250	6.54	2.7310	.4174	.1159	6.54	-10.0
.201	181.20	2.78	19.06	2.7830	.4442	.1156	6.27	2.7830	.4442	.1056	6.27	-10.1
.201	181.90	2.80	20.86	2.5550	.5346	-.0972	4.78	2.5550	.5346	-.1053	4.78	-10.2
.201	181.30	2.80	23.04	2.5710	.6107	-.1747	4.21	2.5710	.6107	-.1807	4.21	-10.2
.201	181.00	2.80	25.11	2.5980	.6979	-.1447	3.72	2.5980	.6979	-.1486	3.72	-10.0
.200	179.10	2.78	.60	1.1620	.1958	.4144	5.93	1.0465	.1917	.4039	5.46	-10.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 161 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.199	177.80	2.78	-6.09	-.0250	.2944	.6659	-.08	-.4230	.2894	.7717	-1.46	-15.1
.201	180.60	2.80	-3.98	.4220	.2714	.5546	1.55	.1179	.2665	.6212	.44	-15.1
.201	180.50	2.79	-1.65	.8450	.2679	.4741	3.15	.6472	.2632	.4990	2.46	-15.1
.201	181.60	2.80	.36	1.1010	.2643	.4578	4.17	.9785	.2600	.4506	3.76	-15.0
.201	181.40	2.79	2.42	1.3110	.2655	.4448	4.94	1.2301	.2629	.4118	4.68	-15.1
.201	181.20	2.79	4.45	1.4940	.2709	.4378	5.51	1.4249	.2709	.3960	5.26	-15.1
.201	180.80	2.78	6.54	1.6860	.2804	.4487	6.01	1.6235	.2821	.4083	5.75	-15.0
.202	182.50	2.79	8.72	1.8760	.2920	.4560	6.42	1.8218	.2943	.4183	6.19	-15.0
.202	182.40	2.79	11.18	2.1150	.2949	.4684	7.17	2.0744	.2997	.4406	6.92	-15.0
.202	182.50	2.79	11.85	2.1520	.3040	.4566	7.08	2.1175	.3090	.4342	6.85	-15.1
.201	181.40	2.78	12.79	2.1080	.2799	.4359	7.53	2.0837	.2843	.4227	7.33	-15.0
.202	183.20	2.79	13.81	2.3590	.3308	.4242	7.13	2.3453	.3339	.4210	7.02	-15.0
.201	182.20	2.78	15.13	2.4610	.3508	.4079	7.02	2.4566	.3526	.4065	6.97	-15.0
.202	182.40	2.78	15.86	2.5260	.3648	.3968	6.92	2.5237	.3660	.3923	6.90	-15.0
.202	183.00	2.78	16.86	2.5780	.3818	.3834	6.75	2.5778	.3824	.3766	6.74	-15.1
.202	182.80	2.78	18.03	2.6520	.4067	.3723	6.52	2.6520	.4067	.3632	6.52	-15.1
.201	182.20	2.77	19.31	2.5830	.3839	.3551	6.73	2.5830	.3839	.3453	6.73	-15.1
.201	181.90	2.78	21.05	2.4910	.5168	.0947	4.82	2.4910	.5168	.0867	4.82	-15.3
.201	181.70	2.79	23.04	2.4800	.5790	-.0092	4.28	2.4800	.5790	-.0152	4.28	-15.4
.201	181.50	2.79	25.03	2.5110	.6694	.0337	3.75	2.5110	.6694	.0297	3.75	-15.0
.204	186.70	2.82	.47	1.1110	.2632	.4615	4.22	.9918	.2590	.4528	3.83	-15.1

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 162 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	89.20	1.40	-5.99	.1720	.1951	-.1260	.88	-.2216	.1901	-.0222	-1.17	5.1
.201	89.00	1.39	-3.92	.6110	.1802	-.2909	3.39	.3096	.1753	-.2253	1.77	5.1
.201	89.20	1.39	-1.62	1.0660	.1863	-.4747	5.72	.8695	.1816	-.4503	4.79	5.1
.201	88.90	1.39	.57	1.4150	.2034	-.5640	6.96	1.2987	.1992	-.5741	6.52	5.1
.202	89.70	1.39	2.50	1.6300	.2206	-.6073	7.39	1.5499	.2181	-.6409	7.11	5.1
.201	89.20	1.38	4.54	1.8360	.2450	-.6491	7.49	1.7672	.2451	-.6910	7.21	5.1
.201	89.50	1.38	6.74	2.0370	.2713	-.6802	7.51	1.9751	.2731	-.7204	7.23	5.1
.201	89.20	1.38	8.83	2.2210	.3021	-.7101	7.35	2.1673	.3045	-.7475	7.12	5.0
.201	89.50	1.38	10.84	2.4370	.3384	-.7309	7.20	2.3939	.3428	-.7609	6.98	4.9
.201	89.10	1.38	11.96	2.5070	.3550	-.7438	7.06	2.4736	.3600	-.7652	6.87	4.9
.201	89.30	1.38	12.96	2.5880	.3707	-.7463	6.98	2.5656	.3748	-.7577	6.84	4.9
.201	89.60	1.38	13.96	2.7110	.4008	-.7409	6.76	2.6986	.4037	-.7431	6.68	5.0
.202	90.00	1.38	14.96	2.7740	.4166	-.7222	6.66	2.7688	.4185	-.7231	6.62	5.0
.201	89.60	1.38	15.95	2.8460	.4389	-.7063	6.48	2.8439	.4400	-.7111	6.46	5.0
.201	89.40	1.38	17.07	2.8950	.4628	-.6684	6.26	2.8951	.4633	-.6755	6.25	5.0
.201	89.50	1.38	18.13	2.9140	.4845	-.6442	6.01	2.9140	.4845	-.6534	6.01	5.0
.201	89.50	1.38	19.08	2.8510	.5155	-.5841	5.53	2.8510	.5155	-.5941	5.53	5.0
.201	89.40	1.38	20.98	2.7570	.6107	-.6714	4.51	2.7570	.6107	-.6794	4.51	5.0
.202	90.10	1.39	23.01	2.6810	.6950	-.7281	3.86	2.6810	.6950	-.7341	3.86	5.0
.202	90.10	1.40	25.02	2.5690	.7579	-.6601	3.39	2.5690	.7579	-.6641	3.39	4.9
.201	89.30	1.38	.56	1.4070	.2027	-.5621	6.94	1.2904	.1985	-.5721	6.50	5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 163 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	88.80	1.38	-6.04	.0390	.2006	.2742	.19	-.3568	.1956	.3790	-1.82	0.0
.202	89.10	1.38	-3.94	.4980	.1794	.1124	2.78	.1957	.1745	.1783	1.12	0.0
.201	88.30	1.38	-1.59	.9940	.1826	-.1108	5.44	.7988	.1779	-.0869	4.49	0.0
.201	88.80	1.38	.51	1.2780	.1952	-.2092	6.55	1.1600	.1910	-.2185	6.07	0.0
.201	88.50	1.38	2.54	1.5240	.2126	-.2783	7.17	1.4443	.2102	-.3123	6.87	0.0
.202	89.10	1.38	4.46	1.6890	.2301	-.3220	7.34	1.6199	.2301	-.3638	7.04	0.0
.202	88.90	1.38	6.69	1.9360	.2564	-.3720	7.55	1.8740	.2582	-.4123	7.26	.1
.202	89.20	1.38	8.79	2.1260	.2869	-.4045	7.41	2.0721	.2893	-.4420	7.16	.1
.202	89.00	1.38	10.89	2.3290	.3173	-.4314	7.34	2.2862	.3218	-.4611	7.10	0.0
.201	88.20	1.37	12.06	2.4270	.3399	-.4378	7.14	2.3946	.3449	-.4582	6.94	0.0
.201	88.40	1.37	12.98	2.5350	.3539	-.4422	7.16	2.5128	.3580	-.4534	7.02	0.0
.201	88.10	1.37	13.93	2.6070	.3721	-.4401	7.01	2.5944	.3751	-.4425	6.92	0.0
.201	88.10	1.37	15.15	2.6780	.3953	-.4327	6.77	2.6736	.3971	-.4342	6.73	0.0
.201	88.30	1.37	15.91	2.7250	.4044	-.4239	6.74	2.7228	.4056	-.4286	6.71	0.0
.201	88.20	1.37	17.04	2.7830	.4276	-.3958	6.51	2.7830	.4281	-.4029	6.50	0.0
.202	89.30	1.38	18.09	2.8000	.4472	-.3836	6.26	2.8000	.4472	-.3928	6.26	0.0
.202	89.40	1.38	19.06	2.8000	.5062	-.3288	5.53	2.8000	.5062	-.3388	5.53	0.0
.202	89.30	1.39	20.93	2.6850	.5831	-.4290	4.60	2.6850	.5831	-.4371	4.60	0.0
.202	89.30	1.39	22.99	2.6270	.6612	-.5160	3.97	2.6270	.6612	-.5220	3.97	0.0
.202	89.40	1.39	25.15	2.4740	.7232	-.4095	3.42	2.4740	.7232	-.4134	3.42	-.1
.202	89.00	1.38	.61	1.2960	.1971	-.2100	6.58	1.1808	.1930	-.2207	6.12	0.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 164 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	88.10	1.38	-6.12	-.0900	.2149	.5840	-.42	-.4894	.2099	.6904	-2.33	-5.3
.201	88.50	1.38	-4.00	.3680	.1897	.4178	1.94	.0630	.1848	.4848	.34	-5.3
.201	88.20	1.38	-1.79	.8310	.1858	.2364	4.47	.6272	.1810	.2637	3.46	-5.3
.201	88.20	1.38	.49	1.1750	.1971	.1309	5.96	1.0564	.1929	.1219	5.48	-5.4
.201	88.40	1.38	2.67	1.4050	.2109	.0753	6.66	1.3265	.2086	.0404	6.36	-5.4
.201	88.20	1.38	4.56	1.6240	.2294	.0234	7.08	1.5553	.2295	-.0185	6.78	-5.4
.200	87.40	1.37	6.70	1.8170	.2486	-.0414	7.31	1.7550	.2504	-.0817	7.01	-5.4
.201	88.00	1.37	8.84	2.0320	.2754	-.1176	7.38	1.9783	.2778	-.1550	7.12	-4.9
.201	88.10	1.37	10.80	2.0700	.2721	-.1520	7.61	2.0266	.2765	-.1822	7.33	-4.9
.201	87.70	1.37	11.96	2.3660	.3287	-.1715	7.20	2.3326	.3337	-.1929	6.99	-4.9
.201	87.90	1.37	13.04	2.4690	.3436	-.1837	7.19	2.4474	.3477	-.1943	7.04	-4.9
.201	87.80	1.37	13.93	2.5390	.3602	-.1888	7.05	2.5264	.3632	-.1912	6.96	-4.9
.201	88.00	1.37	14.91	2.6050	.3794	-.1875	6.87	2.5996	.3814	-.1883	6.82	-4.9
.201	88.30	1.37	15.98	2.6940	.3984	-.1824	6.76	2.6920	.3995	-.1873	6.74	-4.9
.201	88.20	1.37	16.93	2.7230	.4185	-.1596	6.51	2.7229	.4190	-.1665	6.50	-4.9
.201	87.90	1.37	18.07	2.7740	.4466	-.1516	6.21	2.7740	.4466	-.1607	6.21	-4.9
.201	87.90	1.37	19.15	2.8170	.4685	-.1478	6.01	2.8170	.4685	-.1577	6.01	-4.9
.202	88.40	1.38	20.97	2.6400	.5625	-.2221	4.69	2.6400	.5625	-.2301	4.69	-5.0
.201	88.10	1.38	22.97	2.5890	.6470	-.3542	4.00	2.5890	.6470	-.3602	4.00	-5.0
.201	88.40	1.38	24.99	2.4590	.7051	-.2063	3.49	2.4590	.7051	-.2103	3.49	-5.0
.201	88.30	1.38	.49	1.1990	.1970	.1247	6.09	1.0804	.1928	.1157	5.60	-5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 165 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	88.30	1.38	-5.93	-.0700	.2711	.6894	-.26	-.4609	.2661	.7920	-1.73	-9.8
.201	88.00	1.38	-3.88	.3550	.2460	.5635	1.44	.0555	.2411	.6284	.23	-9.9
.202	88.60	1.38	-1.86	.7720	.2354	.4151	3.28	.5652	.2306	.4437	2.45	-9.8
.201	87.90	1.37	.53	1.1260	.2379	.3418	4.73	1.0085	.2337	.3323	4.32	-10.1
.201	88.10	1.37	2.55	1.3470	.2403	.3271	5.61	1.2674	.2379	.2931	5.33	-10.1
.201	87.80	1.37	4.57	1.5140	.2410	.3118	6.28	1.4454	.2412	.2699	5.99	-10.0
.201	87.70	1.37	6.66	1.7410	.2458	.2633	7.08	1.6789	.2476	.2230	6.78	-10.0
.201	88.00	1.37	8.80	1.9210	.2698	.2283	7.12	1.8671	.2722	.1908	6.86	-10.0
.202	88.40	1.37	10.76	2.1040	.2920	.1982	7.21	2.0603	.2963	.1677	6.95	-10.1
.201	88.20	1.37	11.96	2.2700	.3210	.1790	7.07	2.2366	.3260	.1576	6.86	-10.1
.201	88.30	1.37	12.96	2.3290	.3263	.1607	7.14	2.3066	.3304	.1493	6.98	-10.1
.202	88.40	1.37	13.83	2.4160	.3417	.1383	7.07	2.4025	.3448	.1352	6.97	-10.1
.202	88.50	1.37	14.95	2.4900	.3590	.1269	6.94	2.4848	.3609	.1260	6.88	-10.0
.201	88.00	1.37	15.96	2.5790	.3768	.1212	6.84	2.5769	.3779	.1163	6.82	-10.0
.201	88.10	1.36	16.98	2.6250	.3953	.1304	6.64	2.6250	.3958	.1234	6.63	-10.0
.201	88.20	1.37	18.11	2.6920	.4253	.1254	6.33	2.6920	.4253	.1162	6.33	-9.9
.202	88.80	1.37	19.08	2.7180	.4454	.1242	6.10	2.7180	.4454	.1142	6.10	-10.0
.202	88.50	1.37	21.06	2.5360	.5352	.0039	4.74	2.5360	.5352	-.0040	4.74	-9.8
.202	88.60	1.38	23.03	2.5220	.6231	-.1688	4.05	2.5220	.6231	-.1748	4.05	-10.0
.201	88.20	1.38	24.92	2.4040	.6895	-.0318	3.49	2.4040	.6895	-.0359	3.49	-9.9
.201	88.30	1.37	.54	1.1070	.2359	.3372	4.69	.9898	.2317	.3275	4.27	-9.9

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 166 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	88.30	1.38	-6.12	-.1210	.3044	.6937	-.40	-.5204	.2994	.8001	-1.74	-14.9
.201	87.90	1.37	-4.03	.2960	.2774	.6129	1.07	-.0104	.2725	.6804	-.04	-14.9
.201	88.20	1.37	-1.74	.7260	.2688	.5106	2.70	.5244	.2640	.5371	1.99	-15.1
.201	87.80	1.37	.45	1.0460	.2701	.4714	3.87	.9262	.2659	.4630	3.48	-15.2
.201	87.60	1.37	2.46	1.2650	.2696	.4541	4.69	1.1845	.2671	.4208	4.44	-15.1
.201	87.90	1.37	4.45	1.4510	.2757	.4373	5.26	1.3819	.2757	.3955	5.01	-15.0
.201	88.20	1.37	6.61	1.7000	.2856	.4326	5.95	1.6377	.2873	.3923	5.70	-15.1
.201	88.20	1.37	8.49	1.8480	.2974	.4504	6.21	1.7929	.2996	.4123	5.98	-15.0
.201	87.90	1.36	10.82	2.0750	.3143	.4475	6.60	2.0317	.3187	.4174	6.37	-15.0
.201	88.20	1.37	11.86	2.1560	.3190	.4531	6.76	2.1216	.3240	.4308	6.55	-15.0
.201	88.00	1.36	12.85	2.2730	.3268	.4206	6.96	2.2493	.3311	.4080	6.79	-15.0
.201	87.70	1.36	13.83	2.3610	.3434	.4011	6.88	2.3475	.3465	.3980	6.77	-15.0
.201	87.90	1.36	14.93	2.4480	.3599	.3867	6.80	2.4427	.3619	.3859	6.75	-15.0
.200	87.50	1.36	15.84	2.5220	.3772	.3784	6.69	2.5196	.3784	.3740	6.66	-15.0
.202	89.10	1.37	16.94	2.5790	.3944	.3859	6.54	2.5789	.3949	.3790	6.53	-15.1
.202	89.20	1.37	18.02	2.6180	.4181	.3773	6.26	2.6180	.4181	.3683	6.26	-15.0
.203	89.20	1.37	18.90	2.6470	.4342	.3710	6.10	2.6470	.4342	.3610	6.10	-15.0
.202	89.00	1.37	21.03	2.5230	.5450	.2206	4.63	2.5230	.5450	.2126	4.63	-15.1
.202	88.80	1.37	22.81	2.4970	.6292	.0433	3.97	2.4970	.6292	.0371	3.97	-15.1
.202	88.80	1.38	25.04	2.3840	.6931	.1395	3.44	2.3840	.6931	.1355	3.44	-15.1
.201	88.10	1.37	.56	1.0970	.2715	.4794	4.04	.9804	.2673	.4694	3.67	-15.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 167 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.199	57.10	.91	-5.91	.1910	.1870	-.1350	1.02	-.1990	.1820	-.0328	-1.09	5.0
.199	57.00	.91	-3.84	.6960	.1673	-.3193	4.16	.3983	.1624	-.2552	2.45	5.1
.200	57.40	.91	-1.39	1.2070	.1758	-.5196	6.87	1.0202	.1711	-.4991	5.96	5.0
.200	57.70	.91	.83	1.5220	.1944	-.6098	7.83	1.4128	.1904	-.6235	7.42	5.0
.200	57.30	.91	2.63	1.7090	.2104	-.6440	8.12	1.6301	.2081	-.6786	7.83	5.0
.200	57.50	.91	4.73	1.9000	.2338	-.6820	8.13	1.8320	.2341	-.7240	7.82	5.1
.199	57.10	.91	6.84	2.1080	.2614	-.7212	8.06	2.0465	.2632	-.7613	7.77	5.1
.199	56.80	.90	8.86	2.2950	.2927	-.7580	7.84	2.2414	.2951	-.7953	7.59	5.0
.199	57.10	.90	10.88	2.4970	.3266	-.7867	7.65	2.4541	.3311	-.8165	7.41	5.0
.199	57.00	.90	11.84	2.5480	.3430	-.7923	7.43	2.5134	.3480	-.8148	7.22	5.0
.198	56.60	.90	13.02	2.6490	.3619	-.7893	7.32	2.6272	.3660	-.8001	7.18	5.1
.198	56.50	.90	13.88	2.7160	.3809	-.7790	7.13	2.7029	.3839	-.7817	7.04	5.1
.199	56.80	.90	14.95	2.7660	.4021	-.7517	6.88	2.7608	.4040	-.7526	6.83	5.0
.198	56.60	.90	16.03	2.8050	.4198	-.7050	6.68	2.8031	.4209	-.7101	6.66	5.0
.198	56.50	.90	17.13	2.8030	.4457	-.6481	6.29	2.8031	.4461	-.6553	6.28	5.1
.198	56.50	.90	18.08	2.7990	.4777	-.6160	5.86	2.7990	.4777	-.6251	5.86	5.0
.198	56.40	.90	19.08	2.7790	.4967	-.5871	5.59	2.7790	.4967	-.5971	5.59	5.0
.198	56.30	.90	21.15	2.5900	.5905	-.7426	4.39	2.5900	.5905	-.7505	4.39	5.1
.198	56.10	.90	23.16	2.5700	.6650	-.6932	3.86	2.5700	.6650	-.6990	3.86	5.0
.198	56.50	.91	25.09	2.4080	.7337	-.6417	3.28	2.4080	.7337	-.6456	3.28	5.0
.201	58.00	.91	.42	1.4350	.1909	-.5874	7.52	1.3143	.1867	-.5954	7.04	5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 168 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.00	.91	-6.07	.0280	.1949	.2747	.14	-.3691	.1899	.3801	-1.94	0.0
.201	58.00	.91	-6.14	.0220	.1976	.2742	.11	-.3783	.1926	.3810	-1.96	0.0
.202	58.40	.92	-3.87	.5230	.1740	.1044	3.01	.2239	.1691	.1691	1.32	0.0
.201	58.10	.91	-1.80	.9460	.1721	-.0989	5.50	.7418	.1673	-.0714	4.43	0.0
.201	57.90	.91	.39	1.3700	.1867	-.2251	7.34	1.2484	.1825	-.2327	6.84	0.0
.200	57.60	.91	2.63	1.5610	.2014	-.2866	7.75	1.4821	.1991	-.3212	7.44	0.0
.200	57.70	.91	4.58	1.7810	.2215	-.3495	8.04	1.7124	.2217	-.3914	7.73	0.0
.201	57.90	.91	6.68	1.9630	.2409	-.4045	8.15	1.9009	.2427	-.4448	7.83	0.0
.201	57.90	.91	8.90	2.1490	.2690	-.4469	7.99	2.0956	.2714	-.4841	7.72	0.0
.200	57.50	.90	11.00	2.3690	.2997	-.4761	7.90	2.3270	.3043	-.5051	7.65	0.0
.200	57.50	.90	11.97	2.4680	.3232	-.4858	7.64	2.4347	.3282	-.5071	7.42	0.0
.200	57.40	.90	12.86	2.5670	.3415	-.4954	7.52	2.5435	.3458	-.5079	7.36	0.0
.199	57.30	.90	13.95	2.6380	.3609	-.4865	7.31	2.6256	.3639	-.4888	7.22	0.0
.199	57.10	.90	15.17	2.7090	.3833	-.4720	7.07	2.7047	.3850	-.4736	7.02	0.0
.199	57.10	.90	15.87	2.7340	.3961	-.4569	6.90	2.7317	.3973	-.4614	6.88	0.0
.200	57.40	.90	16.93	2.7430	.4283	-.4165	6.40	2.7429	.4288	-.4234	6.40	-.1
.199	57.20	.90	18.19	2.7420	.4582	-.3814	5.98	2.7420	.4582	-.3907	5.98	.1
.199	57.20	.90	19.12	2.7070	.4693	-.3421	5.77	2.7070	.4693	-.3521	5.77	0.0
.199	57.00	.90	20.88	2.5700	.5653	-.5248	4.55	2.5700	.5653	-.5329	4.55	0.0
.199	57.00	.90	22.93	2.5810	.6330	-.5294	4.08	2.5810	.6330	-.5355	4.08	0.0
.199	57.20	.91	24.92	2.3250	.6812	-.3797	3.41	2.3250	.6812	-.3838	3.41	0.0
.201	58.00	.91	.30	1.3180	.1838	-.2394	7.17	1.1937	.1795	-.2457	6.65	0.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 169 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	58.40	.92	-5.87	.0120	.2192	.5318	.05	-.3762	.2142	.6333	-1.76	-4.9
.201	58.20	.91	-4.00	.3860	.1943	.4249	1.99	.0810	.1894	.4919	.43	-4.9
.201	58.20	.91	-1.68	.8840	.1780	.2217	4.97	.6850	.1733	.2472	3.95	-5.0
.201	58.10	.91	.48	1.2170	.1843	.1150	6.60	1.0981	.1801	.1061	6.10	-5.0
.201	58.10	.91	2.43	1.4360	.1968	.0578	7.30	1.3552	.1942	.0247	6.98	-5.0
.200	57.80	.91	4.66	1.6650	.2156	-.0124	7.72	1.5967	.2159	-.0544	7.40	-5.1
.201	57.90	.91	6.69	1.8770	.2353	-.0610	7.98	1.8150	.2371	-.1013	7.66	-5.2
.200	57.80	.91	8.83	2.0740	.2608	-.1322	7.95	2.0203	.2632	-.1696	7.68	-5.2
.200	57.70	.90	10.87	2.2480	.2840	-.1807	7.92	2.2051	.2885	-.2105	7.64	-5.1
.200	57.60	.90	11.79	2.3380	.3017	-.1970	7.75	2.3029	.3067	-.2199	7.51	-5.1
.200	57.70	.90	12.88	2.3990	.3094	-.2160	7.75	2.3757	.3136	-.2283	7.57	-5.0
.200	57.60	.90	14.20	2.5640	.3482	-.2160	7.36	2.5537	.3509	-.2171	7.28	-5.0
.200	57.40	.90	14.96	2.5900	.3542	-.2127	7.31	2.5848	.3561	-.2136	7.26	-5.0
.199	57.00	.90	15.88	2.6330	.3687	-.1919	7.14	2.6307	.3699	-.1965	7.11	-5.0
.199	57.20	.90	16.97	2.6220	.3978	-.1446	6.59	2.6220	.3983	-.1516	6.58	-5.0
.199	57.10	.90	18.32	2.6560	.4400	-.1189	6.04	2.6560	.4400	-.1284	6.04	-5.0
.199	57.20	.90	19.25	2.6590	.4573	-.1087	5.81	2.6590	.4573	-.1186	5.81	-5.0
.199	57.10	.90	20.93	2.5160	.5594	-.3257	4.50	2.5160	.5594	-.3338	4.50	-5.0
.199	57.20	.90	23.03	2.5190	.6147	-.3131	4.10	2.5190	.6147	-.3191	4.10	-5.0
.199	57.10	.91	24.85	2.3070	.6633	-.1536	3.48	2.3070	.6633	-.1577	3.48	-5.0
.200	57.80	.91	.38	1.2730	.1878	.1099	6.78	1.1511	.1836	.1024	6.27	-5.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 170 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.00	.91	-6.08	-.0340	.2641	.6612	-.13	-.4316	.2591	.7668	-1.67	-10.0
.201	58.20	.91	-4.02	.3260	.2366	.5708	1.38	.0201	.2317	.6382	.09	-10.0
.201	58.10	.91	-1.54	.8600	.2249	.3937	3.82	.6669	.2202	.4168	3.03	-10.0
.201	58.00	.91	2.46	1.3250	.2237	.3107	5.92	1.2445	.2212	.2774	5.63	-10.0
.201	57.90	.91	4.52	1.5340	.2303	.2952	6.66	1.4652	.2304	.2533	6.36	-9.9
.200	57.80	.91	6.60	1.7770	.2335	.2416	7.61	1.7147	.2352	.2012	7.29	-9.9
.200	57.60	.90	8.72	1.9700	.2545	.1945	7.74	1.9158	.2568	.1568	7.46	-9.9
.200	57.60	.90	10.75	2.1590	.2797	.1668	7.72	2.1153	.2840	.1363	7.45	-10.0
.200	57.60	.90	11.89	2.2640	.2967	.1462	7.63	2.2299	.3017	.1242	7.39	-10.1
.200	57.30	.90	12.84	2.3570	.3096	.1299	7.61	2.3332	.3139	.1172	7.43	-10.1
.200	57.30	.90	13.95	2.4450	.3268	.1218	7.48	2.4326	.3298	.1195	7.38	-10.1
.199	57.20	.90	14.80	2.4660	.3328	.1201	7.41	2.4600	.3349	.1195	7.35	-10.1
.200	57.40	.90	15.76	2.5120	.3463	.1166	7.25	2.5094	.3476	.1125	7.22	-10.1
.199	57.10	.90	16.93	2.5290	.3676	.1620	6.88	2.5289	.3681	.1551	6.87	-9.9
.199	57.10	.90	18.25	2.5450	.4098	.1681	6.21	2.5450	.4098	.1587	6.21	-10.0
.200	57.40	.90	18.91	2.5950	.4372	.1660	5.94	2.5950	.4372	.1560	5.94	-10.0
.199	57.20	.90	21.06	2.4600	.5479	-.1577	4.49	2.4600	.5479	-.1656	4.49	-10.0
.200	57.30	.90	23.06	2.4220	.5879	-.1197	4.12	2.4220	.5879	-.1256	4.12	-10.0
.199	57.20	.91	25.23	2.1920	.6380	.0530	3.44	2.1920	.6380	.0492	3.44	-10.0
.202	58.70	.91	.51	1.2070	.2260	.3272	5.34	1.0890	.2218	.3179	4.91	-10.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 171 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	58.90	.92	-5.96	-.0270	.2853	.6349	-.09	-.4192	.2803	.7381	-1.50	-15.0
.202	58.80	.92	-3.89	.3300	.2610	.5786	1.26	.0300	.2561	.6436	.12	-14.9
.202	58.70	.92	-1.82	.7940	.2560	.4722	3.10	.5889	.2512	.5001	2.34	-15.0
.202	58.50	.91	.67	1.1520	.2580	.4578	4.47	1.0385	.2539	.4463	4.09	-14.8
.202	58.60	.91	2.45	1.3160	.2593	.4538	5.08	1.2354	.2567	.4205	4.81	-15.1
.202	58.50	.91	4.60	1.5260	.2656	.4243	5.75	1.4575	.2658	.3824	5.48	-15.1
.202	58.70	.91	6.61	1.7160	.2729	.4192	6.29	1.6537	.2746	.3789	6.02	-15.0
.202	58.70	.91	8.71	1.8820	.2804	.4268	6.71	1.8278	.2827	.3891	6.46	-15.0
.201	58.10	.91	10.83	2.0370	.2838	.4319	7.18	1.9938	.2882	.4018	6.92	-15.0
.201	58.20	.91	12.11	2.2050	.3098	.4193	7.12	2.1732	.3148	.3993	6.90	-15.0
.201	58.30	.91	12.74	2.2740	.3136	.3951	7.25	2.2491	.3180	.3814	7.07	-15.1
.201	58.10	.91	13.87	2.3790	.3251	.3706	7.32	2.3658	.3281	.3678	7.21	-15.0
.201	58.20	.91	14.89	2.4470	.3441	.3740	7.11	2.4414	.3461	.3733	7.05	-15.0
.201	58.00	.91	16.02	2.5130	.3617	.3751	6.95	2.5110	.3628	.3700	6.92	-15.0
.201	57.90	.90	16.93	2.5180	.3843	.4136	6.55	2.5179	.3848	.4067	6.54	-15.0
.201	57.90	.90	17.91	2.5200	.4106	.4224	6.14	2.5200	.4106	.4136	6.14	-15.0
.201	57.90	.90	18.92	2.5290	.4343	.4151	5.82	2.5290	.4343	.4051	5.82	-15.0
.201	58.00	.91	20.78	2.4500	.5082	.2316	4.82	2.4500	.5082	.2234	4.82	-15.0
.201	57.80	.91	23.03	2.4460	.5962	.0617	4.10	2.4460	.5962	.0557	4.10	-15.0
.201	58.10	.91	25.11	2.2410	.6771	.2323	3.31	2.2410	.6771	.2284	3.31	-15.0
.202	58.70	.92	.24	1.1070	.2603	.4770	4.25	.9808	.2560	.4715	3.83	-15.0

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 172 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	270.10	4.21	-5.93	.5820	.1650	-.4951	3.53	.1911	.1600	-.3925	1.19	OFF
.201	270.40	4.20	-3.53	1.0970	.1595	-.6353	6.88	.8135	.1546	-.5767	5.26	OFF
.202	271.50	4.21	-1.47	1.3080	.1719	-.6270	7.61	1.1178	.1672	-.6051	6.69	OFF
.202	271.30	4.21	.53	1.4980	.1869	-.5995	8.01	1.3805	.1827	-.6090	7.56	OFF
.202	272.10	4.21	2.76	1.7140	.2049	-.5572	8.37	1.6362	.2028	-.5927	8.07	OFF
.202	273.50	4.22	4.83	1.8950	.2275	-.5183	8.33	1.8274	.2279	-.5603	8.02	OFF
.202	271.60	4.20	6.70	2.0290	.2498	-.4797	8.12	1.9670	.2516	-.5200	7.82	OFF
.202	271.30	4.20	9.02	2.2190	.2827	-.4262	7.85	2.1661	.2852	-.4632	7.59	OFF
.202	271.70	4.19	10.80	2.3800	.3031	-.3739	7.85	2.3366	.3075	-.4041	7.60	OFF
.202	271.10	4.19	12.72	2.5190	.3318	-.3181	7.59	2.4939	.3362	-.3320	7.42	OFF
.202	271.00	4.19	12.03	2.4520	.3268	-.3465	7.50	2.4193	.3318	-.3672	7.29	OFF
.201	270.20	4.18	13.89	2.5540	.3356	-.2781	7.61	2.5410	.3386	-.2808	7.50	OFF
.202	272.30	4.19	15.07	2.6580	.3391	-.2477	7.84	2.6533	.3409	-.2489	7.78	OFF
.202	271.20	4.19	15.91	2.7030	.4029	-.2126	6.71	2.7008	.4041	-.2173	6.68	OFF
.202	271.00	4.19	17.01	2.7390	.4562	-.1725	6.00	2.7390	.4567	-.1795	6.00	OFF
.201	270.20	4.18	18.09	2.4910	.4017	-.0976	6.20	2.4910	.4017	-.1068	6.20	OFF
.202	271.70	4.20	19.05	2.6970	.5086	-.0620	5.30	2.6970	.5086	-.0720	5.30	OFF
.202	271.20	4.20	20.78	2.4180	.4892	-.0644	4.94	2.4180	.4892	-.0726	4.94	OFF
.202	271.60	4.21	22.99	2.4510	.5656	-.0964	4.33	2.4510	.5656	-.1024	4.33	OFF
.202	272.20	4.22	25.05	2.2770	.5830	-.0262	3.91	2.2770	.5830	-.0302	3.91	OFF
.201	270.30	4.18	.70	1.4960	.1859	-.5871	8.05	1.3833	.1818	-.5990	7.61	OFF
.201	270.10	4.17	12.93	2.5070	.3374	-.3148	7.43	2.4842	.3416	-.3265	7.27	OFF
.201	269.10	4.16	15.07	2.6500	.3557	-.2437	7.45	2.6453	.3575	-.2449	7.40	OFF
.201	269.10	4.16	17.13	2.7370	.4509	-.1688	6.07	2.7371	.4513	-.1760	6.06	OFF
.202	272.10	4.18	19.01	2.6570	.4160	-.0664	6.39	2.6570	.4160	-.0764	6.39	OFF
.202	272.50	4.20	22.75	2.3310	.4994	-.1137	4.67	2.3310	.4994	-.1199	4.67	OFF
.201	270.40	4.17	.80	1.5030	.1869	-.5863	8.04	1.3930	.1829	-.5996	7.62	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 173 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.151	134.20	2.79	-5.85	.3790	.1724	-.3817	2.20	-.0083	.1674	-.2806	-.05	OFF
.150	133.70	2.79	-5.80	.3500	.1754	-.3807	2.00	-.0351	.1704	-.2806	-.21	OFF
.151	134.20	2.79	-3.79	.8660	.1649	-.5416	5.25	.5706	.1600	-.4784	3.57	OFF
.150	133.90	2.78	-1.68	1.2200	.1728	-.6172	7.06	1.0210	.1681	-.5917	6.07	OFF
.151	134.60	2.79	.35	1.4500	.1820	-.5882	7.97	1.3272	.1777	-.5952	7.47	OFF
.151	134.70	2.79	2.72	1.6260	.2037	-.5518	7.98	1.5479	.2015	-.5871	7.68	OFF
.151	134.50	2.78	4.69	1.8170	.2244	-.5178	8.10	1.7488	.2247	-.5598	7.78	OFF
.151	134.40	2.78	6.64	1.9550	.2402	-.4736	8.14	1.8928	.2420	-.5139	7.82	OFF
.151	134.50	2.78	8.82	2.1640	.2783	-.4288	7.78	2.1102	.2807	-.4662	7.52	OFF
.151	134.40	2.78	10.84	2.3180	.2965	-.3730	7.82	2.2749	.3009	-.4030	7.56	OFF
.151	134.80	2.78	11.85	2.3870	.3134	-.3466	7.62	2.3525	.3184	-.3690	7.39	OFF
.151	135.20	2.78	12.94	2.1880	.2580	-.3019	8.48	2.1653	.2622	-.3135	8.26	OFF
.151	135.30	2.78	14.01	2.5550	.3494	-.2808	7.31	2.5431	.3523	-.2827	7.22	OFF
.151	134.90	2.78	14.96	2.6110	.3630	-.2465	7.19	2.6058	.3649	-.2474	7.14	OFF
.151	135.40	2.78	15.87	2.6750	.3811	-.2167	7.02	2.6727	.3823	-.2212	6.99	OFF
.151	135.20	2.78	17.02	2.7380	.3978	-.1805	6.88	2.7380	.3983	-.1875	6.87	OFF
.151	135.00	2.78	18.25	2.5340	.3378	-.1332	7.50	2.5340	.3378	-.1426	7.50	OFF
.151	134.70	2.78	19.02	2.7070	.4444	-.0657	6.09	2.7070	.4444	-.0757	6.09	OFF
.151	134.60	2.78	21.00	2.6400	.5314	-.0844	4.97	2.6400	.5314	-.0924	4.97	OFF
.152	136.30	2.81	22.90	2.4820	.5729	-.1115	4.33	2.4820	.5729	-.1176	4.33	OFF
.152	136.00	2.81	24.93	2.5040	.6339	-.0495	3.95	2.5040	.6339	-.0536	3.95	OFF
.151	134.00	2.77	.77	1.4960	.1881	-.5846	7.95	1.3852	.1841	-.5974	7.53	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 174 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	176.50	2.78	-5.85	.3550	.1777	-.3777	2.00	-.0323	.1727	-.2766	-.19	OFF
.201	176.80	2.78	-5.86	.3580	.1776	-.3763	2.02	-.0298	.1726	-.2750	-.17	OFF
.201	176.50	2.78	-3.80	.9020	.1667	-.5422	5.41	.6061	.1618	-.4788	3.75	OFF
.201	176.40	2.77	-1.47	1.2750	.1768	-.6189	7.21	1.0848	.1721	-.5970	6.30	OFF
.201	177.00	2.77	.85	1.5200	.1919	-.5903	7.92	1.4113	.1879	-.6042	7.51	OFF
.202	177.90	2.78	2.64	1.6680	.2089	-.5616	7.98	1.5892	.2066	-.5963	7.69	OFF
.201	177.60	2.77	4.69	1.8660	.2294	-.5235	8.13	1.7978	.2297	-.5655	7.83	OFF
.201	177.40	2.77	6.77	2.0430	.2544	-.4812	8.03	1.9812	.2562	-.5214	7.73	OFF
.201	176.90	2.76	8.81	2.2040	.2832	-.4373	7.78	2.1502	.2856	-.4748	7.53	OFF
.201	176.80	2.75	10.95	2.3930	.3076	-.3737	7.78	2.3506	.3121	-.4030	7.53	OFF
.201	176.90	2.75	11.88	2.4580	.3285	-.3554	7.48	2.4238	.3335	-.3775	7.27	OFF
.201	176.50	2.75	12.93	2.4140	.3094	-.3106	7.80	2.3912	.3136	-.3223	7.63	OFF
.201	176.90	2.75	14.15	2.6260	.3547	-.2661	7.40	2.6153	.3574	-.2674	7.32	OFF
.201	176.90	2.75	15.12	2.6650	.3763	-.2443	7.08	2.6605	.3781	-.2457	7.04	OFF
.200	176.10	2.74	15.93	2.7190	.3883	-.2179	7.00	2.7168	.3894	-.2227	6.98	OFF
.201	177.60	2.75	17.08	2.7890	.4096	-.1727	6.81	2.7891	.4101	-.1798	6.80	OFF
.201	177.60	2.75	18.07	2.7790	.4405	-.1164	6.31	2.7790	.4405	-.1255	6.31	OFF
.202	178.30	2.76	19.08	2.7500	.4658	-.0460	5.90	2.7500	.4658	-.0560	5.90	OFF
.201	177.00	2.75	21.11	2.6200	.5426	-.0775	4.83	2.6200	.5426	-.0854	4.83	OFF
.201	177.40	2.76	23.22	2.5640	.6073	-.1023	4.22	2.5640	.6073	-.1081	4.22	OFF
.201	177.10	2.76	25.10	2.5590	.6898	-.0145	3.71	2.5590	.6898	-.0184	3.71	OFF
.201	176.70	2.74	.76	1.5200	.1898	-.5891	8.01	1.4089	.1858	-.6018	7.58	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 176 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.250	215.90	2.78	-6.03	.3040	.1845	-.3625	1.65	-.0913	.1795	-.2579	-.51	OFF
.249	215.60	2.77	-3.72	.8130	.1720	-.5091	4.73	.5208	.1671	-.4471	3.12	OFF
.250	217.30	2.78	-1.56	1.2200	.1788	-.5963	6.82	1.0261	.1741	-.5729	5.89	OFF
.249	216.00	2.76	.66	1.4930	.1904	-.5792	7.84	1.3792	.1863	-.5905	7.40	OFF
.250	216.50	2.76	2.66	1.6620	.2089	-.5533	7.96	1.5834	.2066	-.5881	7.66	OFF
.250	217.50	2.77	4.64	1.8400	.2320	-.5240	7.93	1.7716	.2322	-.5659	7.63	OFF
.250	217.00	2.76	6.69	2.0310	.2539	-.4776	8.00	1.9690	.2557	-.5179	7.70	OFF
.250	217.20	2.76	8.98	2.1870	.2795	-.4171	7.82	2.1339	.2820	-.4541	7.57	OFF
.250	217.40	2.75	10.74	2.3650	.3055	-.3705	7.74	2.3212	.3098	-.4011	7.49	OFF
.250	217.20	2.75	12.08	2.4510	.3297	-.3369	7.43	2.4188	.3347	-.3572	7.23	OFF
.250	217.30	2.75	13.07	2.5230	.3373	-.2994	7.48	2.5018	.3413	-.3097	7.33	OFF
.250	217.60	2.75	13.93	2.6010	.3528	-.2680	7.37	2.5884	.3558	-.2704	7.28	OFF
.249	216.20	2.74	14.91	2.6550	.3728	-.2427	7.12	2.6496	.3748	-.2435	7.07	OFF
.249	216.00	2.73	16.02	2.7130	.3918	-.2027	6.92	2.7110	.3929	-.2078	6.90	OFF
.249	215.90	2.73	16.94	2.6910	.4135	-.1106	6.51	2.6909	.4140	-.1175	6.50	OFF
.248	215.30	2.73	18.25	2.7180	.4527	-.0636	6.00	2.7180	.4527	-.0730	6.00	OFF
.248	215.10	2.73	19.10	2.7260	.4634	-.0259	5.88	2.7260	.4634	-.0359	5.88	OFF
.247	212.90	2.71	20.65	1.8210	.2370	-.0559	7.68	1.8210	.2370	-.0642	7.68	OFF
.247	212.80	2.71	22.66	1.4010	.1365	-.0345	10.26	1.4010	.1365	-.0408	10.26	OFF
.247	213.40	2.72	24.96	1.8950	.3944	.0222	4.80	1.8950	.3944	.0182	4.80	OFF
.251	219.30	2.75	.42	1.4770	.1855	-.5804	7.96	1.3563	.1813	-.5884	7.48	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 177 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.301	262.90	2.78	-5.91	.3290	.1819	-.3634	1.81	-.0610	.1769	-.2612	-.34	OFF
.301	262.30	2.76	-3.71	.8630	.1702	-.5169	5.07	.5712	.1653	-.4551	3.46	OFF
.301	263.60	2.77	-1.42	1.2260	.1821	-.5918	6.73	1.0379	.1774	-.5708	5.85	OFF
.301	264.40	2.76	.37	1.4750	.1869	-.5850	7.89	1.3528	.1826	-.5923	7.41	OFF
.301	264.20	2.76	2.70	1.6790	.2110	-.5549	7.96	1.6007	.2088	-.5900	7.67	OFF
.301	264.30	2.76	4.75	1.8770	.2330	-.5155	8.06	1.8091	.2334	-.5575	7.75	OFF
.301	263.10	2.75	6.73	2.0370	.2546	-.4745	8.00	1.9751	.2564	-.5147	7.70	OFF
.301	264.10	2.75	8.79	2.2050	.2869	-.4275	7.69	2.1511	.2893	-.4650	7.44	OFF
.302	265.80	2.76	11.03	2.4090	.3154	-.3656	7.64	2.3672	.3200	-.3944	7.40	OFF
.303	266.80	2.76	12.22	2.4700	.3265	-.3297	7.57	2.4393	.3314	-.3486	7.36	OFF
.302	265.90	2.75	12.96	2.5570	.3485	-.3083	7.34	2.5346	.3526	-.3197	7.19	OFF
.302	266.20	2.75	13.98	2.6270	.3595	-.2607	7.31	2.6148	.3624	-.2628	7.21	OFF
.302	266.40	2.75	15.08	2.6920	.3689	-.2313	7.30	2.6874	.3707	-.2325	7.25	OFF
.302	265.60	2.75	15.85	2.7370	.3786	-.2059	7.23	2.7347	.3798	-.2103	7.20	OFF
.302	267.10	2.75	16.99	2.7700	.4558	-.1476	6.08	2.7700	.4563	-.1546	6.07	OFF
.302	267.00	2.75	18.02	2.5780	.4137	-.0513	6.23	2.5780	.4137	-.0603	6.23	OFF
.302	267.20	2.76	19.12	2.6200	.4776	-.0134	5.49	2.6200	.4776	-.0234	5.49	OFF
.303	267.40	2.76	21.00	2.3910	.4987	-.0552	4.79	2.3910	.4987	-.0632	4.79	OFF
.302	266.50	2.76	23.00	2.3330	.5698	-.0547	4.09	2.3330	.5698	-.0607	4.09	OFF
.301	265.90	2.77	25.09	2.2990	.7168	.0411	3.21	2.2990	.7168	.0372	3.21	OFF
.303	268.70	2.75	17.08	2.6000	.4078	-.0888	6.38	2.6001	.4083	-.0959	6.37	OFF
.303	268.10	2.75	18.32	2.4790	.3824	-.0395	6.48	2.4790	.3824	-.0490	6.48	OFF
.302	267.50	2.74	19.05	2.5770	.4231	-.0194	6.09	2.5770	.4231	-.0294	6.09	OFF
.302	266.60	2.74	.85	1.5420	.1911	-.5819	8.07	1.4333	.1871	-.5958	7.66	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 178 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.204	279.60	4.30	-5.70	.6540	.1666	-.5278	3.93	.2733	.1616	-.4296	1.69	OFF
.203	276.70	4.27	-3.94	.9860	.1638	-.6161	6.02	.6837	.1589	-.5502	4.30	OFF
.203	275.90	4.26	-1.73	1.2780	.1744	-.6231	7.33	1.0768	.1697	-.5968	6.35	OFF
.203	276.60	4.26	.58	1.4970	.1921	-.5928	7.79	1.3810	.1880	-.6030	7.35	OFF
.203	274.70	4.25	2.49	1.6690	.2099	-.5613	7.95	1.5888	.2074	-.5949	7.66	OFF
.202	272.90	4.23	4.56	1.7910	.2253	-.5228	7.95	1.7223	.2254	-.5647	7.64	OFF
.203	275.10	4.25	6.61	1.9940	.2488	-.4790	8.01	1.9317	.2505	-.5193	7.71	OFF
.203	275.90	4.25	8.75	2.1470	.2811	-.4359	7.64	2.0929	.2835	-.4735	7.38	OFF
.203	275.40	4.24	10.97	2.3800	.3172	-.3786	7.50	2.3378	.3218	-.4078	7.27	OFF
.203	275.90	4.24	11.99	2.4610	.3310	-.3472	7.44	2.4279	.3360	-.3683	7.23	OFF
.203	275.50	4.24	12.90	2.4070	.3130	-.3108	7.69	2.3839	.3172	-.3229	7.51	OFF
.203	275.20	4.23	13.96	2.5550	.3502	-.2828	7.30	2.5426	.3531	-.2850	7.20	OFF
.203	274.50	4.22	16.05	2.6770	.3890	-.2046	6.88	2.6751	.3901	-.2098	6.86	OFF
.204	277.10	4.24	14.68	2.5590	.3560	-.2638	7.19	2.5522	.3582	-.2642	7.13	OFF
.203	276.30	4.22	17.14	2.7230	.4071	-.1719	6.69	2.7231	.4075	-.1791	6.68	OFF
.203	276.40	4.22	18.31	2.7610	.4343	-.1401	6.36	2.7610	.4343	-.1496	6.36	OFF
.203	276.60	4.22	19.09	2.8000	.4518	-.1099	6.20	2.8000	.4518	-.1199	6.20	OFF
.203	275.90	4.22	20.96	2.3570	.4328	-.1264	5.45	2.3570	.4328	-.1344	5.45	OFF
.202	274.70	4.22	22.85	2.1910	.4508	-.0958	4.86	2.1910	.4508	-.1019	4.86	OFF
.203	275.70	4.24	25.07	2.4100	.6223	-.0153	3.87	2.4100	.6223	-.0192	3.87	OFF
.201	270.90	4.18	.53	1.4740	.1905	-.5904	7.74	1.3565	.1863	-.5999	7.28	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 179 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	182.00	2.84	-6.08	.3330	.1830	-.3780	1.82	-.0646	.1780	-.2724	-.36	OFF
.204	184.90	2.85	-3.74	.9360	.1712	-.5555	5.47	.6429	.1663	-.4932	3.87	OFF
.203	184.10	2.83	-1.50	1.2890	.1813	-.6241	7.11	1.0976	.1766	-.6017	6.22	OFF
.203	183.90	2.82	.62	1.4800	.1965	-.5947	7.53	1.3651	.1924	-.6055	7.10	OFF
.203	183.40	2.82	2.55	1.6050	.2123	-.5659	7.56	1.5254	.2099	-.5999	7.27	OFF
.203	183.20	2.81	4.61	1.8730	.2367	-.5287	7.91	1.8045	.2369	-.5706	7.62	OFF
.204	186.30	2.83	6.68	2.0550	.2580	-.4826	7.97	1.9929	.2598	-.5229	7.67	OFF
.204	185.60	2.82	8.83	1.9620	.2504	-.4297	7.84	1.9083	.2528	-.4671	7.55	OFF
.204	186.00	2.82	10.88	2.3640	.3177	-.3843	7.44	2.3211	.3222	-.4141	7.20	OFF
.204	185.90	2.82	11.95	2.4520	.3370	-.3550	7.28	2.4185	.3420	-.3765	7.07	OFF
.204	185.70	2.82	12.91	2.4350	.3228	-.3143	7.54	2.4120	.3270	-.3262	7.38	OFF
.204	185.70	2.81	14.06	2.5940	.3618	-.2720	7.17	2.5825	.3646	-.2737	7.08	OFF
.204	185.20	2.81	15.04	2.6110	.3718	-.2401	7.02	2.6062	.3737	-.2412	6.97	OFF
.204	184.90	2.81	15.86	2.6790	.3964	-.2156	6.76	2.6767	.3976	-.2201	6.73	OFF
.204	184.90	2.80	17.07	2.7310	.4144	-.1698	6.59	2.7311	.4149	-.1769	6.58	OFF
.204	185.40	2.81	18.16	2.7630	.4401	-.1353	6.28	2.7630	.4401	-.1446	6.28	OFF
.204	185.80	2.81	19.02	2.6910	.4708	-.0388	5.72	2.6910	.4708	-.0488	5.72	OFF
.203	184.60	2.81	20.92	2.5490	.5114	-.0573	4.98	2.5490	.5114	-.0654	4.98	OFF
.203	184.10	2.81	23.07	2.5510	.6175	-.0926	4.13	2.5510	.6175	-.0985	4.13	OFF
.203	184.10	2.82	25.15	2.5330	.6936	.0088	3.65	2.5330	.6936	.0049	3.65	OFF
.205	187.70	2.83	.72	1.5350	.1975	-.5922	7.77	1.4228	.1934	-.6044	7.36	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 180 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.205	92.10	1.43	-6.06	.2800	.1856	-.3601	1.51	-.1167	.1806	-.2549	-.65	OFF
.205	92.00	1.43	-3.76	.7760	.1730	-.4802	4.49	.4820	.1681	-.4175	2.87	OFF
.205	92.10	1.42	-1.67	1.1840	.1830	-.5788	6.47	.9854	.1783	-.5535	5.53	OFF
.204	91.70	1.42	.61	1.4710	.2014	-.5845	7.30	1.3558	.1973	-.5952	6.87	OFF
.204	92.10	1.42	2.59	1.6480	.2185	-.5581	7.54	1.5688	.2161	-.5924	7.26	OFF
.204	91.60	1.41	4.43	1.8070	.2393	-.5304	7.55	1.7378	.2393	-.5722	7.26	OFF
.203	91.40	1.41	6.72	2.0090	.2628	-.4773	7.64	1.9471	.2646	-.5175	7.36	OFF
.203	91.30	1.41	8.56	2.1490	.2886	-.4341	7.45	2.0942	.2909	-.4721	7.20	OFF
.203	90.90	1.40	10.79	2.3260	.3177	-.3777	7.32	2.2825	.3221	-.4080	7.09	OFF
.203	91.00	1.40	12.02	2.4240	.3377	-.3440	7.18	2.3912	.3427	-.3648	6.98	OFF
.203	91.20	1.40	12.95	2.5010	.3485	-.3104	7.18	2.4785	.3527	-.3219	7.03	OFF
.203	91.30	1.40	13.86	2.5410	.3606	-.2789	7.05	2.5277	.3637	-.2818	6.95	OFF
.203	91.60	1.40	14.89	2.5590	.3706	-.2404	6.91	2.5534	.3726	-.2411	6.85	OFF
.203	91.20	1.40	15.81	2.6290	.3908	-.2129	6.73	2.6266	.3920	-.2172	6.70	OFF
.203	91.40	1.40	17.00	2.6790	.4111	-.1637	6.52	2.6790	.4116	-.1707	6.51	OFF
.203	91.10	1.40	17.96	2.7060	.4354	-.1224	6.21	2.7060	.4354	-.1313	6.21	OFF
.203	91.20	1.40	19.01	2.6720	.4753	-.0338	5.62	2.6720	.4753	-.0438	5.62	OFF
.203	90.90	1.40	21.09	2.5840	.5630	-.0442	4.59	2.5840	.5630	-.0521	4.59	OFF
.204	91.80	1.41	23.12	2.4890	.6274	-.0400	3.97	2.4890	.6274	-.0459	3.97	OFF
.204	92.10	1.42	25.07	2.2860	.6843	.0702	3.34	2.2860	.6843	.0663	3.34	OFF
.206	93.50	1.42	.50	1.4570	.1982	-.5876	7.35	1.3387	.1940	-.5967	6.90	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 181 — LONGITUDINAL STARILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.20	.92	-6.05	.2880	.1829	-.3693	1.57	-.1082	.1779	-.2643	-.61	OFF
.200	57.60	.91	-3.87	.7090	.1739	-.4618	4.08	.4099	.1690	-.3971	2.43	OFF
.200	57.40	.91	-1.72	1.1360	.1789	-.5617	6.35	.9352	.1742	-.5356	5.37	OFF
.200	57.80	.91	.65	1.4470	.1995	-.5766	7.25	1.3329	.1954	-.5878	6.82	OFF
.200	57.50	.90	2.57	1.6310	.2162	-.5492	7.54	1.5516	.2138	-.5834	7.26	OFF
.200	57.50	.90	4.56	1.8000	.2344	-.5136	7.68	1.7313	.2345	-.5555	7.38	OFF
.199	57.10	.90	6.68	1.9970	.2595	-.4713	7.70	1.9349	.2613	-.5116	7.41	OFF
.199	56.90	.90	8.78	2.1090	.2817	-.4101	7.49	2.0551	.2841	-.4476	7.23	OFF
.199	56.70	.89	10.74	2.2790	.3086	-.3552	7.38	2.2352	.3129	-.3858	7.14	OFF
.199	56.80	.89	12.00	2.3730	.3248	-.3260	7.31	2.3400	.3298	-.3470	7.10	OFF
.200	57.60	.90	13.04	2.4730	.3473	-.2972	7.12	2.4514	.3514	-.3078	6.98	OFF
.200	57.70	.90	13.87	2.5330	.3590	-.2678	7.06	2.5198	.3620	-.2706	6.96	OFF
.202	58.40	.91	14.93	2.5630	.3713	-.2311	6.90	2.5577	.3733	-.2319	6.85	OFF
.201	58.20	.90	15.91	2.6080	.3845	-.1876	6.78	2.6058	.3857	-.1923	6.76	OFF
.201	58.20	.90	16.98	2.6300	.4042	-.1344	6.51	2.6300	.4047	-.1414	6.50	OFF
.201	58.10	.90	18.03	2.5950	.4394	-.0670	5.91	2.5950	.4394	-.0761	5.91	OFF
.201	58.40	.90	18.97	2.6050	.4599	-.0136	5.66	2.6050	.4599	-.0236	5.66	OFF
.201	58.20	.91	20.88	2.4900	.5357	-.0147	4.65	2.4900	.5357	-.0228	4.65	OFF
.201	58.10	.91	22.77	2.4260	.6162	-.0342	3.94	2.4260	.6162	-.0404	3.94	OFF
.202	58.50	.91	24.86	2.2320	.6942	.0885	3.22	2.2320	.6942	.0844	3.22	OFF
.200	57.80	.90	.56	1.4700	.1980	-.5819	7.42	1.3534	.1938	-.5919	6.98	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 182 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	273.00	4.23	-5.77	.5960	.1468	-.4964	4.06	.2122	.1418	-.3969	1.50	OFF
.201	271.50	4.22	-3.63	1.1010	.1437	-.6483	7.66	.8129	.1388	-.5879	5.86	OFF
.201	271.00	4.21	-1.59	1.3130	.1575	-.6450	8.34	1.1178	.1528	-.6211	7.32	OFF
.200	269.60	4.20	.40	1.5810	.1661	-.6105	9.52	1.4597	.1619	-.6182	9.02	OFF
.201	270.50	4.20	2.67	1.7360	.1954	-.5805	8.88	1.6575	.1931	-.6154	8.58	OFF
.201	270.10	4.20	4.78	1.9270	.2216	-.5409	8.70	1.8592	.2220	-.5829	8.38	OFF
.201	271.00	4.21	6.70	2.0820	.2412	-.4925	8.63	2.0200	.2430	-.5328	8.31	OFF
.201	271.60	4.21	8.92	2.2570	.2745	-.4434	8.22	2.2037	.2770	-.4806	7.96	OFF
.201	271.10	4.20	10.87	2.4180	.2996	-.3895	8.07	2.3751	.3041	-.4193	7.81	OFF
.201	269.80	4.19	12.10	2.4900	.3249	-.3615	7.66	2.4581	.3299	-.3816	7.45	OFF
.200	269.40	4.19	12.87	2.5380	.3260	-.3285	7.79	2.5146	.3303	-.3409	7.61	OFF
.200	268.50	4.18	13.84	2.6290	.3448	-.2958	7.62	2.6156	.3479	-.2988	7.52	OFF
.200	267.70	4.18	15.06	2.6900	.3694	-.2587	7.28	2.6853	.3712	-.2599	7.23	OFF
.200	268.30	4.18	15.89	2.7350	.3819	-.2265	7.16	2.7327	.3831	-.2311	7.13	OFF
.201	269.40	4.18	17.25	2.8190	.3991	-.1754	7.06	2.8192	.3994	-.1829	7.06	OFF
.200	268.50	4.17	18.24	2.8440	.4243	-.1478	6.70	2.8440	.4243	-.1572	6.70	OFF
.201	271.60	4.20	19.08	2.8360	.4456	-.1185	6.36	2.8360	.4456	-.1285	6.36	OFF
.201	270.80	4.21	21.05	2.6860	.5255	-.0679	5.11	2.6860	.5255	-.0759	5.11	OFF
.201	271.10	4.22	23.01	2.5510	.5938	-.0737	4.30	2.5510	.5938	-.0797	4.30	OFF
.201	270.40	4.23	25.05	2.5180	.6520	.0111	3.86	2.5180	.6520	.0071	3.86	OFF
.202	271.90	4.21	.38	1.5420	.1649	-.5983	9.35	1.4201	.1607	-.6058	8.84	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 189 — LONGITUDINAL STARILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.40	.96	-5.96	.3800	.1822	-.4036	2.09	-.0122	.1772	-.3004	-.07	OFF
.201	58.30	.96	-3.97	.7620	.1746	-.4723	4.36	.4584	.1697	-.4058	2.70	OFF
.201	58.10	.96	-1.69	1.2120	.1834	-.5794	6.61	1.0125	.1787	-.5538	5.67	OFF
.201	57.90	.95	.76	1.5120	.2038	-.5843	7.42	1.4009	.1998	-.5970	7.01	OFF
.202	58.60	.96	2.59	1.6820	.2203	-.5477	7.64	1.6028	.2179	-.5820	7.35	OFF
.202	58.50	.96	4.73	1.8910	.2451	-.5089	7.72	1.8230	.2454	-.5509	7.43	OFF
.201	58.20	.95	6.62	2.0650	.2672	-.4658	7.73	2.0028	.2690	-.5061	7.45	OFF
.200	57.80	.95	8.84	2.1800	.2858	-.4162	7.63	2.1263	.2882	-.4536	7.38	OFF
.201	58.20	.95	11.01	2.4180	.3234	-.3624	7.48	2.3761	.3280	-.3913	7.24	OFF
.202	58.50	.95	11.94	2.4930	.3420	-.3376	7.29	2.4594	.3470	-.3592	7.09	OFF
.201	58.20	.95	12.84	2.5570	.3534	-.3037	7.24	2.5332	.3577	-.3164	7.08	OFF
.201	58.30	.95	13.95	2.5960	.3645	-.2602	7.12	2.5836	.3675	-.2625	7.03	OFF
.201	58.00	.95	14.92	2.6210	.3795	-.2267	6.91	2.6156	.3815	-.2275	6.86	OFF
.202	58.60	.95	15.88	2.5880	.3920	-.1842	6.60	2.5857	.3932	-.1888	6.58	OFF
.202	58.80	.95	16.92	2.5020	.4159	-.1461	6.02	2.5019	.4164	-.1530	6.01	OFF
.203	59.00	.96	18.00	2.4400	.4362	-.1377	5.59	2.4400	.4362	-.1467	5.59	OFF
.203	59.10	.96	18.84	2.3310	.4551	-.0873	5.12	2.3310	.4551	-.0973	5.12	OFF
.203	59.00	.96	20.82	2.1820	.5496	-.0222	3.97	2.1820	.5496	-.0304	3.97	OFF
.202	58.90	.96	22.83	2.1310	.6527	-.0138	3.26	2.1310	.6527	-.0200	3.26	OFF
.202	58.80	.96	24.75	2.0240	.7120	0.0000	2.84	2.0240	.7120	-.0042	2.84	OFF
.202	58.50	.95	.60	1.4800	.1999	-.5840	7.40	1.3645	.1958	-.5945	6.97	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 190 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	59.30	.96	-5.95	.3710	.1793	-.4059	2.07	-.0208	.1743	-.3029	-.12	OFF
.204	59.80	.96	-3.63	.8860	.1708	-.5033	5.19	.5979	.1659	-.4429	3.60	OFF
.202	58.90	.96	-1.55	1.2370	.1834	-.5810	6.74	1.0435	.1787	-.5578	5.84	OFF
.202	58.80	.95	.80	1.5190	.2024	-.5763	7.50	1.4090	.1984	-.5896	7.10	OFF
.202	58.70	.95	2.57	1.7000	.2198	-.5431	7.73	1.6206	.2174	-.5773	7.45	OFF
.202	58.70	.95	4.61	1.8970	.2434	-.5044	7.79	1.8285	.2436	-.5463	7.51	OFF
.202	58.90	.95	6.75	2.0950	.2680	-.4584	7.82	2.0332	.2698	-.4986	7.54	OFF
.202	58.70	.95	8.98	2.2700	.2992	-.4052	7.59	2.2169	.3017	-.4422	7.35	OFF
.204	59.70	.96	11.04	2.4480	.3288	-.3574	7.45	2.4063	.3334	-.3861	7.22	OFF
.204	59.60	.95	11.87	2.4910	.3396	-.3355	7.34	2.4567	.3446	-.3577	7.13	OFF
.204	59.90	.96	13.01	2.5760	.3566	-.2927	7.22	2.5541	.3607	-.3036	7.08	OFF
.204	59.60	.95	14.05	2.6500	.3794	-.2541	6.98	2.6384	.3822	-.2558	6.90	OFF
.203	59.50	.95	14.90	2.6950	.4010	-.2339	6.72	2.6895	.4030	-.2347	6.67	OFF
.204	59.60	.95	15.90	2.6520	.4142	-.1852	6.40	2.6498	.4154	-.1898	6.38	OFF
.203	59.50	.95	17.04	2.5230	.4285	-.1387	5.89	2.5230	.4290	-.1458	5.88	OFF
.203	59.40	.95	17.89	2.4830	.4586	-.1413	5.41	2.4830	.4586	-.1501	5.41	OFF
.203	59.40	.95	19.02	2.3430	.4856	-.0715	4.82	2.3430	.4856	-.0815	4.82	OFF
.204	59.60	.96	20.86	2.2020	.5706	-.0210	3.86	2.2020	.5706	-.0291	3.86	OFF
.204	59.90	.96	22.82	2.0950	.6590	-.0010	3.18	2.0950	.6590	-.0072	3.18	OFF
.204	59.90	.97	24.94	2.0330	.7296	-.0291	2.79	2.0330	.7296	-.0332	2.79	OFF
.204	60.10	.96	.65	1.5020	.2006	-.5870	7.49	1.3879	.1965	-.5982	7.06	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 191 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	59.40	.96	-5.92	.3570	.1830	-.4103	1.95	-.0334	.1780	-.3079	-.19	OFF
.203	59.20	.95	-3.91	.7740	.1726	-.4885	4.48	.4731	.1677	-.4231	2.82	OFF
.202	58.90	.95	-1.41	1.2210	.1836	-.5860	6.65	1.0333	.1789	-.5651	5.78	OFF
.202	58.80	.95	.70	1.4960	.2001	-.5827	7.48	1.3833	.1960	-.5946	7.06	OFF
.202	58.80	.95	2.65	1.6720	.2167	-.5425	7.72	1.5933	.2144	-.5773	7.43	OFF
.204	59.70	.95	4.72	1.8710	.2394	-.5061	7.82	1.8030	.2397	-.5481	7.52	OFF
.204	59.50	.95	6.60	2.0640	.2659	-.4682	7.76	2.0017	.2676	-.5086	7.48	OFF
.203	59.30	.95	8.87	2.2700	.2969	-.4118	7.65	2.2164	.2993	-.4491	7.40	OFF
.203	59.20	.95	10.85	2.4350	.3272	-.3605	7.44	2.3919	.3316	-.3904	7.21	OFF
.203	59.20	.95	11.95	2.5040	.3415	-.3313	7.33	2.4705	.3465	-.3528	7.13	OFF
.202	59.00	.94	12.98	2.5970	.3597	-.2918	7.22	2.5748	.3638	-.3030	7.08	OFF
.203	59.00	.94	13.90	2.6350	.3729	-.2576	7.07	2.6221	.3759	-.2602	6.98	OFF
.202	58.90	.94	15.11	2.5800	.3742	-.2108	6.89	2.5755	.3760	-.2121	6.85	OFF
.203	59.20	.94	15.82	2.6370	.4053	-.1800	6.51	2.6346	.4065	-.1843	6.48	OFF
.203	59.30	.95	16.94	2.5230	.4262	-.1372	5.92	2.5229	.4267	-.1441	5.91	OFF
.203	59.30	.95	17.99	2.4650	.4630	-.1223	5.32	2.4650	.4630	-.1313	5.32	OFF
.204	59.60	.95	18.98	2.3650	.4821	-.0566	4.91	2.3650	.4821	-.0666	4.91	OFF
.203	59.40	.95	20.94	2.1870	.5648	-.0153	3.87	2.1870	.5648	-.0234	3.87	OFF
.203	59.30	.95	22.93	2.0760	.6373	.0016	3.26	2.0760	.6373	-.0045	3.26	OFF
.203	59.20	.95	24.75	2.0040	.7088	-.0146	2.83	2.0040	.7088	-.0188	2.83	OFF
.204	59.70	.95	.65	1.5580	.2013	-.5758	7.74	1.4439	.1972	-.5870	7.32	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 192 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED			CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	271.60	4.26	-5.95	.5570	.1644	-.4855	3.39	.1652	.1594	-.3825	1.04	OFF
.203	272.50	4.26	-3.59	1.0000	.1623	-.6106	6.16	.7138	.1574	-.5509	4.53	OFF
.203	271.30	4.24	-1.66	1.2760	.1722	-.6227	7.41	1.0778	.1675	-.5976	6.44	OFF
.203	271.70	4.24	.70	1.5140	.1907	-.5916	7.94	1.4013	.1866	-.6035	7.51	OFF
.202	271.00	4.23	2.62	1.7080	.2077	-.5502	8.22	1.6290	.2054	-.5848	7.93	OFF
.202	269.70	4.22	4.82	1.8740	.2327	-.5081	8.05	1.8063	.2331	-.5501	7.75	OFF
.201	268.50	4.21	6.50	1.9630	.2438	-.4668	8.05	1.9004	.2455	-.5073	7.74	OFF
.201	268.20	4.20	8.79	2.2140	.2874	-.4171	7.70	2.1601	.2898	-.4546	7.45	OFF
.202	270.30	4.21	10.92	2.3940	.3181	-.3564	7.53	2.3514	.3226	-.3859	7.29	OFF
.202	270.30	4.21	11.75	2.4560	.3322	-.3318	7.39	2.4205	.3372	-.3550	7.18	OFF
.202	268.90	4.19	13.03	2.5130	.3357	-.2828	7.49	2.4913	.3398	-.2935	7.33	OFF
.202	270.40	4.20	14.09	2.6390	.3615	-.2491	7.30	2.6278	.3643	-.2506	7.21	OFF
.202	269.90	4.19	14.94	2.6490	.3784	-.2238	7.00	2.6437	.3804	-.2246	6.95	OFF
.202	269.30	4.18	15.97	2.7090	.3957	-.1847	6.85	2.7069	.3968	-.1896	6.82	OFF
.202	269.40	4.18	17.08	2.6600	.4239	-.1901	6.28	2.6601	.4244	-.1972	6.27	OFF
.201	267.90	4.16	18.09	2.5910	.4432	-.1956	5.85	2.5910	.4432	-.2048	5.85	OFF
.201	267.40	4.16	19.00	2.5820	.4700	-.1897	5.49	2.5820	.4700	-.1997	5.49	OFF
.203	274.50	4.21	20.90	2.3720	.4770	-.1057	4.97	2.3720	.4770	-.1138	4.97	OFF
.203	274.00	4.21	22.91	2.5080	.6050	-.0598	4.15	2.5080	.6050	-.0659	4.15	OFF
.202	272.60	4.21	25.05	2.2950	.6419	.0182	3.58	2.2950	.6419	.0142	3.58	OFF
.206	283.20	4.26	.72	1.5190	.1925	-.5779	7.89	1.4068	.1884	-.5901	7.47	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 60

APPENDIX B

RUN NUMBER 193 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.205	186.40	2.89	-5.87	.4540	.1749	-.4241	2.60	.0658	.1699	-.3226	.39	OFF
.204	185.80	2.88	-3.86	.8350	.1679	-.5189	4.97	.5364	.1630	-.4544	3.29	OFF
.204	185.90	2.87	-1.55	1.2150	.1825	-.6027	6.66	1.0215	.1778	-.5795	5.75	OFF
.203	184.90	2.86	.67	1.4970	.1974	-.5824	7.58	1.3835	.1933	-.5939	7.16	OFF
.203	185.10	2.86	2.49	1.4960	.2074	-.5479	7.21	1.4158	.2049	-.5815	6.91	OFF
.203	184.40	2.85	4.60	1.8490	.2385	-.5106	7.75	1.7805	.2387	-.5525	7.46	OFF
.203	184.10	2.84	6.70	2.0410	.2607	-.4633	7.83	1.9790	.2625	-.5036	7.54	OFF
.203	184.90	2.85	8.81	2.2080	.2921	-.4165	7.56	2.1542	.2945	-.4540	7.31	OFF
.204	185.80	2.85	10.92	2.4000	.3246	-.3559	7.39	2.3574	.3291	-.3854	7.16	OFF
.204	186.20	2.85	12.01	2.4660	.3418	-.3253	7.21	2.4331	.3468	-.3462	7.02	OFF
.204	186.60	2.85	12.98	2.5500	.3560	-.2883	7.16	2.5278	.3601	-.2995	7.02	OFF
.204	187.00	2.85	14.01	2.5990	.3656	-.2552	7.11	2.5871	.3685	-.2571	7.02	OFF
.204	187.40	2.85	14.93	2.6890	.3882	-.2245	6.93	2.6837	.3902	-.2253	6.88	OFF
.204	186.50	2.84	15.86	2.7090	.4024	-.1960	6.73	2.7067	.4036	-.2005	6.71	OFF
.204	186.30	2.84	17.08	2.6630	.4309	-.1930	6.18	2.6631	.4314	-.2001	6.17	OFF
.204	186.60	2.85	18.04	2.6060	.4524	-.1951	5.76	2.6060	.4524	-.2042	5.76	OFF
.203	185.70	2.84	19.00	2.6000	.4909	-.1892	5.30	2.6000	.4909	-.1992	5.30	OFF
.203	185.90	2.85	20.97	2.5200	.5562	-.1042	4.53	2.5200	.5562	-.1122	4.53	OFF
.204	186.10	2.85	22.90	2.5260	.6202	-.0636	4.07	2.5260	.6202	-.0697	4.07	OFF
.204	186.40	2.86	24.93	2.2850	.6368	.0456	3.59	2.2850	.6368	.0415	3.59	OFF
.204	186.30	2.84	.68	1.4910	.1980	-.5840	7.53	1.3778	.1939	-.5956	7.11	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 194 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.205	91.20	1.43	-5.85	.3380	.1864	-.3952	1.81	-.0493	.1814	-.2941	-.27	OFF
.204	90.70	1.42	-3.75	.7890	.1734	-.4926	4.55	.4954	.1685	-.4301	2.94	OFF
.204	90.90	1.42	-1.64	1.1620	.1837	-.5784	6.33	.9647	.1790	-.5536	5.39	OFF
.204	90.80	1.42	.59	1.3790	.2005	-.5798	6.88	1.2633	.1964	-.5902	6.43	OFF
.205	92.00	1.43	2.58	1.6110	.2172	-.5459	7.42	1.5317	.2148	-.5802	7.13	OFF
.205	92.00	1.42	4.51	1.8040	.2354	-.5074	7.66	1.7351	.2355	-.5492	7.37	OFF
.205	91.80	1.42	6.75	2.0350	.2638	-.4598	7.71	1.9732	.2656	-.5000	7.43	OFF
.204	91.50	1.42	8.79	2.1680	.2934	-.4156	7.39	2.1141	.2958	-.4531	7.15	OFF
.204	91.20	1.41	10.92	2.3830	.3227	-.3542	7.38	2.3404	.3272	-.3837	7.15	OFF
.205	92.00	1.42	11.96	2.4080	.3383	-.3261	7.12	2.3746	.3433	-.3475	6.92	OFF
.204	91.80	1.41	12.92	2.4780	.3472	-.2847	7.14	2.4551	.3514	-.2965	6.99	OFF
.205	91.90	1.41	13.90	2.5510	.3607	-.2450	7.07	2.5381	.3637	-.2476	6.98	OFF
.204	91.30	1.41	14.81	2.5630	.3724	-.2219	6.88	2.5570	.3745	-.2225	6.83	OFF
.204	91.10	1.41	15.89	2.6310	.3876	-.1862	6.79	2.6287	.3888	-.1908	6.76	OFF
.204	91.70	1.41	16.92	2.5130	.3993	-.1297	6.29	2.5129	.3998	-.1366	6.28	OFF
.204	91.50	1.41	18.08	2.4120	.4285	-.1527	5.63	2.4120	.4285	-.1618	5.63	OFF
.204	91.40	1.41	18.93	2.3570	.4653	-.1150	5.07	2.3570	.4653	-.1250	5.07	OFF
.204	91.40	1.42	20.84	2.2250	.5377	-.0424	4.14	2.2250	.5377	-.0505	4.14	OFF
.204	91.10	1.42	22.92	2.1280	.6516	-.0396	3.27	2.1280	.6516	-.0457	3.27	OFF
.203	91.00	1.42	24.79	2.0360	.7112	-.0367	2.86	2.0360	.7112	-.0409	2.86	OFF
.203	90.50	1.40	.66	1.4490	.2000	-.5810	7.25	1.3352	.1959	-.5923	6.82	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 60

RUN NUMBER 195 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	270.10	4.20	-5.28	.5030	.1342	-.4338	3.75	.1730	.1369	-.3912	1.26	OFF
.201	271.80	4.21	-3.70	.7980	.1247	-.4985	6.40	.4982	.1268	-.4666	3.93	OFF
.201	270.60	4.20	-1.21	1.1150	.1343	-.5244	8.30	.8818	.1355	-.5170	6.51	OFF
.201	271.30	4.20	.31	1.3260	.1401	-.5055	9.46	1.1491	.1412	-.5243	8.14	OFF
.201	271.20	4.20	2.66	1.5110	.1635	-.4759	9.24	1.3995	.1676	-.5195	8.35	OFF
.200	268.90	4.18	4.86	1.7310	.1884	-.4418	9.19	1.6406	.1946	-.4905	8.43	OFF
.200	268.10	4.17	6.60	1.9120	.2063	-.4064	9.27	1.8276	.2131	-.4563	8.58	OFF
.201	269.30	4.18	8.88	2.1000	.2398	-.3636	8.76	2.0264	.2477	-.4137	8.18	OFF
.200	268.30	4.17	10.88	2.2860	.2664	-.3130	8.58	2.2296	.2754	-.3614	8.10	OFF
.201	270.80	4.18	12.04	2.3660	.2894	-.2908	8.18	2.3267	.2982	-.3335	7.80	OFF
.200	268.90	4.16	12.94	2.4360	.3008	-.2593	8.10	2.4120	.3086	-.2923	7.82	OFF
.202	272.30	4.19	13.70	2.5040	.3108	-.2322	8.06	2.4914	.3170	-.2492	7.86	OFF
.201	271.20	4.17	15.23	2.5730	.3354	-.1890	7.67	2.5718	.3386	-.1895	7.60	OFF
.200	268.60	4.15	15.88	2.5960	.3455	-.1629	7.51	2.5959	.3476	-.1650	7.47	OFF
.202	272.70	4.18	17.24	2.5480	.3825	-.1751	6.66	2.5480	.3831	-.1913	6.65	OFF
.201	271.00	4.16	18.37	2.4600	.3957	-.1786	6.22	2.4600	.3956	-.2014	6.22	OFF
.201	271.30	4.17	18.86	2.5100	.4294	-.1744	5.85	2.5100	.4294	-.1990	5.85	OFF
.201	271.00	4.17	20.77	2.5140	.4896	-.1564	5.13	2.5140	.4896	-.1825	5.13	OFF
.201	271.50	4.18	22.93	2.3770	.5280	-.0592	4.50	2.3770	.5280	-.0833	4.50	OFF
.202	272.90	4.19	24.95	2.4490	.6287	-.0165	3.90	2.4490	.6287	-.0367	3.90	OFF
.201	269.80	4.15	.29	1.2960	.1413	-.5039	9.17	1.1185	.1424	-.5224	7.86	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 196 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	178.00	2.79	-5.65	.3420	.1482	-.3680	2.31	.0056	.1511	-.3236	.04	OFF
.201	178.20	2.79	-3.93	.6170	.1375	-.4179	4.49	.3124	.1397	-.3844	2.24	OFF
.200	176.90	2.77	-1.44	1.0460	.1384	-.5043	7.56	.8055	.1397	-.4934	5.77	OFF
.200	176.70	2.77	.25	1.2850	.1461	-.5137	8.80	1.1060	.1472	-.5316	7.52	OFF
.200	176.80	2.76	2.54	1.5080	.1672	-.4850	9.02	1.3943	.1711	-.5279	8.15	OFF
.200	177.00	2.76	4.56	1.7060	.1866	-.4489	9.14	1.6147	.1926	-.4970	8.38	OFF
.200	177.30	2.76	6.56	1.8980	.2113	-.4119	8.98	1.8135	.2180	-.4618	8.32	OFF
.201	177.90	2.76	8.93	2.0870	.2431	-.3655	8.58	2.0136	.2511	-.4156	8.02	OFF
.201	177.70	2.76	10.87	2.2700	.2699	-.3183	8.41	2.2135	.2789	-.3667	7.94	OFF
.201	178.50	2.76	11.91	2.3620	.2920	-.2973	8.09	2.3205	.3008	-.3409	7.71	OFF
.201	178.30	2.76	12.67	2.4500	.3030	-.2726	8.09	2.4215	.3112	-.3096	7.78	OFF
.202	179.60	2.77	14.04	2.5120	.3144	-.2264	7.99	2.5034	.3198	-.2367	7.83	OFF
.201	178.60	2.76	15.35	2.5990	.3427	-.1900	7.58	2.5981	.3457	-.1904	7.52	OFF
.201	179.00	2.76	15.90	2.6150	.3565	-.1814	7.34	2.6149	.3585	-.1837	7.29	OFF
.201	178.40	2.75	16.73	2.5640	.3823	-.1922	6.71	2.5641	.3834	-.2032	6.69	OFF
.201	178.50	2.76	18.23	2.5330	.4182	-.1810	6.06	2.5330	.4181	-.2031	6.06	OFF
.201	178.90	2.76	18.86	2.5310	.4381	-.1748	5.78	2.5310	.4381	-.1994	5.78	OFF
.201	178.50	2.76	20.77	2.5320	.4916	-.1487	5.15	2.5320	.4916	-.1748	5.15	OFF
.202	180.20	2.78	22.28	2.4270	.5363	-.0630	4.53	2.4270	.5363	-.0877	4.53	OFF
.201	178.60	2.77	25.49	2.3220	.6172	.0472	3.76	2.3220	.6172	.0287	3.76	OFF
.201	178.50	2.76	.30	1.2990	.1459	-.5115	8.90	1.1218	.1470	-.5302	7.63	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 197 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.201	88.30	1.40	.38	1.2050	.1507	-.4918	8.00	1.0306	.1518	-.5116	6.79	OFF
.201	88.70	1.41	-5.93	.2500	.1610	-.3498	1.55	-.0909	.1641	-.3041	-.55	OFF
.201	88.20	1.40	-3.80	.5670	.1436	-.3955	3.95	.2651	.1457	-.3629	1.82	OFF
.201	88.20	1.40	-1.53	.9970	.1409	-.4840	7.08	.7537	.1422	-.4718	5.30	OFF
.200	88.20	1.39	.20	1.2170	.1493	-.4910	8.15	1.0363	.1503	-.5082	6.89	OFF
.201	88.40	1.39	2.49	1.4660	.1678	-.4751	8.74	1.3514	.1716	-.5177	7.87	OFF
.200	88.20	1.39	4.82	1.7040	.1894	-.4383	9.00	1.6134	.1956	-.4870	8.25	OFF
.200	88.30	1.39	6.69	1.8930	.2110	-.4031	8.97	1.8088	.2178	-.4530	8.31	OFF
.200	87.70	1.38	8.75	2.0450	.2391	-.3661	8.55	1.9708	.2469	-.4163	7.98	OFF
.199	87.50	1.38	10.69	2.2390	.2647	-.3167	8.46	2.1805	.2736	-.3656	7.97	OFF
.200	87.80	1.38	12.07	2.3320	.2877	-.2875	8.11	2.2932	.2965	-.3300	7.74	OFF
.201	88.70	1.39	12.91	2.4150	.2974	-.2595	8.12	2.3905	.3053	-.2930	7.83	OFF
.201	88.80	1.39	13.99	2.4780	.3123	-.2221	7.93	2.4689	.3178	-.2333	7.77	OFF
.201	88.50	1.39	14.87	2.5210	.3285	-.2041	7.67	2.5184	.3323	-.2056	7.58	OFF
.201	89.20	1.39	16.09	2.5870	.3561	-.1682	7.26	2.5870	.3579	-.1720	7.23	OFF
.201	88.40	1.38	17.03	2.5430	.3821	-.1728	6.66	2.5430	.3829	-.1871	6.64	OFF
.201	88.80	1.39	18.39	2.4000	.4057	-.1559	5.92	2.4000	.4056	-.1788	5.92	OFF
.201	88.50	1.39	18.78	2.4270	.4328	-.1469	5.61	2.4270	.4328	-.1713	5.61	OFF
.201	89.10	1.40	20.84	2.2250	.4843	-.0276	4.59	2.2250	.4843	-.0537	4.59	OFF
.201	88.90	1.40	23.03	2.1160	.5787	.0307	3.66	2.1160	.5787	.0067	3.66	OFF
.202	90.10	1.41	24.91	2.0290	.6572	-.0040	3.09	2.0290	.6572	-.0243	3.09	OFF
.200	88.30	1.38	.28	1.2510	.1501	-.4970	8.33	1.0731	.1512	-.5154	7.10	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 198 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.200	57.80	.92	-5.82	.2620	.1611	-.3636	1.63	-.0771	.1641	-.3184	-.47	OFF
.201	58.00	.92	-3.93	.5350	.1475	-.3911	3.63	.2304	.1497	-.3576	1.54	OFF
.200	57.80	.92	-1.68	.9260	.1416	-.4722	6.54	.6783	.1430	-.4580	4.74	OFF
.201	58.00	.92	.54	1.2390	.1531	-.4830	8.09	1.0700	.1543	-.5051	6.93	OFF
.201	58.20	.92	2.71	1.4580	.1684	-.4618	8.66	1.3473	.1725	-.5056	7.81	OFF
.201	58.10	.92	4.64	1.6480	.1855	-.4306	8.88	1.5569	.1916	-.4789	8.13	OFF
.200	57.60	.91	6.73	1.8840	.2138	-.3951	8.81	1.8000	.2206	-.4450	8.16	OFF
.200	57.70	.91	8.65	2.0430	.2373	-.3590	8.61	1.9685	.2451	-.4094	8.03	OFF
.200	57.80	.91	10.74	2.2340	.2659	-.3082	8.40	2.1760	.2748	-.3570	7.92	OFF
.200	57.70	.91	11.98	2.3170	.2829	-.2796	8.19	2.2767	.2917	-.3227	7.80	OFF
.200	57.40	.91	12.82	2.3890	.2988	-.2609	8.00	2.3630	.3068	-.2958	7.70	OFF
.200	57.30	.91	13.75	2.4420	.3128	-.2316	7.81	2.4301	.3189	-.2676	7.62	OFF
.199	57.10	.90	14.79	2.4300	.3126	-.1990	7.77	2.4271	.3166	-.2010	7.67	OFF
.202	58.50	.92	15.74	2.4750	.3406	-.1663	7.27	2.4748	.3429	-.1676	7.22	OFF
.201	58.20	.91	16.90	2.4220	.3686	-.1565	6.57	2.4220	.3695	-.1694	6.55	OFF
.202	58.80	.92	17.87	2.3480	.3890	-.1278	6.04	2.3480	.3891	-.1481	6.04	OFF
.202	58.60	.92	18.80	2.3300	.4174	-.0919	5.58	2.3300	.4174	-.1163	5.58	OFF
.202	58.80	.92	20.79	2.1790	.4976	.0045	4.38	2.1790	.4976	-.0216	4.38	OFF
.202	58.50	.92	22.81	2.0570	.5893	.0053	3.49	2.0570	.5893	-.0188	3.49	OFF
.202	58.50	.92	24.90	2.0080	.6631	.0163	3.03	2.0080	.6631	-.0040	3.03	OFF
.201	58.00	.91	.64	1.2570	.1507	-.4885	8.34	1.0913	.1520	-.5119	7.18	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 199 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	273.40	4.25	-5.87	.4070	.1411	-.4132	2.88	.0670	.1441	-.3678	.47	OFF
.202	273.40	4.24	-3.89	.7700	.1259	-.4995	6.12	.4662	.1281	-.4663	3.64	OFF
.202	272.50	4.23	-1.63	1.0580	.1314	-.5327	8.05	.8117	.1327	-.5192	6.12	OFF
.202	271.50	4.22	.85	1.3470	.1449	-.5065	9.30	1.1882	.1463	-.5326	8.12	OFF
.201	269.40	4.20	2.82	1.5290	.1627	-.4766	9.40	1.4202	.1670	-.5209	8.51	OFF
.201	270.80	4.21	4.55	1.6880	.1818	-.4496	9.28	1.5967	.1878	-.4977	8.50	OFF
.201	270.60	4.21	6.68	1.9060	.2023	-.4062	9.42	1.8218	.2091	-.4561	8.71	OFF
.202	271.40	4.21	8.77	2.0700	.2338	-.3697	8.85	1.9959	.2417	-.4199	8.26	OFF
.201	270.40	4.20	10.75	2.2690	.2582	-.3173	8.79	2.2111	.2671	-.3661	8.28	OFF
.202	272.10	4.21	13.04	2.4440	.2904	-.2528	8.42	2.4217	.2980	-.2841	8.13	OFF
.202	271.70	4.20	13.99	2.5170	.3066	-.2266	8.21	2.5079	.3121	-.2378	8.03	OFF
.202	273.20	4.21	14.80	2.5540	.3234	-.2064	7.90	2.5511	.3274	-.2083	7.79	OFF
.203	274.50	4.22	15.84	2.6000	.3394	-.1651	7.66	2.5999	.3415	-.1670	7.61	OFF
.202	273.80	4.20	16.95	2.6510	.3585	-.1342	7.39	2.6510	.3593	-.1477	7.38	OFF
.203	275.50	4.21	18.07	2.6540	.3800	-.1032	6.98	2.6540	.3800	-.1246	6.98	OFF
.203	274.10	4.21	19.08	2.4790	.4288	-.1798	5.78	2.4790	.4288	-.2050	5.78	OFF
.202	272.50	4.20	19.85	2.4790	.4451	-.1683	5.57	2.4790	.4451	-.1943	5.57	OFF
.202	272.40	4.20	21.12	2.5020	.4840	-.1431	5.17	2.5020	.4840	-.1690	5.17	OFF
.202	273.40	4.22	22.90	2.4700	.5580	-.0599	4.43	2.4700	.5580	-.0840	4.43	OFF
.202	272.10	4.21	25.11	2.4720	.6177	-.0134	4.00	2.4720	.6177	-.0330	4.00	OFF
.202	272.50	4.20	.82	1.3300	.1461	-.5014	9.10	1.1702	.1475	-.5271	7.93	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -40, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 200 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	174.20	2.78	-5.85	.3260	.1499	-.3810	2.17	-.0136	.1529	-.3357	-.09	OFF
.200	172.90	2.76	-3.81	.6740	.1372	-.4523	4.91	.3719	.1393	-.4196	2.67	OFF
.201	174.60	2.77	-1.60	1.0080	.1385	-.5107	7.28	.7626	.1398	-.4976	5.45	OFF
.200	173.80	2.76	.55	1.2940	.1470	-.5098	8.80	1.1253	.1482	-.5320	7.59	OFF
.199	172.40	2.75	2.66	1.4940	.1670	-.4836	8.95	1.3825	.1711	-.5272	8.08	OFF
.200	172.60	2.74	4.71	1.6870	.1867	-.4461	9.04	1.5961	.1928	-.4945	8.28	OFF
.200	173.00	2.74	6.60	1.8770	.2067	-.4102	9.08	1.7926	.2135	-.4601	8.40	OFF
.199	172.50	2.74	9.03	2.0820	.2400	-.3606	8.68	2.0092	.2480	-.4106	8.10	OFF
.200	173.30	2.74	9.63	2.1450	.2486	-.3481	8.63	2.0767	.2570	-.3981	8.08	OFF
.200	173.00	2.74	12.91	2.4150	.2942	-.2649	8.21	2.3905	.3021	-.2984	7.91	OFF
.201	175.20	2.75	13.92	2.5150	.3085	-.2299	8.15	2.5051	.3142	-.2424	7.97	OFF
.201	175.60	2.75	15.06	2.5800	.3266	-.1936	7.90	2.5782	.3301	-.1944	7.81	OFF
.201	176.10	2.76	16.00	2.6350	.3513	-.1717	7.50	2.6350	.3532	-.1747	7.46	OFF
.201	175.80	2.75	16.98	2.6750	.3648	-.1365	7.33	2.6750	.3656	-.1503	7.32	OFF
.201	175.60	2.75	17.94	2.5780	.4053	-.1594	6.36	2.5780	.4053	-.1801	6.36	OFF
.201	176.30	2.76	19.07	2.5020	.4349	-.1775	5.75	2.5020	.4349	-.2027	5.75	OFF
.202	176.80	2.76	20.02	2.5180	.4580	-.1580	5.50	2.5180	.4580	-.1840	5.50	OFF
.202	176.40	2.76	21.15	2.4910	.5145	-.0977	4.84	2.4910	.5145	-.1236	4.84	OFF
.201	175.00	2.76	22.95	2.4130	.5485	-.0249	4.40	2.4130	.5485	-.0489	4.40	OFF
.200	173.50	2.75	25.02	2.3990	.6107	.0298	3.93	2.3990	.6107	.0099	3.93	OFF
.199	172.80	2.73	.63	1.2990	.1475	-.5090	8.81	1.1330	.1488	-.5323	7.62	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -40, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 201 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	85.30	1.40	-5.91	.2640	.1581	-.3420	1.67	-.0766	.1612	-.2964	-.48	OFF
.201	85.70	1.40	-3.96	.5720	.1419	-.3880	4.03	.2668	.1441	-.3543	1.85	OFF
.201	85.80	1.40	-1.79	.9830	.1393	-.4886	7.06	.7320	.1407	-.4731	5.20	OFF
.201	86.10	1.41	.48	1.2950	.1509	-.5064	8.58	1.1240	.1521	-.5277	7.39	OFF
.201	85.80	1.40	2.47	1.5110	.1687	-.4959	8.96	1.3960	.1725	-.5384	8.09	OFF
.201	85.80	1.40	4.59	1.7200	.1911	-.4661	9.00	1.6288	.1972	-.5143	8.26	OFF
.201	85.90	1.40	6.82	1.9390	.2162	-.4239	8.97	1.8553	.2230	-.4738	8.32	OFF
.201	86.30	1.40	8.67	2.0940	.2428	-.3898	8.62	2.0195	.2506	-.4401	8.06	OFF
.202	86.40	1.40	10.70	2.2900	.2731	-.3427	8.39	2.2316	.2820	-.3916	7.91	OFF
.201	85.80	1.40	12.92	2.4600	.3068	-.2818	8.02	2.4357	.3146	-.3152	7.74	OFF
.201	86.20	1.40	13.95	2.5400	.3234	-.2488	7.85	2.5305	.3290	-.2607	7.69	OFF
.201	85.80	1.40	14.83	2.6070	.3415	-.2234	7.63	2.6043	.3454	-.2252	7.54	OFF
.201	86.20	1.40	16.02	2.6640	.3642	-.1868	7.31	2.6640	.3661	-.1900	7.28	OFF
.202	86.40	1.40	17.07	2.6800	.3830	-.1432	7.00	2.6800	.3837	-.1579	6.98	OFF
.202	86.80	1.40	18.11	2.5750	.4157	-.1602	6.19	2.5750	.4157	-.1818	6.19	OFF
.202	86.50	1.40	18.96	2.5100	.4482	-.1661	5.60	2.5100	.4482	-.1910	5.60	OFF
.202	86.40	1.40	19.96	2.5260	.4779	-.1479	5.29	2.5260	.4779	-.1739	5.29	OFF
.202	86.40	1.40	21.00	2.4690	.5188	-.0763	4.76	2.4690	.5188	-.1023	4.76	OFF
.201	86.20	1.41	22.94	2.4360	.5887	.0027	4.14	2.4360	.5887	-.0213	4.14	OFF
.202	86.80	1.41	24.93	2.2670	.6586	.0875	3.44	2.2670	.6586	.0673	3.44	OFF
.202	86.50	1.40	.62	1.3030	.1530	-.5059	8.52	1.1367	.1543	-.5291	7.37	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -40, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 202 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	59.40	.97	-5.92	.2450	.1598	-.3450	1.53	-.0957	.1629	-.2993	-.59	OFF
.203	59.50	.97	-3.83	.5940	.1450	-.3970	4.10	.2915	.1471	-.3642	1.98	OFF
.203	59.30	.97	-1.80	.9820	.1385	-.4745	7.09	.7307	.1399	-.4588	5.22	OFF
.203	59.20	.96	.56	1.3270	.1530	-.5005	8.67	1.1587	.1542	-.5228	7.51	OFF
.203	59.30	.96	2.58	1.5440	.1698	-.4831	9.09	1.4311	.1738	-.5262	8.24	OFF
.202	58.90	.96	4.55	1.7360	.1923	-.4556	9.03	1.6447	.1983	-.5037	8.29	OFF
.203	58.90	.96	6.67	1.9380	.2159	-.4170	8.98	1.8538	.2227	-.4669	8.32	OFF
.202	58.50	.95	8.85	2.1270	.2460	-.3716	8.65	2.0533	.2539	-.4217	8.09	OFF
.202	58.40	.95	10.80	2.2930	.2730	-.3250	8.40	2.2357	.2820	-.3736	7.93	OFF
.201	58.20	.95	12.95	2.4610	.3080	-.2675	7.99	2.4372	.3158	-.3004	7.72	OFF
.201	57.90	.95	13.91	2.5410	.3250	-.2386	7.82	2.5310	.3307	-.2513	7.65	OFF
.201	58.00	.95	14.90	2.5960	.3416	-.2112	7.60	2.5936	.3454	-.2126	7.51	OFF
.202	58.60	.95	15.89	2.6300	.3570	-.1768	7.37	2.6299	.3591	-.1790	7.32	OFF
.202	58.40	.95	16.98	2.6660	.3784	-.1358	7.05	2.6660	.3792	-.1496	7.03	OFF
.201	58.20	.95	17.92	2.5840	.4104	-.1256	6.30	2.5840	.4104	-.1462	6.30	OFF
.201	58.20	.95	18.94	2.5000	.4453	-.1430	5.61	2.5000	.4453	-.1678	5.61	OFF
.202	58.90	.95	20.05	2.4490	.4929	-.0777	4.97	2.4490	.4929	-.1037	4.97	OFF
.202	58.80	.95	20.96	2.4320	.5180	-.0334	4.69	2.4320	.5180	-.0594	4.69	OFF
.202	58.60	.95	22.98	2.4130	.5916	.0307	4.08	2.4130	.5916	.0067	4.08	OFF
.202	58.60	.96	24.96	2.2270	.6679	.1135	3.33	2.2270	.6679	.0934	3.33	OFF
.202	58.90	.95	.53	1.3260	.1526	-.5045	8.69	1.1567	.1538	-.5264	7.52	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -40, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 203 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	265.70	4.20	-5.67	.4110	.1462	-.4078	2.81	.0743	.1491	-.3633	.50	OFF
.201	267.00	4.21	-3.88	.7800	.1293	-.5185	6.03	.4764	.1315	-.4853	3.62	OFF
.201	267.10	4.21	-1.66	1.0900	.1328	-.5520	8.21	.8428	.1342	-.5381	6.28	OFF
.201	265.90	4.20	.53	1.3170	.1476	-.5332	8.92	1.1477	.1488	-.5551	7.71	OFF
.202	269.00	4.22	2.46	1.5030	.1638	-.5045	9.18	1.3878	.1676	-.5469	8.28	OFF
.201	265.70	4.19	4.49	1.6890	.1834	-.4727	9.21	1.5975	.1894	-.5207	8.43	OFF
.201	266.20	4.20	6.64	1.8930	.2089	-.4374	9.06	1.8087	.2157	-.4873	8.39	OFF
.201	267.50	4.20	8.78	2.0740	.2376	-.3947	8.73	2.0000	.2455	-.4449	8.15	OFF
.201	267.10	4.20	10.80	2.2700	.2621	-.3449	8.66	2.2127	.2711	-.3935	8.16	OFF
.201	267.10	4.20	13.00	2.4490	.2962	-.2831	8.27	2.4260	.3039	-.3151	7.98	OFF
.201	267.30	4.20	14.13	2.5260	.3139	-.2506	8.05	2.5183	.3191	-.2594	7.89	OFF
.201	267.10	4.19	15.07	2.5960	.3316	-.2203	7.83	2.5943	.3351	-.2211	7.74	OFF
.201	266.50	4.19	15.96	2.6410	.3487	-.1864	7.57	2.6410	.3507	-.1891	7.53	OFF
.201	266.30	4.18	16.91	2.6810	.3624	-.1570	7.40	2.6810	.3633	-.1700	7.38	OFF
.201	266.80	4.19	18.14	2.7240	.3864	-.1219	7.05	2.7240	.3864	-.1436	7.05	OFF
.201	266.50	4.18	19.01	2.7560	.4006	-.0864	6.88	2.7560	.4006	-.1114	6.88	OFF
.201	267.60	4.19	20.11	2.7780	.4226	-.0480	6.57	2.7780	.4226	-.0740	6.57	OFF
.201	267.00	4.20	21.02	2.5700	.4862	-.0473	5.29	2.5700	.4862	-.0733	5.29	OFF
.201	266.70	4.21	22.80	2.4800	.5609	-.0878	4.42	2.4800	.5609	-.1120	4.42	OFF
.202	269.20	4.24	24.98	2.5190	.6219	-.0364	4.05	2.5190	.6219	-.0565	4.05	OFF
.204	274.10	4.25	.63	1.3110	.1490	-.5205	8.80	1.1450	.1503	-.5438	7.62	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 204 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	173.20	2.81	-6.06	.1960	.1674	-.3190	1.17	-.1469	.1705	-.2727	-.86	OFF
.201	172.90	2.79	-3.68	.6650	.1428	-.4420	4.66	.3656	.1449	-.4102	2.52	OFF
.200	172.30	2.78	-1.67	1.0200	.1427	-.5206	7.15	.7725	.1441	-.5066	5.36	OFF
.201	174.00	2.79	.52	1.3030	.1511	-.5257	8.62	1.1333	.1523	-.5475	7.44	OFF
.201	174.00	2.79	2.52	1.4910	.1683	-.4992	8.86	1.3770	.1722	-.5420	8.00	OFF
.201	173.80	2.78	4.69	1.6910	.1904	-.4654	8.88	1.6001	.1965	-.5138	8.14	OFF
.200	173.10	2.78	6.67	1.8830	.2116	-.4309	8.90	1.7988	.2184	-.4808	8.24	OFF
.200	172.00	2.77	8.86	2.0730	.2420	-.3881	8.57	1.9993	.2499	-.4382	8.00	OFF
.203	176.80	2.80	10.92	2.2690	.2702	-.3433	8.40	2.2130	.2792	-.3916	7.93	OFF
.203	177.60	2.80	13.06	2.4500	.3021	-.2869	8.11	2.4280	.3097	-.3178	7.84	OFF
.203	177.20	2.80	13.91	2.5240	.3146	-.2565	8.02	2.5140	.3203	-.2692	7.85	OFF
.203	177.20	2.80	14.95	2.5880	.3329	-.2251	7.77	2.5858	.3366	-.2263	7.68	OFF
.203	177.10	2.79	15.90	2.6270	.3508	-.1984	7.49	2.6269	.3528	-.2007	7.45	OFF
.203	177.00	2.79	17.06	2.6990	.3687	-.1545	7.32	2.6990	.3694	-.1691	7.31	OFF
.203	177.10	2.79	18.07	2.7280	.3883	-.1209	7.03	2.7280	.3883	-.1423	7.03	OFF
.203	178.70	2.80	19.06	2.7670	.4083	-.0757	6.78	2.7670	.4083	-.1008	6.78	OFF
.203	178.50	2.80	19.91	2.6420	.4520	-.1301	5.85	2.6420	.4520	-.1561	5.85	OFF
.203	178.60	2.81	21.00	2.4530	.5131	-.1235	4.78	2.4530	.5131	-.1495	4.78	OFF
.203	178.50	2.81	23.01	2.4990	.5760	-.0711	4.34	2.4990	.5760	-.0951	4.34	OFF
.204	179.10	2.82	24.95	2.4870	.6282	-.0068	3.96	2.4870	.6282	-.0270	3.96	OFF
.202	177.10	2.79	.57	1.3050	.1519	-.5259	8.59	1.1370	.1531	-.5484	7.43	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 205 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	84.70	1.40	-5.94	.1000	.1779	-.3056	.56	-.2411	.1810	-.2599	-1.33	OFF
.201	85.40	1.40	-3.98	.4640	.1526	-.3800	3.04	.1584	.1548	-.3461	1.02	OFF
.201	85.30	1.40	-1.61	.8950	.1440	-.4821	6.22	.6493	.1453	-.4689	4.47	OFF
.201	85.60	1.40	.71	1.2430	.1552	-.5112	8.01	1.0796	.1565	-.5355	6.90	OFF
.200	85.30	1.39	2.53	1.4350	.1678	-.4981	8.55	1.3212	.1717	-.5410	7.70	OFF
.201	85.70	1.39	4.58	1.6280	.1862	-.4706	8.74	1.5367	.1923	-.5188	7.99	OFF
.200	85.30	1.39	6.77	1.8610	.2087	-.4283	8.92	1.7771	.2155	-.4782	8.25	OFF
.200	85.40	1.39	8.99	2.0360	.2366	-.3881	8.61	1.9629	.2446	-.4381	8.03	OFF
.200	85.50	1.39	10.90	2.2160	.2588	-.3392	8.56	2.1598	.2678	-.3875	8.07	OFF
.201	85.70	1.39	12.91	2.3720	.2879	-.2867	8.24	2.3475	.2958	-.3202	7.94	OFF
.200	85.50	1.39	13.91	2.4530	.3082	-.2582	7.96	2.4430	.3139	-.2709	7.78	OFF
.200	85.60	1.39	14.89	2.5250	.3225	-.2255	7.83	2.5225	.3263	-.2270	7.73	OFF
.200	85.60	1.38	15.85	2.5740	.3391	-.1973	7.59	2.5739	.3412	-.1992	7.54	OFF
.201	86.10	1.39	16.99	2.6260	.3565	-.1404	7.37	2.6260	.3573	-.1543	7.35	OFF
.201	85.80	1.38	18.11	2.6600	.3790	-.0939	7.02	2.6600	.3790	-.1155	7.02	OFF
.202	86.70	1.39	18.98	2.6890	.3983	-.0533	6.75	2.6890	.3983	-.0783	6.75	OFF
.202	86.70	1.39	19.97	2.5080	.4603	-.0618	5.45	2.5080	.4603	-.0878	5.45	OFF
.201	86.50	1.39	21.07	2.5400	.4944	-.0223	5.14	2.5400	.4944	-.0483	5.14	OFF
.202	87.10	1.40	22.88	2.4290	.5689	-.0510	4.27	2.4290	.5689	-.0751	4.27	OFF
.202	86.90	1.40	25.17	2.3730	.6159	.0298	3.85	2.3730	.6159	.0104	3.85	OFF
.200	85.80	1.38	.48	1.2200	.1539	-.5084	7.93	1.0490	.1551	-.5297	6.76	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 206 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.20	.95	-5.92	.1390	.1713	-.3297	.81	-.2017	.1744	-.2840	-1.16	OFF
.201	58.00	.95	-3.76	.5340	.1518	-.3976	3.52	.2329	.1539	-.3653	1.51	OFF
.201	57.90	.94	-1.80	.8540	.1417	-.4639	6.03	.6027	.1431	-.4482	4.21	OFF
.200	57.60	.94	.60	1.2180	.1527	-.5035	7.98	1.0510	.1539	-.5264	6.83	OFF
.200	57.70	.94	2.62	1.4480	.1675	-.4858	8.64	1.3358	.1715	-.5292	7.79	OFF
.200	57.60	.94	4.57	1.6380	.1852	-.4587	8.84	1.5467	.1913	-.5068	8.09	OFF
.200	57.80	.94	6.57	1.8340	.2040	-.4231	8.99	1.7495	.2108	-.4730	8.30	OFF
.200	57.70	.93	8.85	2.0170	.2304	-.3768	8.75	1.9433	.2383	-.4269	8.15	OFF
.200	57.40	.93	10.85	2.1950	.2523	-.3300	8.70	2.1382	.2613	-.3785	8.18	OFF
.200	57.60	.93	13.02	2.3870	.2881	-.2719	8.29	2.3643	.2958	-.3035	7.99	OFF
.200	57.50	.93	14.04	2.4400	.3037	-.2453	8.03	2.4314	.3091	-.2556	7.87	OFF
.201	58.00	.93	14.92	2.4950	.3182	-.2185	7.84	2.4927	.3219	-.2198	7.74	OFF
.201	57.90	.93	15.85	2.5390	.3317	-.1895	7.65	2.5389	.3338	-.1914	7.61	OFF
.201	58.00	.93	17.07	2.5910	.3496	-.1391	7.41	2.5910	.3503	-.1538	7.40	OFF
.201	57.90	.93	17.96	2.6100	.3710	-.0801	7.04	2.6100	.3710	-.1009	7.03	OFF
.200	57.80	.93	19.02	2.5550	.4108	.0168	6.22	2.5550	.4108	-.0082	6.22	OFF
.201	57.90	.93	19.92	2.4610	.4574	-.0344	5.38	2.4610	.4574	-.0604	5.38	OFF
.201	58.10	.94	20.88	2.4560	.4760	-.0098	5.16	2.4560	.4760	-.0359	5.16	OFF
.201	58.20	.94	22.91	2.3950	.5512	-.0320	4.35	2.3950	.5512	-.0561	4.35	OFF
.201	58.20	.94	24.92	2.3770	.6150	.0441	3.87	2.3770	.6150	.0238	3.87	OFF
.201	58.00	.93	.53	1.2230	.1505	-.5068	8.13	1.0537	.1517	-.5287	6.95	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 207 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	270.10	4.10	-5.96	.3490	.1473	-.3444	2.37	.0076	.1504	-.2986	.05	OFF
.200	268.40	4.09	-3.83	.7420	.1265	-.4325	5.87	.4395	.1286	-.3997	3.42	OFF
.201	269.70	4.09	-1.45	1.0420	.1282	-.4522	8.13	.8012	.1295	-.4412	6.19	OFF
.200	267.90	4.08	.65	1.2740	.1373	-.4322	9.28	1.1087	.1386	-.4557	8.00	OFF
.201	270.50	4.09	2.70	1.4660	.1535	-.4063	9.55	1.3552	.1576	-.4501	8.60	OFF
.201	270.00	4.09	4.57	1.6420	.1701	-.3795	9.65	1.5507	.1762	-.4276	8.80	OFF
.201	270.70	4.09	6.69	1.8700	.1866	-.3375	10.02	1.7858	.1934	-.3874	9.23	OFF
.200	268.40	4.07	9.04	2.0650	.2159	-.2952	9.56	1.9922	.2239	-.3452	8.90	OFF
.201	271.90	4.09	10.99	2.2410	.2408	-.2531	9.31	2.1859	.2498	-.3011	8.75	OFF
.201	270.70	4.08	12.92	2.4010	.2663	-.1942	9.02	2.3767	.2741	-.2276	8.67	OFF
.201	271.80	4.09	14.01	2.4910	.2805	-.1480	8.88	2.4821	.2860	-.1588	8.68	OFF
.201	271.00	4.08	14.94	2.5340	.3042	-.1266	8.33	2.5318	.3079	-.1278	8.22	OFF
.201	270.70	4.08	15.91	2.5870	.3225	-.0926	8.02	2.5869	.3245	-.0949	7.97	OFF
.202	273.00	4.09	17.05	2.6240	.3336	-.0454	7.87	2.6240	.3344	-.0599	7.85	OFF
.202	272.60	4.09	18.18	2.6660	.3564	-.0119	7.48	2.6660	.3564	-.0338	7.48	OFF
.201	271.90	4.08	19.03	2.7030	.3806	.0147	7.10	2.7030	.3806	-.0104	7.10	OFF
.202	272.60	4.10	19.99	2.5780	.4219	-.0318	6.11	2.5780	.4219	-.0578	6.11	OFF
.202	272.30	4.10	20.90	2.4840	.4357	.0153	5.70	2.4840	.4357	-.0107	5.70	OFF
.202	273.00	4.12	23.00	2.4310	.5220	-.0192	4.66	2.4310	.5220	-.0432	4.66	OFF
.201	270.50	4.11	25.21	2.3560	.5585	.0578	4.22	2.3560	.5585	.0385	4.22	OFF
.200	269.00	4.08	.52	1.2510	.1370	-.4290	9.13	1.0813	.1382	-.4508	7.82	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 208 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	174.80	2.72	-6.00	.1790	.1661	-.2792	1.08	-.1630	.1692	-.2332	-.96	OFF
.201	174.90	2.71	-4.20	.4820	.1433	-.3239	3.36	.1720	.1456	-.2885	1.18	OFF
.201	175.00	2.70	-1.75	.9750	.1338	-.4243	7.29	.7252	.1352	-.4093	5.36	OFF
.201	175.50	2.70	.57	1.2600	.1415	-.4316	8.90	1.0920	.1427	-.4541	7.65	OFF
.201	175.50	2.70	2.49	1.4390	.1559	-.4083	9.23	1.3244	.1597	-.4509	8.29	OFF
.201	175.70	2.70	4.77	1.6740	.1735	-.3710	9.65	1.5833	.1797	-.4196	8.81	OFF
.201	175.10	2.69	6.63	1.8470	.1922	-.3381	9.61	1.7627	.1990	-.3880	8.86	OFF
.201	175.00	2.69	8.91	2.0380	.2204	-.2934	9.25	1.9645	.2283	-.3435	8.60	OFF
.201	174.90	2.68	10.82	2.2160	.2409	-.2497	9.20	2.1589	.2499	-.2983	8.64	OFF
.201	176.50	2.69	12.97	2.3950	.2706	-.1885	8.85	2.3715	.2784	-.2210	8.52	OFF
.202	176.80	2.69	14.07	2.4720	.2903	-.1488	8.52	2.4637	.2956	-.1586	8.33	OFF
.201	176.60	2.69	15.00	2.5250	.3073	-.1205	8.22	2.5230	.3109	-.1215	8.12	OFF
.202	177.40	2.69	15.86	2.5730	.3203	-.0858	8.03	2.5729	.3224	-.0878	7.98	OFF
.201	175.40	2.67	17.05	2.6320	.3416	-.0331	7.70	2.6320	.3424	-.0476	7.69	OFF
.201	175.80	2.68	18.11	2.6570	.3616	-.0025	7.35	2.6570	.3616	-.0241	7.35	OFF
.201	176.20	2.68	19.11	2.6980	.3878	.0300	6.96	2.6980	.3878	.0048	6.96	OFF
.201	176.80	2.69	19.93	2.4750	.4288	.0054	5.77	2.4750	.4288	-.0206	5.77	OFF
.201	176.00	2.69	21.11	2.5270	.4622	.0341	5.47	2.5270	.4622	.0082	5.47	OFF
.202	177.70	2.71	23.03	2.4080	.5435	.0094	4.43	2.4080	.5435	-.0146	4.43	OFF
.202	177.70	2.71	24.97	2.4320	.5819	.0566	4.18	2.4320	.5819	.0365	4.18	OFF
.201	176.10	2.68	.65	1.2630	.1420	-.4265	8.89	1.0977	.1433	-.4500	7.66	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 209 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	88.50	1.37	-5.93	.1200	.1736	-.2674	.69	-.2209	.1767	-.2217	-1.25	OFF
.203	88.20	1.37	-3.88	.5040	.1465	-.3230	3.44	.2004	.1487	-.2898	1.35	OFF
.203	88.20	1.36	-1.50	.9090	.1389	-.3979	6.54	.6666	.1402	-.3862	4.76	OFF
.202	87.80	1.36	.69	1.2380	.1474	-.4144	8.40	1.0740	.1487	-.4385	7.22	OFF
.202	87.40	1.35	2.78	1.4490	.1612	-.3949	8.99	1.3395	.1654	-.4390	8.10	OFF
.202	87.30	1.35	4.57	1.6250	.1750	-.3703	9.29	1.5337	.1811	-.4184	8.47	OFF
.201	87.10	1.35	6.57	1.8180	.1943	-.3371	9.36	1.7335	.2011	-.3870	8.62	OFF
.201	86.80	1.34	8.81	2.0080	.2163	-.2927	9.28	1.9341	.2242	-.3429	8.63	OFF
.201	86.70	1.34	10.78	2.1990	.2399	-.2435	9.17	2.1415	.2489	-.2922	8.61	OFF
.200	86.30	1.34	12.95	2.3630	.2700	-.1844	8.75	2.3392	.2778	-.2173	8.42	OFF
.202	87.30	1.34	13.96	2.4400	.2861	-.1471	8.53	2.4306	.2917	-.1588	8.33	OFF
.201	87.00	1.34	14.79	2.4820	.3039	-.1182	8.17	2.4791	.3079	-.1202	8.05	OFF
.201	86.90	1.34	16.01	2.5410	.3276	-.0700	7.76	2.5410	.3295	-.0731	7.71	OFF
.202	87.70	1.34	17.01	2.5840	.3423	-.0212	7.55	2.5840	.3431	-.0353	7.53	OFF
.203	88.40	1.34	17.82	2.6130	.3619	-.0009	7.22	2.6130	.3620	-.0210	7.22	OFF
.203	88.60	1.35	18.93	2.5730	.3935	.0697	6.54	2.5730	.3935	.0449	6.54	OFF
.203	88.80	1.35	20.00	2.4620	.4400	.0412	5.60	2.4620	.4400	.0152	5.60	OFF
.203	88.40	1.35	20.88	2.4720	.4708	.0503	5.25	2.4720	.4708	.0242	5.25	OFF
.203	88.60	1.35	22.71	2.3720	.5337	.0145	4.44	2.3720	.5337	-.0097	4.44	OFF
.203	88.40	1.35	24.86	2.4060	.6018	.0715	4.00	2.4060	.6018	.0510	4.00	OFF
.201	86.70	1.33	.29	1.2070	.1445	-.4172	8.35	1.0295	.1456	-.4357	7.07	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

RUN NUMBER 210 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.203	59.10	.92	-6.61	.1020	.1738	-.3114	.59	-.2488	.1771	-.2629	-1.40	OFF
.202	58.90	.92	-3.79	.5310	.1470	-.3269	3.61	.2293	.1491	-.2944	1.54	OFF
.201	58.30	.91	-1.81	.8360	.1372	-.3756	6.09	.5845	.1386	-.3598	4.22	OFF
.201	58.20	.91	-.04	1.1720	.1432	-.4104	8.18	.9825	.1442	-.4237	6.81	OFF
.201	58.00	.90	2.77	1.4780	.1614	-.3839	9.16	1.3683	.1656	-.4280	8.26	OFF
.202	58.50	.90	4.59	1.6430	.1752	-.3578	9.38	1.5518	.1813	-.4060	8.56	OFF
.201	58.20	.90	6.54	1.8240	.1935	-.3274	9.43	1.7394	.2002	-.3773	8.69	OFF
.202	58.60	.90	8.83	2.0250	.2197	-.2813	9.22	1.9512	.2276	-.3314	8.57	OFF
.203	59.00	.90	10.75	2.1910	.2387	-.2351	9.18	2.1331	.2476	-.2839	8.61	OFF
.202	58.70	.90	12.93	2.3590	.2766	-.1719	8.53	2.3348	.2844	-.2051	8.21	OFF
.202	58.70	.90	13.99	2.4250	.2888	-.1326	8.40	2.4159	.2943	-.1438	8.21	OFF
.202	58.70	.90	15.05	2.4860	.3120	-.0958	7.97	2.4842	.3155	-.0966	7.87	OFF
.202	58.60	.90	16.16	2.5200	.3317	-.0414	7.60	2.5201	.3334	-.0458	7.56	OFF
.202	58.50	.90	17.09	2.5630	.3428	-.0034	7.48	2.5630	.3435	-.0183	7.46	OFF
.202	58.40	.90	18.00	2.5890	.3639	.0233	7.11	2.5890	.3639	.0023	7.11	OFF
.202	58.60	.90	19.15	2.5230	.3994	.0997	6.32	2.5230	.3994	.0744	6.32	OFF
.202	58.80	.90	19.89	2.4370	.4470	.0482	5.45	2.4370	.4470	.0222	5.45	OFF
.203	58.90	.91	21.13	2.3530	.4957	.0087	4.75	2.3530	.4957	-.0172	4.75	OFF
.203	58.90	.91	22.80	2.3630	.5358	.0397	4.41	2.3630	.5358	.0155	4.41	OFF
.202	58.80	.91	25.06	2.3000	.6125	.1189	3.76	2.3000	.6125	.0991	3.76	OFF
.201	58.30	.90	.30	1.2080	.1440	-.4133	8.39	1.0308	.1451	-.4320	7.10	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 12, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 45

APPENDIX B

RUN NUMBER 216 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	269.80	4.25	-5.73	.3900	.1510	-.3845	2.58	.0523	.1540	-.3397	.34	OFF
.201	268.50	4.23	-3.98	.6940	.1376	-.4489	5.04	.3884	.1398	-.4150	2.78	OFF
.201	268.70	4.23	-1.73	1.0550	.1352	-.5194	7.80	.8058	.1366	-.5046	5.90	OFF
.201	269.60	4.23	.51	1.3010	.1470	-.5263	8.85	1.1310	.1482	-.5480	7.63	OFF
.201	268.70	4.22	2.46	1.4970	.1617	-.4976	9.26	1.3818	.1655	-.5400	8.35	OFF
.201	268.30	4.21	4.72	1.7030	.1841	-.4637	9.25	1.6122	.1903	-.5122	8.47	OFF
.201	270.00	4.22	6.62	1.8970	.2022	-.4238	9.38	1.8126	.2090	-.4737	8.67	OFF
.201	269.40	4.22	8.84	2.0620	.2343	-.3790	8.80	1.9882	.2422	-.4291	8.21	OFF
.201	268.60	4.20	10.91	2.2400	.2615	-.3227	8.57	2.1839	.2705	-.3710	8.07	OFF
.201	268.80	4.20	11.80	2.2930	.2774	-.3005	8.27	2.2497	.2863	-.3448	7.86	OFF
.201	269.20	4.20	12.89	2.3750	.2940	-.2608	8.08	2.3502	.3019	-.2947	7.78	OFF
.201	268.90	4.20	14.04	2.4400	.3142	-.1995	7.77	2.4314	.3196	-.2098	7.61	OFF
.201	268.90	4.19	14.90	2.4660	.3360	-.1745	7.34	2.4636	.3398	-.1759	7.25	OFF
.202	270.60	4.20	15.76	2.4940	.3513	-.1324	7.10	2.4938	.3536	-.1338	7.05	OFF
.202	270.40	4.20	16.95	2.4200	.3976	-.0061	6.09	2.4200	.3984	-.0196	6.07	OFF
.202	271.90	4.21	18.02	2.3640	.4362	.0647	5.42	2.3640	.4362	.0436	5.42	OFF
.202	272.40	4.22	20.70	2.2640	.5137	.1666	4.41	2.2640	.5137	.1405	4.41	OFF
.202	271.50	4.22	22.64	2.0740	.5616	.0945	3.69	2.0740	.5616	.0702	3.69	OFF
.201	270.20	4.22	24.80	2.1070	.6496	.1461	3.24	2.1070	.6496	.1254	3.24	OFF
.201	269.90	4.18	.33	1.2730	.1474	-.5249	8.64	1.0968	.1485	-.5440	7.39	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 217 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	177.60	2.82	-5.78	.2630	.1646	-.3306	1.60	-.0755	.1676	-.2856	-.45	OFF
.201	178.00	2.81	-4.03	.5440	.1482	-.3790	3.67	.2374	.1504	-.3448	1.58	OFF
.201	177.00	2.80	-1.53	1.0030	.1436	-.4843	6.98	.7597	.1449	-.4721	5.24	OFF
.201	176.90	2.79	.63	1.2710	.1523	-.4993	8.35	1.1050	.1536	-.5226	7.20	OFF
.201	177.00	2.79	2.60	1.4960	.1673	-.4970	8.94	1.3834	.1713	-.5402	8.08	OFF
.200	176.90	2.79	4.45	1.6910	.1837	-.4735	9.21	1.5993	.1897	-.5214	8.43	OFF
.200	176.90	2.78	6.57	1.8740	.2073	-.4328	9.04	1.7895	.2141	-.4827	8.36	OFF
.201	177.90	2.79	8.78	2.0400	.2382	-.3860	8.56	1.9660	.2461	-.4362	7.99	OFF
.201	177.40	2.78	10.64	2.2130	.2589	-.3290	8.55	2.1540	.2678	-.3781	8.04	OFF
.201	178.80	2.79	11.86	2.2970	.2839	-.3018	8.09	2.2547	.2928	-.3457	7.70	OFF
.201	178.70	2.79	12.94	2.3830	.3001	-.2623	7.94	2.3590	.3079	-.2953	7.66	OFF
.201	178.60	2.79	13.71	2.4340	.3113	-.2211	7.82	2.4216	.3175	-.2379	7.63	OFF
.202	179.10	2.79	14.99	2.4660	.3449	-.1680	7.15	2.4640	.3485	-.1690	7.07	OFF
.201	178.90	2.79	15.77	2.4910	.3549	-.1264	7.02	2.4908	.3571	-.1279	6.97	OFF
.201	177.70	2.78	16.88	2.4120	.3928	-.0029	6.14	2.4120	.3937	-.0156	6.13	OFF
.201	178.40	2.79	17.89	2.2790	.4082	.0639	5.58	2.2790	.4082	.0435	5.58	OFF
.202	179.60	2.80	18.81	2.3020	.4800	.1039	4.80	2.3020	.4800	.0794	4.80	OFF
.201	178.50	2.80	20.60	2.2290	.5219	.1039	4.27	2.2290	.5219	.0778	4.27	OFF
.201	178.20	2.80	22.67	2.0980	.5801	.1045	3.62	2.0980	.5801	.0802	3.62	OFF
.200	177.10	2.80	25.00	2.1460	.6776	.1611	3.17	2.1460	.6776	.1411	3.17	OFF
.202	179.50	2.79	.64	1.3040	.1525	-.5004	8.55	1.1383	.1538	-.5238	7.40	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 218 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.204	92.10	1.47	-5.90	.1650	.1743	-.3119	.95	-.1754	.1774	-.2663	-.99	OFF
.202	90.00	1.44	-3.96	.4980	.1512	-.3600	3.29	.1928	.1534	-.3263	1.26	OFF
.201	89.60	1.44	-1.89	.8700	.1443	-.4389	6.03	.6161	.1458	-.4222	4.23	OFF
.201	89.80	1.44	.28	1.2340	.1523	-.4935	8.10	1.0561	.1534	-.5119	6.89	OFF
.201	90.00	1.43	2.34	1.4390	.1676	-.4889	8.59	1.3215	.1712	-.5306	7.72	OFF
.201	89.50	1.43	4.37	1.6580	.1845	-.4664	8.99	1.5660	.1904	-.5141	8.22	OFF
.200	89.20	1.42	6.77	1.8770	.2098	-.4201	8.95	1.7931	.2166	-.4700	8.28	OFF
.201	89.40	1.42	8.99	2.0340	.2373	-.3727	8.57	1.9609	.2453	-.4227	7.99	OFF
.201	90.00	1.43	10.57	2.1770	.2600	-.3275	8.37	2.1173	.2689	-.3767	7.87	OFF
.202	90.30	1.43	11.92	2.2660	.2805	-.2929	8.08	2.2247	.2893	-.3364	7.69	OFF
.202	90.60	1.43	12.64	2.3280	.2955	-.2678	7.88	2.2990	.3037	-.3051	7.57	OFF
.202	91.10	1.43	13.65	2.4050	.3109	-.2204	7.74	2.3918	.3172	-.2385	7.54	OFF
.202	90.90	1.43	14.90	2.4390	.3398	-.1593	7.18	2.4366	.3436	-.1607	7.09	OFF
.202	90.80	1.43	15.76	2.4700	.3572	-.1240	6.91	2.4698	.3595	-.1254	6.87	OFF
.203	91.60	1.44	16.71	2.3560	.4027	-.0013	5.85	2.3561	.4038	-.0121	5.83	OFF
.202	90.90	1.43	17.94	2.2880	.4488	.0849	5.10	2.2880	.4488	.0642	5.10	OFF
.202	90.90	1.43	18.90	2.2790	.4649	.1105	4.90	2.2790	.4649	.0858	4.90	OFF
.202	90.80	1.44	20.84	2.2370	.5367	.1104	4.17	2.2370	.5367	.0843	4.17	OFF
.203	91.30	1.44	22.62	2.1980	.6022	.1691	3.65	2.1980	.6022	.1448	3.65	OFF
.201	90.40	1.44	25.00	2.1520	.6850	.1743	3.14	2.1520	.6850	.1543	3.14	OFF
.201	90.00	1.42	.32	1.2670	.1534	-.4909	8.26	1.0905	.1545	-.5099	7.06	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -60, FLAPS 45

APPENDIX B

RUN NUMBER 219 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.199	57.70	.95	-5.67	.2130	.1643	-.3184	1.30	-.1237	.1672	-.2739	-.74	OFF
.202	58.90	.95	-3.62	.5530	.1499	-.3601	3.69	.2548	.1520	-.3287	1.68	OFF
.202	58.50	.95	-1.48	.9270	.1421	-.4400	6.52	.6853	.1434	-.4285	4.78	OFF
.201	58.30	.94	.34	1.2350	.1531	-.4835	8.07	1.0592	.1542	-.5028	6.87	OFF
.201	58.20	.93	2.53	1.4710	.1667	-.4724	8.82	1.3572	.1706	-.5153	7.96	OFF
.201	57.90	.93	4.59	1.6480	.1866	-.4518	8.83	1.5568	.1927	-.5000	8.08	OFF
.202	58.50	.93	6.52	1.8400	.2054	-.4189	8.96	1.7554	.2121	-.4688	8.27	OFF
.201	58.30	.93	8.82	2.0200	.2342	-.3672	8.63	1.9461	.2421	-.4174	8.04	OFF
.201	58.10	.93	10.78	2.1760	.2598	-.3137	8.38	2.1185	.2688	-.3624	7.88	OFF
.202	58.50	.93	11.87	2.2420	.2752	-.2838	8.15	2.1998	.2841	-.3276	7.74	OFF
.202	58.60	.93	12.91	2.3300	.2904	-.2409	8.02	2.3055	.2983	-.2744	7.73	OFF
.203	59.00	.93	13.82	2.3890	.3141	-.2002	7.61	2.3779	.3200	-.2147	7.43	OFF
.202	58.90	.93	15.00	2.4150	.3374	-.1447	7.16	2.4130	.3410	-.1457	7.08	OFF
.202	58.90	.93	15.72	2.4020	.3507	-.0881	6.85	2.4018	.3530	-.0893	6.80	OFF
.202	58.50	.93	16.85	2.2720	.3959	.0450	5.74	2.2720	.3968	.0326	5.73	OFF
.202	58.40	.93	17.87	2.2680	.4349	.0929	5.21	2.2680	.4350	.0726	5.21	OFF
.202	58.90	.93	18.77	2.2600	.4677	.1225	4.83	2.2600	.4677	.0982	4.83	OFF
.202	58.70	.93	20.78	2.1660	.5354	.1400	4.05	2.1660	.5354	.1139	4.05	OFF
.202	58.90	.94	22.91	2.1040	.6183	.1362	3.40	2.1040	.6183	.1121	3.40	OFF
.202	58.80	.94	24.85	2.1300	.6695	.1758	3.18	2.1300	.6695	.1553	3.18	OFF
.199	56.80	.91	.37	1.2160	.1515	-.4816	8.03	1.0412	.1526	-.5013	6.82	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 220 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.204	272.00	4.26	-3.92	.6830	.1363	-.4490	5.01	.3786	.1385	-.4156	2.73	OFF
.203	269.90	4.25	-1.85	1.0090	.1367	-.5097	7.38	.7563	.1381	-.4934	5.48	OFF
.203	271.20	4.26	.70	1.3180	.1486	-.5162	8.87	1.1543	.1499	-.5404	7.70	OFF
.203	269.90	4.24	2.50	1.5000	.1631	-.4915	9.20	1.3856	.1669	-.5342	8.30	OFF
.203	270.20	4.24	4.61	1.7080	.1841	-.4573	9.28	1.6168	.1902	-.5055	8.50	OFF
.203	271.40	4.24	6.58	1.8970	.2065	-.4186	9.19	1.8125	.2133	-.4685	8.50	OFF
.204	272.60	4.25	8.92	2.0810	.2391	-.3680	8.70	2.0076	.2471	-.4181	8.13	OFF
.203	270.70	4.23	10.82	2.2380	.2660	-.3146	8.41	2.1809	.2750	-.3632	7.93	OFF
.203	269.60	4.22	13.03	2.3980	.2999	-.2385	8.00	2.3755	.3075	-.2700	7.72	OFF
.203	271.30	4.23	13.88	2.4390	.3198	-.1960	7.63	2.4287	.3256	-.2093	7.46	OFF
.203	270.20	4.22	14.89	2.4870	.3395	-.1549	7.33	2.4845	.3433	-.1564	7.24	OFF
.203	269.80	4.21	15.95	2.4970	.3572	-.1026	6.99	2.4970	.3592	-.1052	6.95	OFF
.203	271.20	4.22	16.88	2.3970	.3941	.0101	6.08	2.3970	.3950	-.0026	6.07	OFF
.203	270.10	4.21	17.94	2.3330	.4317	.0697	5.40	2.3330	.4317	.0490	5.40	OFF
.204	273.40	4.23	18.80	2.1030	.4318	.0574	4.87	2.1030	.4318	.0330	4.87	OFF
.203	272.40	4.23	19.78	2.0340	.4749	.0596	4.28	2.0340	.4749	.0337	4.28	OFF
.204	273.00	4.23	20.86	2.0540	.5248	.0834	3.91	2.0540	.5248	.0573	3.91	OFF
.203	271.00	4.22	22.86	1.9480	.5423	.1376	3.59	1.9480	.5423	.1135	3.59	OFF
.204	275.70	4.26	24.91	2.1340	.6796	.1687	3.14	2.1340	.6796	.1484	3.14	OFF
.202	270.20	4.18	.64	1.3030	.1525	-.5113	8.54	1.1373	.1538	-.5347	7.40	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -40, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 221 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	184.50	2.94	-5.91	.3010	.1553	-.3713	1.94	-.0396	.1584	-.3257	-.25	OFF
.203	184.40	2.93	-3.74	.6430	.1389	-.4232	4.63	.3423	.1410	-.3910	2.43	OFF
.203	186.00	2.93	-1.76	.9160	.1405	-.4745	6.52	.6659	.1419	-.4593	4.69	OFF
.203	186.10	2.93	.63	1.2340	.1506	-.4922	8.19	1.0680	.1519	-.5155	7.03	OFF
.203	186.50	2.92	2.49	1.4460	.1655	-.4897	8.74	1.3314	.1693	-.5323	7.86	OFF
.203	186.30	2.92	4.55	1.6620	.1829	-.4568	9.09	1.5707	.1889	-.5049	8.31	OFF
.204	187.10	2.92	6.53	1.8460	.2070	-.4184	8.92	1.7614	.2137	-.4683	8.24	OFF
.203	186.80	2.91	8.94	2.0490	.2409	-.3630	8.51	1.9757	.2489	-.4130	7.94	OFF
.204	188.00	2.92	10.82	2.2020	.2703	-.3125	8.15	2.1449	.2793	-.3611	7.68	OFF
.205	189.70	2.93	12.87	2.3480	.2993	-.2458	7.84	2.3228	.3072	-.2800	7.56	OFF
.205	189.40	2.92	13.89	2.4220	.3181	-.1922	7.61	2.4118	.3238	-.2053	7.45	OFF
.205	189.50	2.92	14.86	2.4520	.3423	-.1561	7.16	2.4494	.3462	-.1577	7.08	OFF
.205	189.50	2.92	15.84	2.4750	.3601	-.1135	6.87	2.4749	.3622	-.1154	6.83	OFF
.204	189.20	2.92	17.05	2.3410	.4091	.0331	5.72	2.3410	.4099	.0186	5.71	OFF
.204	188.80	2.92	17.92	2.2880	.4318	.0760	5.30	2.2880	.4318	.0554	5.30	OFF
.204	188.60	2.92	18.88	2.1700	.4834	.0643	4.49	2.1700	.4834	.0396	4.49	OFF
.204	189.30	2.92	19.82	2.1200	.5142	.0618	4.12	2.1200	.5142	.0359	4.12	OFF
.204	188.70	2.92	20.89	2.1080	.5390	.0849	3.91	2.1080	.5390	.0589	3.91	OFF
.204	189.90	2.93	22.94	2.1170	.6162	.1337	3.44	2.1170	.6162	.1097	3.44	OFF
.204	188.80	2.93	24.94	2.1510	.6904	.1749	3.12	2.1510	.6904	.1547	3.12	OFF
.203	187.70	2.89	.53	1.2460	.1501	-.4885	8.30	1.0767	.1513	-.5104	7.12	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -40, OUTBOARD SLATS -60, FLAPS 45

APPENDIX B

RUN NUMBER 222 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.204	88.30	1.41	-5.90	.2050	.1662	-.3512	1.23	-.1354	.1693	-.3056	-.80	OFF
.204	88.30	1.41	-3.97	.4740	.1502	-.3683	3.16	.1686	.1524	-.3345	1.11	OFF
.204	88.10	1.40	-1.69	.8410	.1431	-.4458	5.88	.5930	.1445	-.4315	4.10	OFF
.204	88.40	1.40	.61	1.2020	.1532	-.4900	7.85	1.0353	.1544	-.5130	6.70	OFF
.204	88.60	1.40	2.44	1.4090	.1670	-.4857	8.44	1.2935	.1708	-.5280	7.57	OFF
.204	88.30	1.39	4.55	1.6130	.1868	-.4565	8.63	1.5217	.1928	-.5046	7.89	OFF
.203	88.00	1.39	6.76	1.8260	.2124	-.4084	8.60	1.7421	.2192	-.4583	7.95	OFF
.204	88.20	1.39	8.82	1.9830	.2372	-.3596	8.36	1.9091	.2451	-.4098	7.79	OFF
.203	87.80	1.38	10.73	2.1370	.2650	-.3006	8.06	2.0789	.2739	-.3494	7.59	OFF
.202	87.30	1.38	12.85	2.3000	.2978	-.2341	7.72	2.2745	.3057	-.2686	7.44	OFF
.202	87.20	1.38	13.97	2.3580	.3183	-.1935	7.41	2.3487	.3239	-.2050	7.25	OFF
.202	87.30	1.38	14.84	2.4000	.3412	-.1531	7.03	2.3973	.3451	-.1548	6.95	OFF
.202	87.10	1.38	15.82	2.4310	.3577	-.1046	6.80	2.4309	.3599	-.1064	6.75	OFF
.203	87.30	1.38	16.91	2.2970	.4043	.0404	5.68	2.2970	.4052	.0274	5.67	OFF
.203	87.50	1.38	17.98	2.2170	.4435	.0878	5.00	2.2170	.4435	.0669	5.00	OFF
.203	87.40	1.38	18.86	2.1370	.4764	.0705	4.49	2.1370	.4764	.0459	4.49	OFF
.203	87.50	1.39	19.79	2.0620	.5115	.0776	4.03	2.0620	.5115	.0517	4.03	OFF
.204	88.10	1.39	20.88	2.0770	.5463	.0987	3.80	2.0770	.5463	.0726	3.80	OFF
.204	88.10	1.40	22.71	2.0770	.6085	.1411	3.41	2.0770	.6085	.1169	3.41	OFF
.204	88.20	1.40	24.82	2.0790	.6742	.1906	3.08	2.0790	.6742	.1700	3.08	OFF
.205	89.10	1.39	.50	1.1970	.1531	-.4852	7.82	1.0267	.1543	-.5067	6.65	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -40, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 223 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.204	59.70	.96	-6.00	.1770	.1669	-.3424	1.06	-.1650	.1700	-.2964	-.97	OFF
.204	59.60	.95	-3.95	.5080	.1495	-.3748	3.40	.2030	.1517	-.3412	1.34	OFF
.203	59.30	.95	-1.73	.8640	.1429	-.4410	6.05	.6148	.1443	-.4262	4.26	OFF
.203	59.40	.95	.54	1.1970	.1522	-.4779	7.86	1.0280	.1534	-.5000	6.70	OFF
.203	59.10	.95	2.45	1.4210	.1660	-.4734	8.56	1.3057	.1698	-.5158	7.69	OFF
.203	59.00	.94	4.63	1.6340	.1874	-.4405	8.72	1.5429	.1935	-.4888	7.97	OFF
.203	58.80	.94	6.52	1.8070	.2086	-.3973	8.66	1.7224	.2153	-.4472	8.00	OFF
.202	58.70	.94	8.76	1.9910	.2368	-.3416	8.41	1.9169	.2447	-.3918	7.84	OFF
.202	58.50	.94	10.86	2.1610	.2665	-.2812	8.11	2.1043	.2755	-.3297	7.64	OFF
.202	58.50	.94	12.86	2.2870	.2946	-.2157	7.76	2.2617	.3025	-.2500	7.48	OFF
.201	58.10	.93	13.86	2.3600	.3194	-.1782	7.39	2.3494	.3252	-.1919	7.22	OFF
.202	58.30	.93	14.83	2.3820	.3396	-.1321	7.01	2.3793	.3435	-.1339	6.93	OFF
.201	58.20	.93	15.81	2.4070	.3572	-.0807	6.74	2.4069	.3594	-.0824	6.70	OFF
.202	58.50	.94	16.85	2.2800	.4122	.0637	5.53	2.2800	.4131	.0513	5.52	OFF
.202	58.40	.94	17.84	2.2060	.4268	.1051	5.17	2.2060	.4269	.0849	5.17	OFF
.202	58.50	.94	18.84	2.1360	.4695	.0907	4.55	2.1360	.4695	.0661	4.55	OFF
.202	58.80	.94	19.78	2.0560	.5146	.1016	4.00	2.0560	.5146	.0757	4.00	OFF
.202	58.60	.94	20.75	2.0410	.5370	.1165	3.80	2.0410	.5370	.0904	3.80	OFF
.202	58.50	.94	22.78	2.0630	.6034	.1521	3.42	2.0630	.6034	.1279	3.42	OFF
.202	58.40	.94	24.95	2.0150	.6768	.2048	2.98	2.0150	.6768	.1846	2.98	OFF
.203	59.20	.94	.56	1.2150	.1524	-.4761	7.97	1.0467	.1536	-.4984	6.81	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -40, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 224 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	273.00	4.24	-5.88	.3430	.1488	-.3718	2.31	.0029	.1518	-.3263	.02	OFF
.204	276.80	4.27	-3.88	.6650	.1358	-.4217	4.90	.3614	.1380	-.3885	2.62	OFF
.203	274.00	4.25	-1.61	1.0340	.1379	-.5042	7.50	.7883	.1392	-.4910	5.66	OFF
.204	276.90	4.27	.65	1.3140	.1499	-.5114	8.77	1.1487	.1512	-.5349	7.60	OFF
.203	275.90	4.26	2.44	1.5100	.1645	-.4882	9.18	1.3945	.1683	-.5305	8.29	OFF
.203	275.50	4.25	4.57	1.7010	.1876	-.4542	9.07	1.6097	.1937	-.5023	8.31	OFF
.204	276.30	4.26	6.80	1.9200	.2129	-.4077	9.02	1.8362	.2197	-.4576	8.36	OFF
.204	277.10	4.26	8.87	2.0900	.2446	-.3626	8.54	2.0163	.2525	-.4127	7.98	OFF
.203	275.80	4.25	10.87	2.2500	.2776	-.3104	8.11	2.1935	.2866	-.3588	7.65	OFF
.204	276.20	4.25	13.00	2.4030	.3123	-.2346	7.69	2.3800	.3200	-.2666	7.44	OFF
.204	277.80	4.26	13.88	2.4340	.3255	-.1871	7.48	2.4237	.3313	-.2004	7.32	OFF
.204	277.80	4.25	14.91	2.4640	.3488	-.1435	7.06	2.4616	.3526	-.1449	6.98	OFF
.204	276.40	4.24	15.83	2.4810	.3660	-.1032	6.78	2.4809	.3682	-.1050	6.74	OFF
.203	275.10	4.22	16.89	2.3640	.3923	-.0015	6.03	2.3640	.3932	-.0143	6.01	OFF
.204	277.10	4.24	17.95	2.1860	.4296	-.0019	5.09	2.1860	.4296	-.0226	5.09	OFF
.203	275.80	4.24	18.81	2.0910	.4504	.0413	4.64	2.0910	.4504	.0168	4.64	OFF
.203	275.80	4.24	19.75	1.9590	.4604	.0649	4.25	1.9590	.4604	.0390	4.25	OFF
.203	275.00	4.23	20.80	1.9340	.4852	.0902	3.99	1.9340	.4852	.0641	3.99	OFF
.203	276.70	4.25	22.69	1.9740	.5584	.1329	3.54	1.9740	.5584	.1086	3.54	OFF
.204	278.80	4.27	24.99	2.1350	.6932	.1705	3.08	2.1350	.6932	.1505	3.08	OFF
.203	276.60	4.22	.62	1.3000	.1494	-.5033	8.70	1.1337	.1507	-.5265	7.52	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -60, FLAPS 45

APPENDIX B

RUN NUMBER 225 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.203	180.70	2.84	-5.85	.2980	.1580	-.3560	1.89	-.0416	.1610	-.3107	-.26	OFF
.202	178.90	2.82	-4.01	.5620	.1448	-.3886	3.88	.2558	.1470	-.3545	1.74	OFF
.203	180.60	2.83	-1.62	.9510	.1434	-.4607	6.63	.7050	.1447	-.4473	4.87	OFF
.203	180.90	2.83	.61	1.2520	.1552	-.4800	8.07	1.0853	.1564	-.5030	6.94	OFF
.202	180.40	2.82	2.53	1.4730	.1694	-.4789	8.70	1.3592	.1733	-.5218	7.84	OFF
.203	181.20	2.82	4.59	1.6660	.1901	-.4452	8.76	1.5748	.1962	-.4934	8.03	OFF
.202	179.60	2.81	6.76	1.8900	.2172	-.4042	8.70	1.8061	.2240	-.4541	8.06	OFF
.202	179.20	2.80	8.75	2.0430	.2449	-.3566	8.34	1.9688	.2527	-.4068	7.79	OFF
.202	179.80	2.80	10.69	2.2060	.2733	-.3030	8.07	2.1475	.2822	-.3519	7.61	OFF
.203	181.50	2.81	12.92	2.3810	.3110	-.2294	7.66	2.3567	.3188	-.2628	7.39	OFF
.202	180.60	2.80	13.98	2.4260	.3337	-.1803	7.27	2.4168	.3392	-.1917	7.12	OFF
.202	181.20	2.81	15.01	2.4500	.3506	-.1320	6.99	2.4480	.3542	-.1330	6.91	OFF
.202	180.30	2.80	15.83	2.4550	.3635	-.0953	6.75	2.4549	.3657	-.0971	6.71	OFF
.202	180.80	2.81	16.88	2.3360	.4106	.0262	5.69	2.3360	.4115	.0135	5.68	OFF
.202	180.70	2.81	18.19	2.1380	.4488	.0258	4.76	2.1380	.4487	.0039	4.76	OFF
.203	181.90	2.82	18.83	2.0570	.4571	.0474	4.50	2.0570	.4571	.0229	4.50	OFF
.203	182.00	2.82	20.01	2.0380	.5092	.0776	4.00	2.0380	.5092	.0516	4.00	OFF
.203	182.00	2.83	20.89	2.0900	.5519	.0922	3.79	2.0900	.5519	.0662	3.79	OFF
.202	181.40	2.83	22.83	2.1100	.6250	.1321	3.38	2.1100	.6250	.1080	3.38	OFF
.202	181.30	2.83	25.00	2.1460	.7031	.1853	3.05	2.1460	.7031	.1653	3.05	OFF
.202	181.40	2.80	.52	1.2420	.1546	-.4784	8.03	1.0723	.1558	-.5002	6.88	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 226 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	88.00	1.41	-5.89	.2200	.1674	-.3527	1.31	-.1203	.1704	-.3072	-.71	OFF
.202	88.20	1.41	-3.93	.5100	.1516	-.3730	3.36	.2054	.1538	-.3395	1.34	OFF
.201	87.70	1.40	-1.21	.9600	.1483	-.4648	6.47	.7268	.1495	-.4574	4.86	OFF
.201	87.30	1.39	.47	1.1840	.1572	-.4845	7.53	1.0126	.1584	-.5056	6.39	OFF
.202	88.40	1.40	2.42	1.4240	.1719	-.4771	8.28	1.3081	.1756	-.5193	7.45	OFF
.202	88.30	1.40	4.76	1.6550	.1940	-.4414	8.53	1.5643	.2002	-.4899	7.81	OFF
.201	87.90	1.39	6.71	1.8420	.2165	-.4013	8.51	1.7579	.2233	-.4512	7.87	OFF
.201	87.90	1.39	6.75	1.8460	.2180	-.4008	8.47	1.7620	.2248	-.4507	7.84	OFF
.201	88.00	1.38	6.76	1.8540	.2198	-.3939	8.43	1.7701	.2266	-.4438	7.81	OFF
.201	88.00	1.38	8.93	2.0400	.2477	-.3429	8.24	1.9666	.2557	-.3930	7.69	OFF
.201	87.80	1.38	10.92	2.2050	.2776	-.2840	7.94	2.1490	.2866	-.3323	7.50	OFF
.201	87.50	1.38	12.93	2.3460	.3116	-.2176	7.53	2.3218	.3194	-.2508	7.27	OFF
.200	87.10	1.37	13.64	2.3670	.3240	-.1974	7.31	2.3536	.3303	-.2156	7.13	OFF
.201	87.50	1.38	14.10	2.3640	.3351	-.1633	7.05	2.3560	.3404	-.1726	6.92	OFF
.201	88.20	1.38	15.07	2.4040	.3520	-.1270	6.83	2.4023	.3555	-.1278	6.76	OFF
.201	88.10	1.38	15.86	2.4170	.3635	-.0925	6.65	2.4169	.3656	-.0945	6.61	OFF
.201	87.70	1.38	16.84	2.2880	.3941	.0344	5.81	2.2880	.3951	.0221	5.79	OFF
.201	88.30	1.38	18.12	2.1150	.4638	.0405	4.56	2.1150	.4638	.0189	4.56	OFF
.201	87.60	1.38	18.77	2.0880	.4879	.0541	4.28	2.0880	.4879	.0298	4.28	OFF
.201	88.30	1.39	20.01	2.0510	.5381	.0840	3.81	2.0510	.5381	.0580	3.81	OFF
.201	88.10	1.39	20.98	2.0590	.5748	.1030	3.58	2.0590	.5748	.0770	3.58	OFF
.201	87.80	1.39	22.13	2.0550	.6082	.1247	3.38	2.0550	.6082	.0999	3.38	OFF
.201	87.70	1.39	24.80	1.8760	.6860	.1424	2.73	1.8760	.6860	.1217	2.73	OFF
.202	88.90	1.38	.34	1.2000	.1554	-.4816	7.72	1.0242	.1565	-.5009	6.54	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 227 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

				UNCORRECTED				CORRECTED FOR STRUT INTERFERENCE				
MACH	Q,PSF	R	ALPHA,DEG	CL	CD	CM	L/D	CL	CD	CM	L/D	ISUBT
.202	58.80	.93	-6.11	.2500	.1654	-.3513	1.51	-.0937	.1685	-.3048	-.56	OFF
.202	58.60	.93	-3.73	.6050	.1504	-.3821	4.02	.3045	.1525	-.3500	2.00	OFF
.202	58.70	.93	-1.34	.9950	.1483	-.4535	6.71	.7576	.1495	-.4441	5.07	OFF
.202	58.50	.92	.59	1.2800	.1608	-.4685	7.96	1.1127	.1620	-.4913	6.87	OFF
.202	58.30	.92	2.41	1.4470	.1739	-.4571	8.32	1.3309	.1776	-.4992	7.49	OFF
.202	58.40	.92	4.63	1.6720	.1955	-.4197	8.55	1.5809	.2016	-.4680	7.84	OFF
.202	58.70	.92	6.56	1.8510	.2177	-.3819	8.50	1.7665	.2244	-.4318	7.87	OFF
.202	58.60	.92	8.98	2.0390	.2486	-.3268	8.20	1.9659	.2566	-.3768	7.66	OFF
.202	58.50	.92	10.75	2.1930	.2732	-.2732	8.03	2.1351	.2821	-.3220	7.57	OFF
.202	58.50	.92	12.87	2.3120	.3076	-.2051	7.52	2.2868	.3155	-.2393	7.25	OFF
.202	58.30	.92	14.05	2.3470	.3339	-.1456	7.03	2.3385	.3393	-.1557	6.89	OFF
.202	58.60	.92	15.28	2.3640	.3577	-.1006	6.61	2.3629	.3608	-.1010	6.55	OFF
.202	58.60	.92	15.77	2.3050	.3559	-.0528	6.48	2.3048	.3581	-.0543	6.44	OFF
.202	58.70	.92	16.68	2.2380	.3988	.0528	5.61	2.2381	.3999	.0424	5.60	OFF
.202	58.70	.92	17.75	2.1530	.4432	.0209	4.86	2.1530	.4433	.0012	4.86	OFF
.202	58.70	.92	18.94	2.0520	.5031	.0891	4.08	2.0520	.5031	.0643	4.08	OFF
.203	58.80	.92	19.80	2.0380	.5353	.1038	3.81	2.0380	.5353	.0779	3.81	OFF
.202	58.70	.92	20.57	2.0430	.5656	.1142	3.61	2.0430	.5656	.0881	3.61	OFF
.203	59.10	.93	22.78	1.9510	.6246	.1352	3.12	1.9510	.6246	.1110	3.12	OFF
.203	58.80	.93	24.90	1.8420	.6930	.1494	2.66	1.8420	.6930	.1291	2.66	OFF
.201	58.20	.91	.29	1.2670	.1573	-.4748	8.05	1.0895	.1584	-.4933	6.88	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -30, OUTBOARD SLATS -60, FLAPS 45

APPENDIX B

RUN NUMBER 228 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	273.30	4.25	-6.09	.3070	.1612	-.3672	1.90	-.0364	.1643	-.3208	-.22	OFF
.201	272.00	4.23	-3.70	.7160	.1410	-.4504	5.08	.4162	.1431	-.4185	2.91	OFF
.201	270.80	4.22	-1.69	1.0180	.1430	-.5184	7.12	.7700	.1444	-.5041	5.33	OFF
.202	272.10	4.22	.29	1.2930	.1463	-.5330	8.84	1.1155	.1474	-.5515	7.57	OFF
.200	268.40	4.19	2.48	1.4780	.1654	-.5098	8.94	1.3632	.1692	-.5524	8.06	OFF
.201	269.40	4.20	4.61	1.6710	.1859	-.4764	8.99	1.5798	.1920	-.5246	8.23	OFF
.201	269.80	4.20	6.41	1.8470	.2014	-.4394	9.17	1.7621	.2081	-.4893	8.47	OFF
.200	268.50	4.19	8.66	2.0060	.2346	-.3985	8.55	1.9315	.2424	-.4489	7.97	OFF
.201	269.20	4.19	10.86	2.1910	.2620	-.3398	8.36	2.1343	.2710	-.3883	7.88	OFF
.200	268.30	4.18	12.85	2.3190	.2935	-.2807	7.90	2.2935	.3014	-.3152	7.61	OFF
.200	268.40	4.18	13.78	2.3760	.3116	-.2466	7.63	2.3645	.3176	-.2619	7.44	OFF
.201	270.40	4.19	14.89	2.4100	.3361	-.2024	7.17	2.4075	.3399	-.2039	7.08	OFF
.201	269.90	4.18	15.80	2.4440	.3505	-.1582	6.97	2.4438	.3527	-.1598	6.93	OFF
.201	269.10	4.17	16.91	2.4540	.3654	-.1011	6.72	2.4540	.3663	-.1141	6.70	OFF
.200	268.40	4.17	18.06	2.3470	.4223	.0238	5.56	2.3470	.4223	.0025	5.56	OFF
.200	268.10	4.17	18.75	2.2180	.4342	.0649	5.11	2.2180	.4342	.0406	5.11	OFF
.201	270.80	4.19	19.96	2.2190	.4879	.1126	4.55	2.2190	.4879	.0866	4.55	OFF
.200	268.50	4.17	19.97	2.2190	.4790	.1073	4.63	2.2190	.4790	.0813	4.63	OFF
.200	268.00	4.16	21.15	2.2500	.5058	.1451	4.45	2.2500	.5058	.1192	4.45	OFF
.200	267.00	4.17	22.68	1.8660	.5505	-.0231	3.39	1.8660	.5505	-.0474	3.39	OFF
.199	266.30	4.17	24.90	1.8200	.6648	.0189	2.74	1.8200	.6648	-.0014	2.74	OFF
.201	270.80	4.16	.61	1.3110	.1496	-.5291	8.76	1.1443	.1508	-.5521	7.59	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -60, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 229 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	177.40	2.82	-6.01	.2020	.1747	-.3181	1.16	-.1402	.1778	-.2721	-.79	OFF
.200	176.20	2.79	-3.73	.6000	.1511	-.3941	3.97	.2995	.1532	-.3620	1.95	OFF
.200	176.40	2.79	-1.81	.9210	.1501	-.4686	6.14	.6695	.1515	-.4528	4.42	OFF
.199	175.80	2.78	.28	1.2360	.1542	-.5003	8.02	1.0581	.1553	-.5187	6.81	OFF
.199	175.10	2.77	2.48	1.4560	.1717	-.5025	8.48	1.3412	.1755	-.5451	7.64	OFF
.199	174.80	2.76	4.48	1.6600	.1883	-.4758	8.82	1.5684	.1943	-.5237	8.07	OFF
.199	174.80	2.76	6.54	1.8280	.2101	-.4394	8.70	1.7434	.2168	-.4893	8.04	OFF
.199	175.50	2.76	8.87	2.0090	.2408	-.3906	8.34	1.9353	.2487	-.4407	7.78	OFF
.198	174.00	2.74	10.85	2.1820	.2645	-.3352	8.25	2.1252	.2735	-.3837	7.77	OFF
.198	173.70	2.74	12.54	2.3020	.2914	-.2871	7.90	2.2712	.2998	-.3256	7.58	OFF
.197	171.90	2.72	13.82	2.3860	.3156	-.2387	7.56	2.3749	.3215	-.2532	7.39	OFF
.192	164.10	2.66	14.98	2.5400	.3545	-.1984	7.17	2.5379	.3581	-.1995	7.09	OFF
.198	173.40	2.74	15.94	2.4500	.3527	-.1426	6.95	2.4500	.3547	-.1451	6.91	OFF
.197	172.00	2.72	16.86	2.4580	.3689	-.1085	6.66	2.4580	.3698	-.1210	6.65	OFF
.197	171.70	2.72	18.10	2.3340	.4489	.0288	5.20	2.3340	.4489	.0073	5.20	OFF
.197	172.40	2.73	18.90	2.2420	.4627	.0731	4.85	2.2420	.4627	.0484	4.85	OFF
.198	173.90	2.74	19.89	2.3190	.4838	.1067	4.79	2.3190	.4838	.0807	4.79	OFF
.200	177.10	2.77	20.96	2.3340	.5128	.1368	4.55	2.3340	.5128	.1108	4.55	OFF
.201	178.90	2.80	22.76	1.9280	.6115	-.0303	3.15	1.9280	.6115	-.0545	3.15	OFF
.201	178.90	2.80	24.92	1.8930	.6779	.0239	2.79	1.8930	.6779	.0036	2.79	OFF
.200	178.00	2.76	.28	1.2470	.1536	-.5024	8.12	1.0691	.1547	-.5208	6.91	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -60, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 230 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.202	89.50	1.42	-5.84	.1480	.1796	-.3036	.82	-.1915	.1826	-.2583	-1.05	OFF
.202	89.60	1.42	-3.68	.4910	.1600	-.3525	3.07	.1916	.1621	-.3207	1.18	OFF
.201	89.30	1.42	-1.67	.8850	.1508	-.4481	5.87	.6375	.1522	-.4341	4.19	OFF
.201	89.30	1.41	.27	1.2320	.1573	-.4973	7.83	1.0538	.1584	-.5155	6.65	OFF
.201	88.80	1.41	2.71	1.4550	.1758	-.4957	8.28	1.3443	.1799	-.5395	7.47	OFF
.201	88.90	1.41	4.44	1.6140	.1907	-.4729	8.46	1.5223	.1967	-.5208	7.74	OFF
.200	88.30	1.40	6.51	1.8070	.2127	-.4382	8.50	1.7223	.2194	-.4881	7.85	OFF
.200	88.50	1.40	8.78	1.9780	.2388	-.3878	8.28	1.9040	.2467	-.4380	7.72	OFF
.200	88.40	1.40	10.80	2.1250	.2660	-.3348	7.99	2.0677	.2750	-.3834	7.52	OFF
.200	88.10	1.39	12.90	2.2820	.2956	-.2725	7.72	2.2573	.3035	-.3062	7.44	OFF
.201	89.50	1.41	14.00	2.3470	.3219	-.2264	7.29	2.3380	.3274	-.2374	7.14	OFF
.201	89.40	1.40	14.89	2.3780	.3393	-.1934	7.01	2.3755	.3431	-.1949	6.92	OFF
.201	89.60	1.41	15.78	2.4120	.3518	-.1534	6.86	2.4118	.3540	-.1549	6.81	OFF
.201	89.30	1.40	16.89	2.3500	.3988	-.0511	5.89	2.3500	.3997	-.0639	5.88	OFF
.201	89.30	1.41	18.00	2.2710	.4518	.0402	5.03	2.2710	.4518	.0192	5.03	OFF
.201	89.30	1.40	18.86	2.2530	.4599	.0800	4.90	2.2530	.4599	.0554	4.90	OFF
.201	89.70	1.41	19.76	2.2630	.4820	.1160	4.70	2.2630	.4820	.0901	4.69	OFF
.201	89.20	1.41	21.02	2.1040	.5404	.0518	3.89	2.1040	.5404	.0258	3.89	OFF
.202	89.90	1.41	22.78	2.0980	.5916	.0940	3.55	2.0980	.5916	.0698	3.55	OFF
.201	89.40	1.42	24.92	1.9120	.6854	.0436	2.79	1.9120	.6854	.0233	2.79	OFF
.201	89.30	1.40	.29	1.2530	.1578	-.4965	7.94	1.0755	.1589	-.5150	6.77	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -60, OUTBOARD SLATS -60, FLAPS 45

APPENDIX B

RUN NUMBER 231 — LONGITUDINAL STARILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.00	.93	-5.93	.1890	.1758	-.3161	1.08	-.1519	.1789	-.2704	-.85	OFF
.202	58.30	.92	-3.97	.4650	.1585	-.3505	2.93	.1596	.1607	-.3167	.99	OFF
.201	57.90	.92	-1.72	.8270	.1505	-.4120	5.50	.5781	.1519	-.3973	3.81	OFF
.201	57.90	.92	.27	1.2290	.1601	-.4847	7.68	1.0508	.1612	-.5029	6.52	OFF
.201	57.90	.92	2.38	1.4210	.1730	-.4812	8.21	1.3043	.1767	-.5231	7.38	OFF
.201	58.00	.92	4.62	1.6330	.1936	-.4550	8.43	1.5419	.1997	-.5032	7.72	OFF
.201	57.70	.91	6.61	1.8120	.2120	-.4173	8.55	1.7276	.2188	-.4672	7.90	OFF
.200	57.40	.91	8.76	1.9680	.2379	-.3722	8.27	1.8939	.2458	-.4224	7.71	OFF
.200	57.20	.91	10.56	2.1060	.2586	-.3247	8.14	2.0462	.2675	-.3739	7.65	OFF
.200	57.20	.91	12.87	2.2560	.2928	-.2573	7.70	2.2308	.3007	-.2915	7.42	OFF
.199	57.00	.91	13.99	2.3140	.3160	-.2149	7.32	2.3049	.3215	-.2261	7.17	OFF
.199	57.10	.91	15.03	2.3550	.3340	-.1714	7.05	2.3531	.3375	-.1723	6.97	OFF
.199	57.00	.91	15.70	2.3780	.3503	-.1462	6.79	2.3777	.3527	-.1474	6.74	OFF
.199	56.90	.90	16.82	2.3000	.3843	-.0323	5.98	2.3000	.3853	-.0443	5.97	OFF
.199	57.00	.91	17.90	2.2270	.4358	.0566	5.11	2.2270	.4358	.0361	5.11	OFF
.199	57.10	.91	18.90	2.2380	.4598	.0927	4.87	2.2380	.4598	.0680	4.87	OFF
.199	56.90	.91	20.72	2.0790	.5336	.0469	3.90	2.0790	.5336	.0208	3.90	OFF
.199	56.90	.91	21.05	1.9790	.5604	-.0720	3.53	1.9790	.5604	-.0980	3.53	OFF
.199	56.90	.91	22.65	1.9490	.5993	-.0351	3.25	1.9490	.5993	-.0594	3.25	OFF
.199	56.90	.91	24.72	1.9160	.6816	.0333	2.81	1.9160	.6816	.0124	2.81	OFF
.199	56.70	.90	.28	1.2450	.1621	-.4917	7.68	1.0671	.1632	-.5101	6.54	OFF

LANDING WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -60, OUTBOARD SLATS -60, FLAPS 45

RUN NUMBER 236 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	260.60	4.20	-5.91	-.2310	.0385	-.1426	-6.00	-.3551	.0341	-.1976	-10.41	OFF
.201	261.40	4.20	-4.07	-.0560	.0305	-.1370	-1.84	-.1810	.0262	-.1920	-6.91	OFF
.200	259.60	4.18	-1.94	.1510	.0261	-.1219	5.79	.0249	.0221	-.1769	1.13	OFF
.200	259.70	4.18	.30	.3830	.0270	-.0984	14.19	.2566	.0233	-.1532	11.02	OFF
.201	261.30	4.19	2.27	.5660	.0310	-.0720	18.26	.4429	.0286	-.1198	15.46	OFF
.202	263.00	4.20	4.34	.7690	.0387	-.0430	19.87	.6529	.0394	-.0999	16.59	OFF
.201	260.50	4.18	6.40	.9580	.0495	-.0054	19.35	.8512	.0517	-.0658	16.45	OFF
.201	262.00	4.19	8.36	1.1260	.0640	.0226	17.59	1.0288	.0683	-.0432	15.07	OFF
.201	261.40	4.18	9.48	1.2380	.0720	.0426	17.19	1.1553	.0785	-.0283	14.71	OFF
.201	261.30	4.18	10.57	1.3260	.0827	.0600	16.03	1.2775	.0877	.0016	14.56	OFF
.201	260.70	4.15	11.57	1.4090	.0929	.0790	15.17	1.3923	.0959	.0515	14.51	OFF
.201	262.60	4.18	12.64	1.5020	.1033	.0997	14.54	1.4961	.1049	.0964	14.26	OFF
.201	263.40	4.18	13.58	1.5830	.1148	.1208	13.79	1.5745	.1156	.1170	13.62	OFF
.200	261.10	4.16	14.59	1.6460	.1353	.1501	12.17	1.6277	.1354	.1276	12.02	OFF
.201	262.10	4.17	16.67	1.7240	.1835	.2230	9.40	1.6989	.1835	.1795	9.26	OFF
.201	262.30	4.18	18.70	1.6680	.2775	.3200	6.01	1.6430	.2775	.2734	5.92	OFF
.200	259.90	4.15	.23	.3850	.0264	-.0979	14.58	.2584	.0227	-.1528	11.41	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 237 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	218.10	3.51	-6.06	-.2640	.0392	-.1462	-6.73	-.3879	.0348	-.2012	-11.15	OFF
.200	217.80	3.50	-4.15	-.0600	.0306	-.1376	-1.96	-.1850	.0263	-.1926	-7.04	OFF
.201	218.60	3.50	-1.79	.1760	.0261	-.1220	6.74	.0498	.0221	-.1770	2.25	OFF
.201	218.30	3.50	.30	.3860	.0271	-.0988	14.24	.2596	.0234	-.1536	11.10	OFF
.200	218.10	3.49	2.11	.5520	.0312	-.0753	17.69	.4283	.0287	-.1231	14.93	OFF
.200	217.20	3.48	4.32	.7650	.0392	-.0438	19.52	.6488	.0398	-.1006	16.29	OFF
.202	221.60	3.51	6.46	.9530	.0513	-.0053	18.58	.8465	.0535	-.0656	15.82	OFF
.201	218.80	3.49	8.57	1.1500	.0661	.0295	17.40	1.0549	.0711	-.0373	14.84	OFF
.201	218.80	3.49	9.44	1.2360	.0728	.0457	16.98	1.1526	.0793	-.0252	14.53	OFF
.201	219.10	3.49	10.67	1.3420	.0841	.0689	15.96	1.2976	.0889	.0132	14.59	OFF
.201	220.00	3.49	11.71	1.4280	.0961	.0878	14.86	1.4139	.0989	.0647	14.29	OFF
.201	220.70	3.50	12.59	1.4970	.1051	.1061	14.24	1.4909	.1068	.1022	13.96	OFF
.201	220.00	3.49	13.59	1.5830	.1162	.1285	13.62	1.5744	.1170	.1246	13.46	OFF
.201	219.40	3.48	14.57	1.6470	.1380	.1615	11.93	1.6289	.1382	.1394	11.79	OFF
.201	219.90	3.49	16.59	1.6470	.1936	.2619	8.51	1.6219	.1936	.2185	8.38	OFF
.200	217.80	3.48	18.68	1.5980	.2887	.3538	5.54	1.5730	.2887	.3071	5.45	OFF
.200	218.00	3.47	.17	.3750	.0270	-.0998	13.89	.2483	.0232	-.1547	10.68	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 10

APPENDIX B

RUN NUMBER 238 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CD	CM	L/D	ISUBT
.201	173.60	2.80	-6.19	-.2800	.0416	-.1452	-6.73	-.4038	.0372	-.2002	-10.86	OFF
.201	173.90	2.80	-3.95	-.0530	.0307	-.1365	-1.73	-.1780	.0264	-.1915	-6.74	OFF
.201	174.70	2.80	-2.13	.1380	.0273	-.1241	5.05	.0122	.0233	-.1791	.52	OFF
.201	173.90	2.79	.27	.3770	.0277	-.0997	13.61	.2505	.0240	-.1545	10.45	OFF
.201	174.20	2.79	2.42	.5710	.0326	-.0723	17.52	.4485	.0304	-.1203	14.76	OFF
.201	174.90	2.79	4.10	.7380	.0382	-.0468	19.32	.6213	.0384	-.1024	16.18	OFF
.201	174.80	2.79	6.23	.9300	.0499	-.0098	18.64	.8223	.0522	-.0705	15.75	OFF
.200	173.20	2.77	8.48	1.1270	.0661	.0316	17.05	1.0310	.0708	-.0348	14.57	OFF
.201	174.20	2.78	9.47	1.2250	.0730	.0513	16.78	1.1421	.0795	-.0196	14.36	OFF
.201	175.20	2.78	10.48	1.3120	.0818	.0710	16.04	1.2599	.0870	.0104	14.48	OFF
.201	174.50	2.78	11.58	1.3930	.0923	.0935	15.09	1.3765	.0953	.0663	14.44	OFF
.201	174.90	2.78	12.69	1.4890	.1038	.1176	14.34	1.4831	.1054	.1148	14.07	OFF
.201	175.10	2.78	13.68	1.5650	.1150	.1428	13.61	1.5558	.1157	.1378	13.44	OFF
.200	174.00	2.77	14.64	1.4850	.1679	.2144	8.84	1.4662	.1680	.1908	8.73	OFF
.201	176.10	2.79	16.52	1.4780	.2406	.2914	6.14	1.4529	.2406	.2481	6.04	OFF
.201	174.90	2.78	18.79	1.5620	.2948	.3552	5.30	1.5370	.2948	.3088	5.21	OFF
.201	175.30	2.78	.18	.3700	.0267	-.1014	13.86	.2433	.0229	-.1563	10.61	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 239 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CD	CM	L/D	ISUBT
.200	129.70	2.10	-6.06	-.2800	.0415	-.1478	-6.75	-.4039	.0371	-.2028	-10.89	OFF
.201	130.90	2.10	-4.18	-.0860	.0329	-.1384	-2.61	-.2110	.0286	-.1934	-7.38	OFF
.202	131.80	2.11	-2.02	.1520	.0269	-.1273	5.65	.0260	.0229	-.1823	1.14	OFF
.201	130.70	2.09	.11	.3620	.0283	-.1043	12.79	.2352	.0245	-.1592	9.59	OFF
.201	130.60	2.09	2.29	.5580	.0328	-.0751	17.01	.4349	.0305	-.1229	14.28	OFF
.201	130.90	2.09	4.11	.7380	.0395	-.0460	18.68	.6213	.0397	-.1016	15.65	OFF
.200	130.80	2.09	6.23	.9240	.0503	-.0075	18.37	.8163	.0526	-.0682	15.51	OFF
.201	131.60	2.10	8.46	1.1140	.0669	.0370	16.65	1.0178	.0715	-.0293	14.23	OFF
.201	131.40	2.09	9.41	1.1990	.0741	.0570	16.18	1.1150	.0806	-.0138	13.83	OFF
.200	130.60	2.09	10.52	1.3040	.0851	.0836	15.32	1.2535	.0902	.0240	13.89	OFF
.201	131.40	2.09	11.64	1.3820	.0959	.1071	14.41	1.3667	.0988	.0818	13.83	OFF
.200	130.90	2.09	12.60	1.4650	.1054	.1350	13.90	1.4590	.1071	.1312	13.62	OFF
.200	131.00	2.09	13.56	1.4180	.1537	.2009	9.23	1.4096	.1545	.1974	9.12	OFF
.201	131.50	2.09	14.58	1.4660	.1714	.2289	8.55	1.4478	.1716	.2066	8.44	OFF
.201	131.10	2.09	16.66	1.4560	.2471	.3385	5.89	1.4309	.2471	.2950	5.79	OFF
.201	131.30	2.10	18.57	1.2390	.3689	.1688	3.36	1.2140	.3689	.1219	3.29	OFF
.199	129.40	2.07	.22	.3720	.0279	-.1016	13.33	.2454	.0242	-.1565	10.16	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 240 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CD	CM	L/D	ISUBT
.202	88.80	1.44	-6.07	-.2850	.0423	-.1539	-6.74	-.4089	.0379	-.2089	-10.79	OFF
.201	88.70	1.43	-3.97	-.0620	.0337	-.1448	-1.84	-.1870	.0294	-.1998	-6.36	OFF
.201	88.70	1.43	-1.60	.1770	.0259	-.1339	6.83	.0506	.0220	-.1889	2.30	OFF
.201	88.70	1.43	.21	.3670	.0281	-.1108	13.06	.2404	.0244	-.1657	9.87	OFF
.201	88.80	1.43	2.24	.5440	.0316	-.0832	17.22	.4207	.0292	-.1310	14.40	OFF
.201	89.00	1.43	4.30	.7280	.0398	-.0494	18.29	.6118	.0404	-.1061	15.15	OFF
.202	89.30	1.43	6.32	.9140	.0499	-.0068	18.32	.8068	.0522	-.0673	15.46	OFF
.201	88.90	1.42	8.49	1.0910	.0648	.0443	16.84	.9951	.0695	-.0222	14.32	OFF
.203	90.20	1.43	9.43	1.1790	.0734	.0671	16.06	1.0954	.0799	-.0037	13.71	OFF
.202	90.00	1.43	10.44	1.2590	.0818	.0927	15.39	1.2053	.0871	.0312	13.84	OFF
.202	89.90	1.43	11.49	1.3300	.0939	.1179	14.16	1.3116	.0971	.0878	13.51	OFF
.202	89.40	1.43	12.49	1.2690	.1587	.2072	8.00	1.2626	.1605	.2020	7.87	OFF
.202	89.50	1.43	13.52	1.3130	.1824	.2463	7.20	1.3049	.1833	.2432	7.12	OFF
.202	90.00	1.43	14.44	1.3440	.1995	.2759	6.74	1.3273	.1997	.2567	6.65	OFF
.202	89.70	1.43	16.48	1.1540	.3203	.1341	3.60	1.1289	.3203	.0908	3.52	OFF
.203	90.80	1.44	18.51	1.1540	.3716	.1690	3.11	1.1290	.3716	.1221	3.04	OFF
.202	90.10	1.42	.16	.3610	.0275	-.1114	13.13	.2343	.0237	-.1663	9.87	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 10

APPENDIX B

RUN NUMBER 241 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.205	60.70	.96	-6.04	-.2420	.0440	-.1255	-5.50	-.3660	.0396	-.1805	-9.24	OFF
.206	60.80	.96	-4.11	-.0370	.0348	-.1182	-1.06	-.1620	.0305	-.1732	-5.31	OFF
.206	60.90	.96	-1.90	.1940	.0290	-.1102	6.69	.0679	.0250	-.1652	2.71	OFF
.205	60.70	.95	.19	.3940	.0281	-.0835	14.02	.2673	.0243	-.1384	10.98	OFF
.205	60.50	.95	2.34	.5940	.0352	-.0590	16.88	.4711	.0329	-.1069	14.32	OFF
.207	61.50	.96	4.24	.7470	.0411	-.0286	18.18	.6306	.0416	-.0849	15.17	OFF
.207	61.30	.95	6.47	.9570	.0555	.0184	17.24	.8506	.0577	-.0418	14.74	OFF
.206	61.30	.95	8.63	1.1110	.0699	.0731	15.89	1.0165	.0751	.0060	13.54	OFF
.206	61.20	.95	9.46	1.1820	.0770	.0967	15.35	1.0989	.0835	.0258	13.16	OFF
.206	60.90	.95	10.43	1.2360	.1025	.1340	12.06	1.1819	.1078	.0723	10.96	OFF
.207	61.30	.95	11.65	1.2390	.1470	.1941	8.43	1.2238	.1499	.1691	8.16	OFF
.206	61.00	.95	12.51	1.1900	.1977	.1683	6.02	1.1837	.1995	.1634	5.93	OFF
.205	60.70	.95	13.55	1.1460	.2575	.1207	4.45	1.1377	.2583	.1173	4.40	OFF
.205	60.50	.95	14.46	1.1230	.2740	.1273	4.10	1.1061	.2742	.1077	4.03	OFF
.206	60.80	.95	16.46	1.1030	.3219	.1486	3.43	1.0779	.3219	.1054	3.35	OFF
.205	60.40	.95	18.50	1.1160	.3698	.1803	3.02	1.0910	.3698	.1333	2.95	OFF
.206	60.90	.95	.26	.4130	.0268	-.0893	15.41	.2865	.0231	-.1441	12.42	OFF

CRUISE WING CONFIGURATION, ASPECT RATIO 10

RUN NUMBER 242 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	270.20	4.20	-5.99	.0980	.1209	-.3052	.81	-.1400	.1277	-.3272	-1.10	OFF
.202	270.50	4.20	-4.05	.4020	.0911	-.3556	4.41	.1679	.0966	-.3697	1.74	OFF
.201	270.20	4.19	-1.64	.7530	.0760	-.4037	9.91	.5356	.0793	-.4138	6.75	OFF
.201	270.10	4.19	.55	1.0160	.0819	-.3913	12.41	.8482	.0815	-.4107	10.41	OFF
.201	269.50	4.19	2.61	1.2040	.0987	-.3686	12.20	1.0801	.0996	-.4094	10.85	OFF
.201	268.30	4.18	4.57	1.3910	.1171	-.3427	11.88	1.2843	.1199	-.3964	10.71	OFF
.201	268.40	4.17	6.39	1.5800	.1360	-.3159	11.62	1.4771	.1404	-.3720	10.52	OFF
.201	267.90	4.17	8.85	1.8140	.1678	-.2793	10.81	1.7151	.1726	-.3336	9.94	OFF
.202	270.50	4.19	10.69	1.9900	.1902	-.2386	10.46	1.9066	.1974	-.2847	9.66	OFF
.201	269.80	4.18	12.78	2.1660	.2225	-.1918	9.73	2.1104	.2307	-.2142	9.15	OFF
.201	267.80	4.16	14.81	2.3330	.2556	-.1382	9.13	2.3143	.2599	-.1397	8.90	OFF
.201	267.50	4.16	15.91	2.4190	.2801	-.1016	8.64	2.4115	.2823	-.1032	8.54	OFF
.201	268.50	4.16	17.03	2.4260	.3060	-.0308	7.93	2.4231	.3068	-.0432	7.90	OFF
.201	268.70	4.17	18.02	2.4170	.3305	.0232	7.31	2.4160	.3305	-.0020	7.31	OFF
.201	269.10	4.18	18.95	2.4130	.3634	.0627	6.64	2.4130	.3634	.0299	6.64	OFF
.201	269.10	4.18	19.89	2.3190	.4019	.0363	5.77	2.3190	.4019	.0006	5.77	OFF
.201	268.60	4.19	21.05	2.2310	.4498	.0004	4.96	2.2310	.4498	-.0376	4.96	OFF
.201	267.80	4.19	23.04	2.2670	.5013	.0330	4.52	2.2670	.5013	-.0009	4.52	OFF
.202	270.20	4.21	25.09	2.3690	.5929	.0641	4.00	2.3690	.5929	.0374	4.00	OFF
.202	271.00	4.22	26.81	2.2600	.5859	.1219	3.86	2.2600	.5859	.1027	3.86	OFF
.200	265.90	4.16	.58	.9820	.0848	-.3910	11.58	.8152	.0844	-.4107	9.66	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 243 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.200	171.90	2.81	-5.87	.0170	.1391	-.2620	.12	-.2208	.1458	-.2834	-1.51	OFF
.201	174.30	2.81	-4.07	.2330	.1135	-.2643	2.05	-.0012	.1190	-.2785	-.01	OFF
.201	175.00	2.81	-1.63	.6610	.0911	-.3583	7.26	.4438	.0944	-.3684	4.70	OFF
.200	174.30	2.80	.39	.9550	.0893	-.3907	10.69	.7820	.0889	-.4087	8.79	OFF
.200	174.10	2.79	2.36	1.1680	.1011	-.3757	11.55	1.0406	.1018	-.4142	10.22	OFF
.200	173.60	2.78	4.35	1.3620	.1184	-.3485	11.50	1.2541	.1210	-.4013	10.37	OFF
.199	172.60	2.77	6.51	1.5880	.1412	-.3162	11.25	1.4851	.1456	-.3723	10.20	OFF
.199	173.30	2.77	8.73	1.7960	.1698	-.2798	10.58	1.6965	.1746	-.3343	9.72	OFF
.199	173.20	2.77	10.89	2.0240	.1975	-.2353	10.25	1.9428	.2051	-.2801	9.47	OFF
.199	173.20	2.77	12.82	2.1830	.2254	-.1901	9.69	2.1280	.2335	-.2119	9.11	OFF
.199	172.90	2.76	14.72	2.3310	.2586	-.1375	9.01	2.3109	.2631	-.1392	8.78	OFF
.199	173.40	2.76	15.71	2.3930	.2747	-.1041	8.71	2.3841	.2773	-.1050	8.60	OFF
.199	172.50	2.75	16.88	2.4260	.3056	-.0311	7.94	2.4227	.3065	-.0416	7.90	OFF
.201	176.40	2.78	17.91	2.4370	.3277	.0211	7.44	2.4359	.3277	-.0029	7.43	OFF
.201	175.90	2.78	18.96	2.4440	.3616	.0744	6.76	2.4440	.3616	.0416	6.76	OFF
.201	176.90	2.79	20.10	2.3630	.4167	.0314	5.67	2.3630	.4167	-.0049	5.67	OFF
.201	175.60	2.78	21.01	2.3820	.4444	.0611	5.36	2.3820	.4444	.0231	5.36	OFF
.201	175.70	2.79	22.90	2.3180	.5274	.0311	4.40	2.3180	.5274	-.0031	4.40	OFF
.201	176.70	2.80	24.75	2.3510	.5796	.0742	4.06	2.3510	.5796	.0463	4.06	OFF
.200	174.70	2.79	27.03	2.4120	.6904	.1403	3.49	2.4120	.6904	.1225	3.49	OFF
.200	174.60	2.77	.45	.9740	.0880	-.3873	11.07	.8029	.0876	-.4058	9.17	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

APPENDIX B

RUN NUMBER 244 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	84.30	1.39	-5.99	-.0770	.1483	-.2565	-.52	-.3150	.1551	-.2785	-2.03	OFF
.200	84.30	1.39	-4.20	.1440	.1236	-.2508	1.17	-.0905	.1292	-.2654	-.70	OFF
.200	84.20	1.38	-1.78	.5020	.0982	-.3104	5.11	.2827	.1017	-.3205	2.78	OFF
.199	83.50	1.37	.48	.8570	.0964	-.3696	8.89	.6869	.0960	-.3884	7.16	OFF
.199	83.60	1.37	2.36	1.1140	.1045	-.3668	10.66	.9866	.1052	-.4053	9.38	OFF
.199	83.50	1.37	4.43	1.3320	.1203	-.3483	11.07	1.2246	.1230	-.4014	9.96	OFF
.199	83.60	1.37	6.45	1.5400	.1393	-.3175	11.06	1.4371	.1437	-.3736	10.00	OFF
.199	83.70	1.37	8.65	1.7390	.1653	-.2831	10.52	1.6391	.1701	-.3377	9.63	OFF
.199	83.70	1.36	10.57	1.9300	.1899	-.2420	10.16	1.8454	.1968	-.2889	9.38	OFF
.198	83.20	1.36	12.83	2.1280	.2235	-.1972	9.52	2.0732	.2316	-.2189	8.95	OFF
.198	83.10	1.36	14.70	2.2770	.2532	-.1450	8.99	2.2566	.2578	-.1468	8.75	OFF
.198	82.90	1.35	15.71	2.3450	.2685	-.1122	8.73	2.3361	.2711	-.1131	8.62	OFF
.197	82.20	1.34	16.81	2.4110	.2939	-.0619	8.20	2.4075	.2949	-.0715	8.16	OFF
.199	84.10	1.36	18.18	2.2710	.3472	-.0497	6.54	2.2703	.3472	-.0766	6.54	OFF
.201	85.30	1.37	18.89	2.3140	.3682	-.0200	6.28	2.3139	.3682	-.0524	6.28	OFF
.201	85.50	1.37	19.92	2.3400	.4047	.0260	5.78	2.3400	.4047	-.0098	5.78	OFF
.201	85.70	1.38	20.88	2.3230	.4309	.0656	5.39	2.3230	.4309	.0276	5.39	OFF
.200	85.00	1.37	22.86	2.2670	.5143	.0371	4.41	2.2670	.5143	.0028	4.41	OFF
.200	85.10	1.37	24.74	2.3140	.5746	.0735	4.03	2.3140	.5746	.0456	4.03	OFF
.200	85.20	1.38	26.79	2.2580	.6488	.1414	3.48	2.2580	.6488	.1220	3.48	OFF
.202	86.50	1.38	.40	.8810	.0954	-.3659	9.23	.7083	.0950	-.3840	7.46	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

RUN NUMBER 245 — LONGITUDINAL STABILITY-AXIS DATA — TEST NUMBER 496

MACH	Q,PSF	R	ALPHA,DEG	UNCORRECTED CL	UNCORRECTED CD	UNCORRECTED CM	UNCORRECTED L/D	CORRECTED FOR STRUT INTERFERENCE CL	CORRECTED FOR STRUT INTERFERENCE CD	CORRECTED FOR STRUT INTERFERENCE CM	CORRECTED FOR STRUT INTERFERENCE L/D	ISUBT
.201	58.20	.95	-6.11	-.0380	.1454	-.2519	-.26	-.2762	.1522	-.2744	-1.81	OFF
.201	58.20	.95	-3.99	.2000	.1188	-.2456	1.68	-.0340	.1243	-.2596	-.27	OFF
.202	58.90	.95	-1.79	.5340	.0972	-.2919	5.49	.3146	.1007	-.3019	3.12	OFF
.202	58.60	.95	.41	.8820	.0945	-.3490	9.33	.7096	.0941	-.3672	7.54	OFF
.201	58.20	.94	2.40	1.1380	.1047	-.3480	10.87	1.0112	.1054	-.3869	9.59	OFF
.201	58.20	.94	4.43	1.3450	.1200	-.3286	11.21	1.2376	.1227	-.3817	10.09	OFF
.201	58.20	.94	6.59	1.5530	.1416	-.2949	10.97	1.4501	.1460	-.3510	9.93	OFF
.200	57.70	.93	8.71	1.7700	.1678	-.2627	10.55	1.6704	.1726	-.3172	9.68	OFF
.200	57.60	.93	10.53	1.9520	.1908	-.2245	10.23	1.8670	.1977	-.2716	9.45	OFF
.200	57.50	.93	12.80	2.1330	.2258	-.1799	9.45	2.0777	.2340	-.2020	8.88	OFF
.199	57.00	.92	14.88	2.2980	.2619	-.1275	8.77	2.2803	.2661	-.1288	8.57	OFF
.199	56.90	.92	15.77	2.3660	.2778	-.0925	8.52	2.3575	.2803	-.0935	8.41	OFF
.199	57.00	.92	16.83	2.3900	.3122	-.0329	7.66	2.3865	.3132	-.0427	7.62	OFF
.199	56.80	.92	17.90	2.3820	.3272	.0501	7.28	2.3808	.3272	.0263	7.28	OFF
.200	57.70	.93	18.92	2.3060	.3750	.0129	6.15	2.3060	.3750	-.0197	6.15	OFF
.200	57.60	.93	19.89	2.3340	.4089	.0500	5.71	2.3340	.4089	.0143	5.71	OFF
.199	57.10	.93	20.89	2.2630	.4516	-.0099	5.01	2.2630	.4516	-.0479	5.01	OFF
.199	57.10	.93	22.78	2.2850	.5158	.0647	4.43	2.2850	.5158	.0303	4.43	OFF
.199	57.30	.93	24.83	2.3050	.5763	.1063	4.00	2.3050	.5763	.0787	4.00	OFF
.199	57.20	.93	26.82	2.1730	.6621	.1906	3.28	2.1730	.6621	.1714	3.28	OFF
.201	58.30	.93	.46	.9110	.0952	-.3455	9.57	.7403	.0948	-.3641	7.81	OFF

TAKE-OFF WING CONFIGURATION, ASPECT RATIO 10, INBOARD SLATS -50, OUTBOARD SLATS -50, FLAPS 30

APPENDIX C

LONGITUDINAL TRIM-PERFORMANCE DATA

The longitudinal trim-performance data, presented graphically in figures 20 to 26, are presented in tabular form in this appendix.

APPENDIX C

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10 CRUISE WING CONFIGURATION.
(REYNOLDS NUMBER = 0.91 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.88	3.900	-.4456	.0444	-10.05	-.4831
-5.67	3.758	-.4276	.0436	-9.80	-.4710
-5.46	3.615	-.4096	.0429	-9.55	-.4558
-5.25	3.473	-.3913	.0422	-9.28	-.4379
-5.03	3.330	-.3724	.0414	-9.00	-.4180
-4.81	3.188	-.3526	.0405	-8.70	-.3965
-4.59	3.045	-.3317	.0396	-8.37	-.3736
-4.37	2.903	-.3093	.0386	-8.00	-.3499
-4.14	2.760	-.2851	.0375	-7.60	-.3260
-3.91	2.618	-.2588	.0363	-7.13	-.3029
-3.68	2.475	-.2305	.0349	-6.60	-.2860
-3.44	2.333	-.2006	.0334	-6.00	-.2762
-3.21	2.190	-.1699	.0319	-5.32	-.2733
-2.97	2.048	-.1392	.0304	-4.58	-.2774
-2.74	1.905	-.1094	.0290	-3.77	-.2876
-2.52	1.763	-.0812	.0277	-2.93	-.3036
-2.30	1.620	-.0549	.0266	-2.06	-.3268
-2.08	1.478	-.0311	.0256	-1.21	-.3596
-1.87	1.335	-.0101	.0249	-.40	-.4014
-1.66	1.193	.0084	.0244	.34	-.4423
-1.45	1.050	.0249	.0240	1.04	-.4785
-1.25	.908	.0399	.0237	1.68	-.5068
-1.03	.765	.0541	.0236	2.29	-.5229
-.82	.623	.0678	.0235	2.88	-.5219
-.59	.480	.0819	.0236	3.47	-.4982
-.34	.338	.0974	.0237	4.11	-.4475
-.06	.196	.1161	.0238	4.88	-.3661
.29	.053	.1421	.0239	5.94	-.2672
.73	-.089	.1807	.0240	7.51	-.1893
1.30	-.232	.2347	.0243	9.65	-.1543
1.84	-.374	.2895	.0249	11.62	-.1918
2.26	-.517	.3298	.0258	12.80	-.2562
2.60	-.659	.3618	.0268	13.51	-.2986
2.92	-.802	.3904	.0279	13.99	-.3241
3.21	-.944	.4175	.0291	14.33	-.3369
3.49	-1.087	.4444	.0305	14.59	-.3380
3.78	-1.229	.4718	.0318	14.82	-.3294
4.07	-1.372	.5005	.0333	15.02	-.3123
4.37	-1.514	.5310	.0348	15.24	-.2931
4.68	-1.657	.5636	.0365	15.46	-.2737
5.01	-1.799	.5984	.0382	15.67	-.2533
5.36	-1.942	.6353	.0401	15.85	-.2394
5.74	-2.084	.6726	.0421	15.97	-.2389
6.12	-2.227	.7082	.0443	15.99	-.2490
6.52	-2.369	.7422	.0466	15.92	-.2507
6.96	-2.512	.7774	.0493	15.76	-.2342
7.46	-2.654	.8155	.0524	15.57	-.2274
7.90	-2.797	.8508	.0546	15.59	-.2672
8.24	-2.939	.8802	.0557	15.82	-.2977
8.56	-3.082	.9093	.0567	16.03	-.2678
9.00	-3.224	.9508	.0597	15.92	-.1233

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10 CRUISE WING CONFIGURATION.
(REYNOLDS NUMBER = 2.8 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.76	3.100	-.4344	.0378	-11.49	-.3407
-5.53	2.964	-.4117	.0368	-11.19	-.3398
-5.30	2.827	-.3892	.0358	-10.87	-.3385
-5.07	2.691	-.3666	.0348	-10.52	-.3370
-4.84	2.554	-.3440	.0339	-10.14	-.3351
-4.61	2.418	-.3213	.0331	-9.72	-.3330
-4.38	2.281	-.2986	.0322	-9.27	-.3308
-4.15	2.145	-.2757	.0314	-8.79	-.3283
-3.92	2.008	-.2527	.0305	-8.27	-.3257
-3.69	1.872	-.2294	.0297	-7.71	-.3227
-3.46	1.735	-.2059	.0290	-7.11	-.3194
-3.23	1.599	-.1822	.0282	-6.46	-.3156
-2.99	1.462	-.1581	.0274	-5.76	-.3114
-2.75	1.326	-.1336	.0267	-5.00	-.3067
-2.51	1.190	-.1086	.0261	-4.17	-.3015
-2.26	1.053	-.0831	.0254	-3.27	-.2956
-2.00	.917	-.0570	.0249	-2.29	-.2889
-1.74	.780	-.0302	.0244	-1.24	-.2817
-1.47	.644	-.0026	.0240	-.11	-.2743
-1.18	.507	.0259	.0238	1.09	-.2665
-.89	.371	.0554	.0236	2.34	-.2585
-.58	.234	.0858	.0236	3.63	-.2505
-.27	.098	.1174	.0238	4.94	-.2427
.06	-.039	.1500	.0240	6.26	-.2351
.39	-.175	.1838	.0243	7.56	-.2284
.73	-.312	.2187	.0248	8.83	-.2228
1.07	-.448	.2546	.0254	10.04	-.2180
1.43	-.584	.2914	.0261	11.18	-.2153
1.79	-.721	.3287	.0269	12.20	-.2171
2.15	-.857	.3656	.0280	13.07	-.2242
2.52	-.994	.4012	.0292	13.76	-.2318
2.87	-1.130	.4358	.0305	14.29	-.2378
3.22	-1.267	.4695	.0320	14.68	-.2413
3.57	-1.403	.5030	.0336	14.96	-.2399
3.92	-1.540	.5368	.0354	15.16	-.2324
4.27	-1.676	.5720	.0374	15.29	-.2223
4.63	-1.813	.6085	.0396	15.38	-.2142
4.99	-1.949	.6461	.0419	15.43	-.2086
5.35	-2.085	.6843	.0443	15.46	-.2058
5.72	-2.222	.7226	.0467	15.47	-.2062
6.09	-2.358	.7603	.0491	15.47	-.2093
6.46	-2.495	.7973	.0515	15.47	-.2123
6.83	-2.631	.8339	.0540	15.44	-.2141
7.21	-2.768	.8703	.0566	15.39	-.2143
7.59	-2.904	.9070	.0594	15.27	-.2111
7.96	-3.041	.9446	.0626	15.09	-.2059
8.30	-3.177	.9832	.0662	14.86	-.2009
8.63	-3.314	1.0226	.0700	14.61	-.1959
8.97	-3.450	1.0630	.0739	14.39	-.1887
9.34	-3.587	1.1063	.0779	14.21	-.1643
9.99	-3.723	1.1797	.0835	14.13	-.0354

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10 CRUISE WING CONFIGURATION.
(REYNOLDS NUMBER = 4.2 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.85	2.900	-.4504	.0388	-11.60	-.2942
-5.59	2.760	-.4251	.0374	-11.38	-.2999
-5.34	2.619	-.4004	.0360	-11.13	-.3052
-5.10	2.479	-.3762	.0347	-10.84	-.3101
-4.86	2.339	-.3525	.0336	-10.50	-.3148
-4.62	2.198	-.3291	.0325	-10.13	-.3197
-4.39	2.058	-.3062	.0315	-9.72	-.3249
-4.17	1.918	-.2837	.0306	-9.28	-.3302
-3.95	1.777	-.2615	.0297	-8.79	-.3355
-3.73	1.637	-.2397	.0290	-8.27	-.3381
-3.52	1.497	-.2178	.0283	-7.71	-.3369
-3.31	1.356	-.1957	.0276	-7.09	-.3318
-3.09	1.216	-.1729	.0270	-6.42	-.3229
-2.86	1.076	-.1492	.0263	-5.67	-.3099
-2.62	.935	-.1241	.0258	-4.82	-.2927
-2.36	.795	-.0969	.0252	-3.85	-.2704
-2.08	.655	-.0667	.0246	-2.70	-.2405
-1.75	.514	-.0314	.0241	-1.30	-.2058
-1.37	.374	.0103	.0237	.44	-.1766
-.93	.234	.0581	.0233	2.49	-.1609
-.47	.093	.1068	.0232	4.60	-.1675
-.06	-.047	.1504	.0233	6.46	-.1961
.29	-.187	.1867	.0235	7.96	-.2297
.61	-.328	.2181	.0237	9.19	-.2567
.90	-.468	.2463	.0240	10.24	-.2782
1.17	-.609	.2726	.0244	11.16	-.2941
1.44	-.749	.2978	.0249	11.96	-.3020
1.71	-.889	.3228	.0255	12.68	-.3020
1.99	-1.030	.3483	.0261	13.33	-.2946
2.29	-1.170	.3750	.0270	13.90	-.2835
2.59	-1.310	.4031	.0280	14.39	-.2726
2.91	-1.451	.4324	.0292	14.81	-.2623
3.24	-1.591	.4630	.0306	15.15	-.2526
3.58	-1.731	.4949	.0321	15.44	-.2425
3.92	-1.872	.5282	.0337	15.68	-.2318
4.26	-2.012	.5631	.0354	15.90	-.2213
4.60	-2.152	.5995	.0372	16.09	-.2135
4.95	-2.293	.6370	.0392	16.27	-.2081
5.30	-2.433	.6752	.0411	16.41	-.2048
5.65	-2.573	.7139	.0432	16.52	-.2033
6.02	-2.714	.7526	.0455	16.55	-.2039
6.40	-2.854	.7910	.0479	16.50	-.2059
6.80	-2.994	.8288	.0506	16.38	-.2080
7.21	-3.135	.8662	.0535	16.20	-.2106
7.61	-3.275	.9030	.0565	15.97	-.2140
7.99	-3.415	.9391	.0597	15.74	-.2175
8.34	-3.556	.9747	.0628	15.52	-.2175
8.68	-3.696	1.0109	.0658	15.36	-.2106
9.02	-3.836	1.0490	.0687	15.27	-.1967
9.38	-3.977	1.0919	.0716	15.24	-.1637
10.00	-4.117	1.1669	.0766	15.23	-.0399

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10 CLIMB WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 0.91 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.65	3.200	-.4284	.1642	-2.61	-.3073
-5.21	3.059	-.3993	.1564	-2.55	-.2740
-4.72	2.917	-.3660	.1477	-2.48	-.2352
-4.13	2.776	-.3257	.1374	-2.37	-.1924
-3.40	2.634	-.2750	.1249	-2.20	-.1562
-2.64	2.493	-.2189	.1122	-1.95	-.1581
-2.01	2.351	-.1697	.1025	-1.66	-.1877
-1.54	2.210	-.1294	.0957	-1.35	-.2154
-1.14	2.068	-.0941	.0905	-1.04	-.2328
-.79	1.927	-.0617	.0862	-.72	-.2433
-.46	1.785	-.0307	.0824	-.37	-.2465
-.14	1.644	.0001	.0787	.00	-.2426
.18	1.502	.0316	.0750	.42	-.2325
.53	1.361	.0647	.0712	.91	-.2227
.89	1.219	.0994	.0674	1.47	-.2150
1.26	1.078	.1350	.0637	2.12	-.2177
1.61	.936	.1683	.0605	2.78	-.2467
1.91	.795	.1968	.0582	3.38	-.2909
2.16	.653	.2209	.0567	3.90	-.3367
2.38	.512	.2422	.0555	4.36	-.3719
2.58	.370	.2618	.0547	4.79	-.4000
2.76	.229	.2802	.0541	5.18	-.4230
2.94	.087	.2977	.0536	5.55	-.4424
3.11	-.054	.3148	.0533	5.90	-.4582
3.29	-.196	.3319	.0532	6.23	-.4691
3.47	-.337	.3494	.0532	6.56	-.4750
3.65	-.478	.3674	.0534	6.88	-.4756
3.85	-.620	.3862	.0536	7.20	-.4703
4.06	-.761	.4060	.0540	7.51	-.4579
4.29	-.903	.4271	.0546	7.82	-.4401
4.55	-1.044	.4497	.0553	8.13	-.4170
4.83	-1.186	.4743	.0562	8.43	-.3873
5.15	-1.327	.5014	.0574	8.74	-.3499
5.51	-1.469	.5321	.0587	9.06	-.3098
5.90	-1.610	.5669	.0605	9.38	-.2722
6.30	-1.752	.6060	.0627	9.66	-.2423
6.72	-1.893	.6490	.0657	9.88	-.2200
7.14	-2.035	.6952	.0693	10.03	-.2037
7.56	-2.176	.7435	.0736	10.10	-.1939
7.99	-2.318	.7926	.0781	10.15	-.1890
8.42	-2.459	.8416	.0825	10.20	-.1875
8.85	-2.601	.8899	.0868	10.26	-.1894
9.29	-2.742	.9364	.0911	10.28	-.1934
9.73	-2.884	.9821	.0955	10.28	-.1904
10.21	-3.025	1.0296	.0999	10.31	-.1756
10.77	-3.167	1.0826	.1044	10.37	-.1541
11.46	-3.308	1.1455	.1094	10.47	-.1303
12.32	-3.450	1.2218	.1159	10.54	-.1144
13.19	-3.591	1.3026	.1251	10.42	-.1189
13.96	-3.733	1.3821	.1368	10.11	-.1137
15.36	-3.874	1.5342	.1622	9.46	-.0006

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10 CLIMB WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 1.4 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.77	2.000	-.4250	.1640	-2.59	-.1738
-5.23	1.872	-.3869	.1537	-2.52	-.1908
-4.72	1.744	-.3523	.1445	-2.44	-.2071
-4.24	1.616	-.3206	.1362	-2.35	-.2222
-3.78	1.488	-.2909	.1286	-2.26	-.2346
-3.34	1.360	-.2622	.1215	-2.16	-.2366
-2.90	1.232	-.2330	.1148	-2.03	-.2282
-2.47	1.105	-.2020	.1082	-1.87	-.2138
-2.04	.977	-.1680	.1018	-1.65	-.1964
-1.61	.849	-.1305	.0954	-1.37	-.1812
-1.17	.721	-.0903	.0892	-1.01	-.1742
-.75	.593	-.0490	.0834	-.59	-.1738
-.33	.465	-.0080	.0782	-.10	-.1784
.07	.337	.0316	.0736	.43	-.1879
.45	.209	.0685	.0698	.98	-.2035
.80	.081	.1022	.0667	1.53	-.2240
1.12	-.047	.1328	.0642	2.07	-.2474
1.42	-.175	.1612	.0623	2.59	-.2728
1.70	-.303	.1879	.0607	3.10	-.2996
1.96	-.430	.2129	.0594	3.58	-.3268
2.20	-.558	.2365	.0585	4.04	-.3510
2.42	-.686	.2590	.0577	4.49	-.3682
2.65	-.814	.2810	.0571	4.92	-.3800
2.86	-.942	.3025	.0566	5.34	-.3877
3.08	-1.070	.3238	.0563	5.75	-.3915
3.30	-1.198	.3452	.0561	6.15	-.3900
3.52	-1.326	.3668	.0561	6.54	-.3819
3.76	-1.454	.3891	.0562	6.93	-.3659
4.02	-1.582	.4128	.0565	7.31	-.3392
4.30	-1.710	.4388	.0570	7.70	-.3064
4.62	-1.838	.4677	.0579	8.08	-.2724
4.99	-1.966	.5004	.0592	8.45	-.2382
5.39	-2.093	.5373	.0610	8.81	-.2107
5.81	-2.221	.5770	.0633	9.11	-.2007
6.21	-2.349	.6166	.0659	9.36	-.2037
6.59	-2.477	.6549	.0685	9.56	-.2069
6.94	-2.605	.6925	.0711	9.74	-.2082
7.28	-2.733	.7299	.0736	9.91	-.2078
7.62	-2.861	.7675	.0761	10.08	-.2053
7.96	-2.989	.8058	.0787	10.24	-.2014
8.32	-3.117	.8447	.0815	10.36	-.1970
8.69	-3.245	.8843	.0845	10.46	-.1922
9.09	-3.373	.9249	.0877	10.55	-.1860
9.53	-3.501	.9671	.0911	10.62	-.1736
10.03	-3.628	1.0141	.0950	10.68	-.1472
10.72	-3.756	1.0757	.1002	10.73	-.1027
11.77	-3.884	1.1689	.1084	10.78	-.0843
12.60	-4.012	1.2470	.1173	10.63	-.1198
13.19	-4.140	1.3077	.1259	10.39	-.1357
13.76	-4.268	1.3685	.1351	10.13	-.1157
15.19	-4.396	1.5142	.1558	9.72	-.0101

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10 CLIMB WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 2.8 MILLION)

ALPHA,DEG	ISURT,DEG	CL	CD	L/D	CMCL
-5.22	3.400	-.3847	.1483	-2.60	-.1582
-4.19	3.249	-.3152	.1301	-2.42	-.2036
-3.35	3.098	-.2610	.1161	-2.25	-.2404
-2.66	2.947	-.2138	.1051	-2.03	-.2552
-2.10	2.796	-.1690	.0965	-1.75	-.2578
-1.63	2.645	-.1249	.0893	-1.40	-.2561
-1.21	2.494	-.0812	.0830	-.98	-.2523
-.80	2.343	-.0375	.0772	-.49	-.2464
-.39	2.192	.0070	.0718	.10	-.2364
.04	2.041	.0533	.0666	.80	-.2198
.51	1.890	.1028	.0615	1.67	-.2041
1.03	1.739	.1539	.0571	2.70	-.2018
1.53	1.588	.2023	.0538	3.76	-.2207
1.97	1.437	.2436	.0517	4.72	-.2574
2.33	1.286	.2783	.0504	5.52	-.2915
2.65	1.135	.3089	.0497	6.21	-.3138
2.95	.984	.3371	.0493	6.83	-.3280
3.24	.833	.3637	.0492	7.39	-.3348
3.52	.682	.3897	.0493	7.90	-.3325
3.80	.531	.4157	.0497	8.37	-.3213
4.09	.380	.4426	.0502	8.82	-.3004
4.41	.229	.4711	.0509	9.25	-.2776
4.74	.078	.5014	.0520	9.65	-.2563
5.09	-.073	.5333	.0533	10.00	-.2369
5.45	-.224	.5655	.0549	10.30	-.2228
5.79	-.375	.5973	.0567	10.53	-.2146
6.11	-.526	.6281	.0587	10.69	-.2109
6.42	-.677	.6576	.0609	10.80	-.2081
6.71	-.828	.6860	.0631	10.87	-.2059
6.98	-.979	.7131	.0653	10.92	-.2046
7.24	-1.130	.7389	.0674	10.97	-.2042
7.49	-1.281	.7634	.0694	11.00	-.2043
7.72	-1.432	.7868	.0713	11.03	-.2047
7.94	-1.583	.8092	.0733	11.05	-.2054
8.15	-1.734	.8307	.0752	11.05	-.2059
8.35	-1.885	.8518	.0770	11.06	-.2056
8.56	-2.036	.8725	.0789	11.06	-.2046
8.76	-2.187	.8932	.0807	11.06	-.2030
8.96	-2.338	.9140	.0826	11.07	-.2007
9.16	-2.489	.9351	.0845	11.07	-.1973
9.37	-2.640	.9569	.0864	11.08	-.1910
9.60	-2.791	.9800	.0884	11.09	-.1810
9.84	-2.942	1.0051	.0905	11.11	-.1655
10.12	-3.093	1.0342	.0930	11.12	-.1418
10.47	-3.244	1.0708	.0961	11.14	-.1107
11.00	-3.395	1.1252	.1009	11.15	-.0656
11.97	-3.546	1.2253	.1106	11.08	-.0600
12.66	-3.697	1.2941	.1185	10.93	-.1048
13.13	-3.848	1.3400	.1242	10.79	-.1355
13.56	-3.999	1.3817	.1297	10.65	-.1334
14.15	-4.150	1.4383	.1371	10.49	-.0668

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10 CLIMB WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 4.2 MILLION)

ALPHA,DEG	ISURT,DEG	CL	CD	L/D	CMCL
-5.66	1.700	-.4180	.1399	-2.99	-.2658
-5.23	1.567	-.3821	.1315	-2.91	-.2505
-4.76	1.435	-.3438	.1226	-2.80	-.2317
-4.22	1.302	-.3013	.1129	-2.67	-.2030
-3.52	1.170	-.2504	.1015	-2.47	-.1712
-2.81	1.037	-.1982	.0906	-2.19	-.1978
-2.29	.905	-.1566	.0830	-1.89	-.2426
-1.91	.772	-.1225	.0774	-1.58	-.2798
-1.61	.640	-.0925	.0729	-1.27	-.3012
-1.33	.507	-.0642	.0690	-.93	-.3117
-1.07	.375	-.0368	.0654	-.56	-.3157
-.82	.242	-.0097	.0621	-.16	-.3146
-.57	.110	.0176	.0589	.30	-.3088
-.32	-.023	.0457	.0560	.82	-.2975
-.04	-.156	.0751	.0532	1.41	-.2787
.26	-.288	.1069	.0507	2.11	-.2545
.61	-.421	.1421	.0484	2.94	-.2306
1.01	-.553	.1809	.0465	3.89	-.2093
1.46	-.686	.2224	.0453	4.91	-.2023
1.90	-.818	.2618	.0447	5.85	-.2228
2.28	-.951	.2955	.0447	6.61	-.2537
2.63	-1.083	.3254	.0449	7.25	-.2691
2.96	-1.216	.3541	.0453	7.82	-.2714
3.28	-1.348	.3827	.0459	8.34	-.2675
3.61	-1.481	.4114	.0466	8.82	-.2659
3.94	-1.614	.4400	.0476	9.25	-.2662
4.27	-1.746	.4683	.0487	9.61	-.2656
4.59	-1.879	.4968	.0500	9.93	-.2601
4.93	-2.011	.5261	.0515	10.21	-.2503
5.27	-2.144	.5567	.0533	10.45	-.2386
5.62	-2.276	.5887	.0553	10.65	-.2293
5.98	-2.409	.6217	.0576	10.80	-.2220
6.36	-2.541	.6558	.0602	10.90	-.2154
6.75	-2.674	.6909	.0630	10.96	-.2079
7.15	-2.806	.7273	.0662	10.99	-.2006
7.55	-2.939	.7647	.0695	11.00	-.1959
7.94	-3.071	.8027	.0729	11.02	-.1943
8.30	-3.204	.8406	.0761	11.05	-.1939
8.65	-3.337	.8786	.0792	11.10	-.1923
8.98	-3.469	.9169	.0822	11.15	-.1892
9.32	-3.602	.9563	.0853	11.21	-.1822
9.68	-3.734	.9982	.0886	11.27	-.1681
10.08	-3.867	1.0456	.0923	11.33	-.1424
10.63	-3.999	1.1074	.0973	11.38	-.1006
11.83	-4.132	1.2295	.1088	11.30	-.0454
13.33	-4.264	1.3763	.1247	11.04	-.0876
14.03	-4.397	1.4433	.1336	10.80	-.1457
14.52	-4.529	1.4879	.1407	10.58	-.1876
14.94	-4.662	1.5245	.1471	10.36	-.2125
15.36	-4.794	1.5593	.1537	10.15	-.2036
16.00	-4.927	1.6116	.1628	9.90	-.0593

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 15-DEGREE TAKE-OFF WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 0.91 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.82	3.600	-.3347	.1475	-2.27	-.0516
-4.24	3.430	-.2039	.1244	-1.64	-.0851
-3.30	3.260	-.1112	.1120	-.99	-.1214
-2.71	3.090	-.0476	.1049	-.45	-.1673
-2.30	2.919	.0007	.1002	.01	-.2054
-1.97	2.749	.0412	.0966	.43	-.2373
-1.68	2.579	.0770	.0937	.82	-.2623
-1.42	2.409	.1100	.0911	1.21	-.2819
-1.19	2.239	.1409	.0888	1.59	-.2985
-.96	2.069	.1702	.0868	1.96	-.3134
-.75	1.899	.1983	.0850	2.33	-.3274
-.54	1.728	.2252	.0833	2.70	-.3410
-.35	1.558	.2510	.0818	3.07	-.3546
-.16	1.388	.2757	.0805	3.43	-.3683
.02	1.218	.2995	.0793	3.77	-.3823
.20	1.048	.3224	.0783	4.12	-.3952
.37	.878	.3445	.0775	4.45	-.4063
.54	.708	.3660	.0767	4.77	-.4155
.71	.537	.3871	.0760	5.09	-.4230
.87	.367	.4078	.0755	5.40	-.4287
1.03	.197	.4284	.0750	5.72	-.4326
1.20	.027	.4490	.0745	6.02	-.4343
1.37	-.143	.4698	.0742	6.33	-.4336
1.55	-.313	.4913	.0739	6.65	-.4292
1.74	-.483	.5141	.0736	6.98	-.4205
1.94	-.654	.5386	.0735	7.33	-.4070
2.17	-.824	.5652	.0734	7.70	-.3892
2.42	-.994	.5943	.0734	8.09	-.3700
2.69	-1.164	.6260	.0736	8.50	-.3497
3.00	-1.334	.6608	.0741	8.91	-.3287
3.34	-1.504	.6987	.0749	9.32	-.3090
3.70	-1.674	.7397	.0762	9.70	-.2941
4.08	-1.844	.7827	.0781	10.02	-.2856
4.47	-2.015	.8268	.0806	10.26	-.2814
4.87	-2.185	.8712	.0836	10.42	-.2799
5.27	-2.355	.9153	.0870	10.52	-.2792
5.67	-2.525	.9592	.0906	10.58	-.2752
6.10	-2.695	1.0035	.0944	10.63	-.2665
6.54	-2.865	1.0487	.0981	10.68	-.2556
7.01	-3.035	1.0950	.1020	10.74	-.2445
7.48	-3.206	1.1423	.1059	10.79	-.2355
7.93	-3.376	1.1899	.1099	10.82	-.2310
8.37	-3.546	1.2373	.1143	10.82	-.2279
8.79	-3.716	1.2848	.1190	10.79	-.2237
9.21	-3.886	1.3328	.1242	10.73	-.2183
9.63	-4.056	1.3820	.1298	10.65	-.2102
10.08	-4.226	1.4332	.1358	10.55	-.1998
10.56	-4.397	1.4871	.1422	10.46	-.1878
11.09	-4.567	1.5446	.1490	10.37	-.1724
11.71	-4.737	1.6100	.1569	10.26	-.1391
12.95	-4.907	1.7373	.1752	9.92	-.0144

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 15-DEGREE TAKE-OFF WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 1.4 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-3.64	1.900	-.1624	.1200	-1.35	-.1083
-2.91	1.752	-.0893	.1095	-.81	-.1725
-2.42	1.604	-.0376	.1029	-.37	-.2143
-2.03	1.456	.0051	.0980	.05	-.2456
-1.70	1.308	.0428	.0942	.45	-.2697
-1.41	1.160	.0773	.0911	.85	-.2885
-1.14	1.012	.1095	.0885	1.24	-.3038
-.89	.864	.1401	.0863	1.62	-.3167
-.66	.716	.1694	.0844	2.01	-.3278
-.44	.568	.1976	.0827	2.39	-.3377
-.23	.420	.2249	.0813	2.77	-.3464
-.03	.272	.2514	.0801	3.14	-.3542
.16	.124	.2773	.0791	3.51	-.3608
.34	-.024	.3027	.0783	3.87	-.3658
.52	-.172	.3277	.0775	4.23	-.3695
.70	-.320	.3524	.0769	4.58	-.3717
.88	-.468	.3770	.0764	4.93	-.3722
1.06	-.616	.4018	.0760	5.29	-.3706
1.24	-.764	.4269	.0756	5.64	-.3670
1.43	-.912	.4526	.0754	6.00	-.3618
1.63	-1.060	.4790	.0752	6.37	-.3553
1.83	-1.208	.5063	.0751	6.74	-.3477
2.05	-1.356	.5345	.0751	7.12	-.3392
2.29	-1.504	.5638	.0751	7.51	-.3296
2.54	-1.652	.5941	.0753	7.89	-.3183
2.81	-1.800	.6257	.0756	8.28	-.3050
3.10	-1.948	.6589	.0761	8.66	-.2899
3.40	-2.096	.6934	.0767	9.03	-.2799
3.69	-2.244	.7283	.0776	9.38	-.2780
3.97	-2.392	.7627	.0787	9.69	-.2830
4.24	-2.540	.7958	.0799	9.96	-.2897
4.50	-2.688	.8281	.0813	10.19	-.2937
4.75	-2.836	.8597	.0827	10.39	-.2952
5.01	-2.984	.8910	.0844	10.56	-.2943
5.27	-3.132	.9222	.0862	10.70	-.2913
5.54	-3.280	.9536	.0881	10.82	-.2859
5.83	-3.428	.9855	.0903	10.92	-.2772
6.13	-3.576	1.0184	.0926	11.00	-.2643
6.47	-3.724	1.0532	.0952	11.07	-.2473
6.83	-3.872	1.0906	.0980	11.13	-.2257
7.24	-4.020	1.1320	.1013	11.17	-.2016
7.70	-4.168	1.1776	.1051	11.21	-.1839
8.20	-4.316	1.2259	.1096	11.19	-.1743
8.74	-4.464	1.2751	.1149	11.10	-.1744
9.29	-4.612	1.3229	.1208	10.95	-.1791
9.88	-4.760	1.3731	.1276	10.76	-.1587
10.49	-4.908	1.4333	.1355	10.58	-.1344
11.11	-5.056	1.5027	.1441	10.43	-.1187
11.74	-5.204	1.5818	.1533	10.32	-.1012
12.52	-5.352	1.6868	.1657	10.18	-.0681
14.59	-5.500	1.9182	.1944	9.87	-.0398

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 15-DEGREE TAKE-OFF WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 2.8 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.88	3.200	-.3297	.1386	-2.38	-.5696
-5.73	3.037	-.3187	.1362	-2.34	-.5103
-5.56	2.873	-.3044	.1333	-2.28	-.4539
-5.34	2.710	-.2862	.1299	-2.20	-.3998
-5.08	2.547	-.2629	.1258	-2.09	-.3477
-4.75	2.383	-.2328	.1208	-1.93	-.2954
-4.30	2.220	-.1932	.1145	-1.69	-.2352
-3.57	2.057	-.1326	.1056	-1.26	-.1600
-2.74	1.893	-.0606	.0966	-.63	-.1865
-2.25	1.730	-.0077	.0914	-.08	-.2414
-1.92	1.567	.0346	.0878	.39	-.2759
-1.68	1.403	.0720	.0848	.85	-.2955
-1.46	1.240	.1069	.0821	1.30	-.3079
-1.27	1.077	.1403	.0797	1.76	-.3167
-1.09	.914	.1726	.0775	2.23	-.3232
-.92	.750	.2041	.0754	2.71	-.3282
-.75	.587	.2351	.0734	3.20	-.3321
-.59	.424	.2656	.0715	3.71	-.3352
-.42	.260	.2957	.0698	4.24	-.3378
-.25	.097	.3257	.0681	4.78	-.3401
-.07	-.066	.3553	.0667	5.33	-.3422
.12	-.230	.3847	.0654	5.88	-.3443
.34	-.393	.4139	.0644	6.43	-.3453
.57	-.556	.4431	.0637	6.95	-.3450
.83	-.720	.4725	.0634	7.46	-.3435
1.12	-.883	.5022	.0634	7.92	-.3414
1.44	-1.046	.5323	.0638	8.34	-.3360
1.78	-1.210	.5632	.0645	8.74	-.3247
2.12	-1.373	.5954	.0652	9.13	-.3091
2.45	-1.536	.6291	.0660	9.53	-.2952
2.77	-1.700	.6643	.0669	9.94	-.2837
3.09	-1.863	.7008	.0678	10.34	-.2743
3.41	-2.026	.7384	.0689	10.72	-.2678
3.73	-2.190	.7765	.0702	11.06	-.2638
4.06	-2.353	.8149	.0719	11.33	-.2612
4.40	-2.516	.8536	.0741	11.52	-.2585
4.74	-2.680	.8925	.0767	11.64	-.2552
5.09	-2.843	.9317	.0796	11.70	-.2518
5.44	-3.006	.9714	.0828	11.73	-.2460
5.80	-3.169	1.0122	.0864	11.72	-.2350
6.20	-3.333	1.0553	.0903	11.69	-.2178
6.66	-3.496	1.1013	.0948	11.61	-.2041
7.15	-3.659	1.1488	.0998	11.51	-.1985
7.65	-3.823	1.1968	.1050	11.40	-.1941
8.14	-3.986	1.2456	.1100	11.32	-.1910
8.59	-4.149	1.2945	.1146	11.29	-.1911
9.00	-4.313	1.3433	.1190	11.29	-.1907
9.41	-4.476	1.3934	.1232	11.31	-.1817
9.84	-4.639	1.4491	.1279	11.33	-.1585
10.40	-4.803	1.5186	.1344	11.30	-.1167
11.90	-4.966	1.6877	.1569	10.76	-.0058

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 15-DEGREE TAKE-OFF WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 4.2 MILLION)

ALPHA,DEG	ISURT,DEG	CL	CD	L/D	CMCL
-5.73	3.300	-.3336	.1260	-2.65	-.1994
-5.36	3.135	-.2950	.1199	-2.46	-.2058
-5.00	2.971	-.2572	.1142	-2.25	-.2124
-4.65	2.806	-.2204	.1088	-2.03	-.2189
-4.32	2.641	-.1844	.1036	-1.78	-.2250
-3.99	2.476	-.1492	.0987	-1.51	-.2311
-3.67	2.312	-.1149	.0939	-1.22	-.2380
-3.36	2.147	-.0816	.0895	-.91	-.2459
-3.07	1.982	-.0491	.0853	-.58	-.2535
-2.79	1.817	-.0175	.0815	-.21	-.2604
-2.52	1.653	.0135	.0781	.17	-.2663
-2.27	1.488	.0443	.0750	.59	-.2709
-2.02	1.323	.0750	.0722	1.04	-.2738
-1.77	1.158	.1058	.0698	1.52	-.2757
-1.53	.994	.1370	.0676	2.03	-.2775
-1.29	.829	.1685	.0657	2.56	-.2796
-1.05	.664	.2002	.0641	3.12	-.2826
-.80	.499	.2320	.0627	3.70	-.2871
-.56	.335	.2637	.0615	4.29	-.2941
-.31	.170	.2948	.0606	4.87	-.3042
-.07	.005	.3250	.0599	5.43	-.3180
.17	-.160	.3540	.0594	5.96	-.3347
.42	-.324	.3819	.0592	6.45	-.3502
.66	-.489	.4089	.0591	6.91	-.3634
.91	-.654	.4352	.0593	7.34	-.3747
1.16	-.819	.4611	.0596	7.74	-.3828
1.41	-.983	.4869	.0601	8.10	-.3820
1.68	-1.148	.5136	.0608	8.45	-.3702
1.96	-1.313	.5420	.0615	8.81	-.3469
2.25	-1.477	.5735	.0624	9.19	-.3177
2.57	-1.642	.6085	.0635	9.59	-.2931
2.90	-1.807	.6467	.0647	10.00	-.2735
3.25	-1.972	.6878	.0661	10.41	-.2593
3.61	-2.136	.7309	.0677	10.79	-.2508
3.97	-2.301	.7748	.0697	11.12	-.2479
4.34	-2.466	.8186	.0720	11.37	-.2485
4.70	-2.631	.8617	.0746	11.55	-.2500
5.06	-2.795	.9041	.0775	11.66	-.2521
5.41	-2.960	.9455	.0806	11.73	-.2530
5.77	-3.125	.9865	.0838	11.77	-.2514
6.13	-3.290	1.0274	.0871	11.80	-.2470
6.49	-3.454	1.0687	.0904	11.82	-.2407
6.85	-3.619	1.1107	.0937	11.85	-.2321
7.23	-3.784	1.1542	.0972	11.88	-.2213
7.63	-3.949	1.1996	.1008	11.90	-.2096
8.05	-4.113	1.2474	.1047	11.92	-.1968
8.51	-4.278	1.2985	.1091	11.90	-.1819
9.02	-4.443	1.3545	.1144	11.84	-.1637
9.61	-4.608	1.4186	.1212	11.71	-.1392
10.36	-4.772	1.4987	.1315	11.40	-.1037
11.97	-4.937	1.6603	.1581	10.50	-.0097

APPENDIX C

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 30-DEGREE TAKE-OFF WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 0.91 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-4.52	4.700	-.1325	.1306	-1.01	-.2998
-4.25	4.482	-.0948	.1271	-.75	-.3051
-3.98	4.263	-.0573	.1238	-.46	-.3120
-3.72	4.045	-.0201	.1207	-.17	-.3189
-3.46	3.826	.0166	.1177	.14	-.3254
-3.21	3.608	.0527	.1149	.46	-.3320
-2.97	3.390	.0882	.1123	.79	-.3390
-2.73	3.171	.1228	.1100	1.12	-.3467
-2.50	2.953	.1565	.1078	1.45	-.3552
-2.28	2.735	.1892	.1059	1.79	-.3646
-2.07	2.516	.2207	.1042	2.12	-.3746
-1.88	2.298	.2509	.1027	2.44	-.3850
-1.69	2.079	.2802	.1014	2.76	-.3943
-1.52	1.861	.3085	.1003	3.08	-.4025
-1.35	1.643	.3360	.0993	3.39	-.4094
-1.19	1.424	.3630	.0984	3.69	-.4151
-1.03	1.206	.3895	.0976	3.99	-.4194
-.87	.988	.4158	.0970	4.29	-.4222
-.72	.769	.4420	.0965	4.58	-.4231
-.57	.551	.4684	.0961	4.88	-.4218
-.41	.332	.4951	.0957	5.17	-.4183
-.26	.114	.5225	.0955	5.47	-.4124
-.09	-.104	.5508	.0954	5.77	-.4034
.08	-.323	.5812	.0954	6.09	-.3905
.27	-.541	.6141	.0955	6.43	-.3749
.49	-.760	.6503	.0959	6.78	-.3567
.73	-.978	.6905	.0965	7.15	-.3351
1.02	-1.196	.7358	.0975	7.54	-.3092
1.35	-1.415	.7873	.0991	7.95	-.2851
1.74	-1.633	.8443	.1013	8.34	-.2732
2.17	-1.851	.9031	.1040	8.69	-.2799
2.63	-2.070	.9603	.1070	8.97	-.2923
3.11	-2.288	1.0152	.1104	9.19	-.3046
3.60	-2.507	1.0687	.1142	9.36	-.3043
4.11	-2.725	1.1238	.1184	9.49	-.2845
4.66	-2.943	1.1836	.1235	9.58	-.2579
5.24	-3.162	1.2497	.1295	9.65	-.2306
5.86	-3.380	1.3211	.1365	9.68	-.2183
6.49	-3.598	1.3919	.1441	9.66	-.2239
7.10	-3.817	1.4574	.1518	9.60	-.2397
7.67	-4.035	1.5163	.1591	9.53	-.2585
8.19	-4.254	1.5694	.1659	9.46	-.2768
8.67	-4.472	1.6178	.1720	9.41	-.2923
9.12	-4.690	1.6630	.1776	9.37	-.3018
9.56	-4.909	1.7076	.1830	9.33	-.2951
10.01	-5.127	1.7549	.1888	9.30	-.2685
10.53	-5.345	1.8102	.1959	9.24	-.2251
11.16	-5.564	1.8818	.2058	9.14	-.1661
12.05	-5.782	1.9858	.2211	8.98	-.1196
13.13	-6.001	2.1099	.2393	8.82	-.1198
14.42	-6.219	2.2452	.2597	8.65	-.0686

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 30-DEGREE TAKE-OFF WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 1.4 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-4.87	4.000	-.2391	.1402	-1.71	-.1134
-4.34	3.784	-.1709	.1328	-1.29	-.1843
-3.98	3.568	-.1223	.1279	-.96	-.2285
-3.69	3.352	-.0811	.1239	-.65	-.2588
-3.43	3.136	-.0437	.1205	-.36	-.2799
-3.20	2.920	-.0083	.1175	-.07	-.2957
-2.98	2.704	.0257	.1148	.22	-.3082
-2.77	2.488	.0587	.1124	.52	-.3187
-2.58	2.272	.0910	.1101	.83	-.3279
-2.39	2.056	.1227	.1081	1.14	-.3366
-2.21	1.840	.1537	.1062	1.45	-.3450
-2.04	1.624	.1841	.1045	1.76	-.3534
-1.88	1.408	.2139	.1030	2.08	-.3618
-1.72	1.192	.2432	.1016	2.39	-.3694
-1.56	.976	.2719	.1004	2.71	-.3762
-1.41	.760	.3003	.0993	3.03	-.3821
-1.26	.544	.3284	.0982	3.34	-.3871
-1.11	.328	.3563	.0973	3.66	-.3911
-.95	.112	.3842	.0965	3.98	-.3939
-.80	-.104	.4122	.0957	4.31	-.3951
-.64	-.320	.4409	.0951	4.64	-.3938
-.46	-.536	.4709	.0945	4.98	-.3891
-.28	-.752	.5027	.0941	5.34	-.3805
-.07	-.968	.5370	.0938	5.73	-.3671
.16	-1.184	.5744	.0937	6.13	-.3489
.42	-1.400	.6157	.0938	6.56	-.3288
.72	-1.615	.6614	.0944	7.00	-.3073
1.05	-1.831	.7119	.0955	7.45	-.2848
1.43	-2.047	.7676	.0973	7.89	-.2662
1.85	-2.263	.8266	.0997	8.29	-.2581
2.29	-2.479	.8858	.1026	8.63	-.2616
2.74	-2.695	.9428	.1059	8.90	-.2704
3.19	-2.911	.9965	.1095	9.10	-.2836
3.65	-3.127	1.0468	.1133	9.24	-.2926
4.10	-3.343	1.0952	.1174	9.33	-.2930
4.56	-3.559	1.1433	.1216	9.40	-.2869
5.02	-3.775	1.1921	.1260	9.46	-.2761
5.47	-3.991	1.2425	.1305	9.52	-.2665
5.92	-4.207	1.2937	.1349	9.59	-.2632
6.37	-4.423	1.3444	.1394	9.64	-.2653
6.82	-4.639	1.3941	.1441	9.67	-.2700
7.27	-4.855	1.4423	.1492	9.67	-.2756
7.72	-5.071	1.4897	.1546	9.63	-.2754
8.19	-5.287	1.5378	.1605	9.58	-.2679
8.68	-5.503	1.5882	.1669	9.52	-.2541
9.20	-5.719	1.6426	.1740	9.44	-.2335
9.77	-5.935	1.7043	.1823	9.35	-.2012
10.50	-6.151	1.7826	.1934	9.22	-.1473
11.91	-6.367	1.9336	.2162	8.94	-.0621
13.78	-6.583	2.1335	.2451	8.71	-.0821
15.98	-6.799	2.3634	.2830	8.35	-.0111

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 30-DEGREE TAKE-OFF WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 2.8 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-4.29	4.700	-.1525	.1242	-1.23	-.3264
-4.17	4.482	-.1333	.1223	-1.09	-.3301
-4.05	4.264	-.1136	.1204	-.94	-.3336
-3.93	4.046	-.0932	.1186	-.79	-.3369
-3.81	3.829	-.0723	.1167	-.62	-.3400
-3.69	3.611	-.0507	.1149	-.44	-.3428
-3.57	3.393	-.0285	.1131	-.25	-.3454
-3.45	3.175	-.0058	.1113	-.05	-.3480
-3.33	2.957	.0175	.1096	.16	-.3504
-3.21	2.739	.0415	.1078	.38	-.3527
-3.08	2.522	.0659	.1061	.62	-.3551
-2.95	2.304	.0909	.1043	.87	-.3573
-2.82	2.086	.1165	.1026	1.14	-.3596
-2.69	1.868	.1426	.1010	1.41	-.3618
-2.55	1.650	.1693	.0993	1.70	-.3640
-2.41	1.432	.1965	.0977	2.01	-.3661
-2.26	1.215	.2242	.0961	2.33	-.3683
-2.11	.997	.2524	.0946	2.67	-.3703
-1.95	.779	.2812	.0931	3.02	-.3722
-1.79	.561	.3106	.0917	3.39	-.3735
-1.61	.343	.3407	.0904	3.77	-.3739
-1.43	.125	.3715	.0892	4.17	-.3734
-1.24	-.092	.4033	.0881	4.58	-.3719
-1.03	-.310	.4374	.0870	5.03	-.3686
-.80	-.528	.4741	.0861	5.51	-.3631
-.55	-.746	.5137	.0854	6.02	-.3552
-.28	-.964	.5561	.0849	6.55	-.3447
.02	-1.182	.6017	.0848	7.10	-.3316
.34	-1.400	.6505	.0851	7.65	-.3172
.70	-1.617	.7023	.0859	8.17	-.3032
1.09	-1.835	.7568	.0875	8.65	-.2901
1.51	-2.053	.8134	.0898	9.06	-.2802
1.96	-2.271	.8709	.0929	9.38	-.2753
2.41	-2.489	.9282	.0965	9.62	-.2738
2.87	-2.707	.9846	.1006	9.79	-.2738
3.34	-2.924	1.0400	.1049	9.92	-.2742
3.81	-3.142	1.0946	.1094	10.01	-.2736
4.28	-3.360	1.1484	.1142	10.05	-.2721
4.78	-3.578	1.2019	.1194	10.07	-.2686
5.30	-3.796	1.2557	.1247	10.07	-.2613
5.86	-4.014	1.3111	.1304	10.05	-.2470
6.45	-4.231	1.3700	.1371	9.99	-.2279
7.09	-4.449	1.4334	.1447	9.90	-.2105
7.74	-4.667	1.5004	.1531	9.80	-.2003
8.38	-4.885	1.5685	.1619	9.69	-.1972
9.01	-5.103	1.6367	.1706	9.59	-.1955
9.64	-5.321	1.7067	.1795	9.51	-.1839
10.34	-5.538	1.7869	.1900	9.41	-.1516
11.34	-5.756	1.9028	.2059	9.24	-.0900
13.00	-5.974	2.0947	.2329	8.99	-.0763
17.10	-6.192	2.4743	.3047	8.12	-.3044

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 30-DEGREE TAKE-OFF WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 4.2 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.69	4.700	-.2282	.1273	-1.79	-.4125
-5.61	4.488	-.2112	.1252	-1.69	-.4026
-5.51	4.275	-.1931	.1229	-1.57	-.3930
-5.40	4.063	-.1738	.1205	-1.44	-.3837
-5.28	3.851	-.1532	.1181	-1.30	-.3749
-5.15	3.638	-.1313	.1156	-1.14	-.3668
-5.01	3.426	-.1082	.1130	-.96	-.3596
-4.85	3.214	-.0837	.1103	-.76	-.3534
-4.69	3.001	-.0581	.1077	-.54	-.3481
-4.51	2.789	-.0315	.1051	-.30	-.3441
-4.32	2.577	-.0039	.1026	-.04	-.3417
-4.12	2.364	.0242	.1001	.24	-.3412
-3.92	2.152	.0528	.0978	.54	-.3429
-3.72	1.940	.0813	.0957	.85	-.3464
-3.52	1.727	.1097	.0938	1.17	-.3508
-3.32	1.515	.1378	.0920	1.50	-.3555
-3.12	1.303	.1657	.0903	1.83	-.3597
-2.93	1.090	.1935	.0888	2.18	-.3629
-2.74	.878	.2213	.0874	2.53	-.3645
-2.55	.666	.2493	.0861	2.90	-.3640
-2.36	.453	.2778	.0848	3.28	-.3607
-2.16	.241	.3073	.0836	3.67	-.3539
-1.95	.029	.3381	.0825	4.10	-.3426
-1.72	-.184	.3716	.0814	4.56	-.3271
-1.44	-.396	.4127	.0804	5.13	-.3078
-1.11	-.609	.4594	.0796	5.77	-.2880
-.74	-.821	.5108	.0792	6.45	-.2679
-.33	-1.033	.5667	.0795	7.13	-.2527
.11	-1.246	.6256	.0805	7.77	-.2469
.56	-1.458	.6853	.0822	8.33	-.2489
1.00	-1.670	.7439	.0846	8.79	-.2564
1.44	-1.883	.8003	.0874	9.15	-.2658
1.87	-2.095	.8544	.0906	9.43	-.2743
2.29	-2.307	.9063	.0940	9.64	-.2825
2.72	-2.520	.9560	.0976	9.80	-.2911
3.14	-2.732	1.0035	.1012	9.91	-.2987
3.56	-2.944	1.0498	.1049	10.01	-.2982
3.98	-3.157	1.0967	.1087	10.09	-.2874
4.42	-3.369	1.1457	.1129	10.15	-.2707
4.90	-3.581	1.1979	.1177	10.17	-.2526
5.41	-3.794	1.2539	.1234	10.16	-.2347
5.97	-4.006	1.3134	.1298	10.12	-.2219
6.57	-4.218	1.3752	.1370	10.04	-.2140
7.19	-4.431	1.4385	.1447	9.94	-.2082
7.84	-4.643	1.5029	.1527	9.85	-.2019
8.48	-4.855	1.5693	.1606	9.77	-.1934
9.13	-5.068	1.6389	.1686	9.72	-.1811
9.82	-5.280	1.7155	.1778	9.65	-.1570
10.67	-5.492	1.8122	.1920	9.44	-.1134
12.10	-5.705	1.9723	.2189	9.01	-.0643
14.03	-5.917	2.1795	.2320	9.40	-.0400

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 45-DEGREE LANDING WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 0.91 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.59	3.700	-.2616	.1721	-1.52	-.2196
-5.17	3.476	-.1878	.1664	-1.13	-.2512
-4.81	3.252	-.1229	.1619	-.76	-.2777
-4.49	3.028	-.0648	.1583	-.41	-.3038
-4.20	2.804	-.0125	.1553	-.08	-.3301
-3.95	2.580	.0347	.1528	.23	-.3568
-3.72	2.356	.0777	.1506	.52	-.3803
-3.50	2.131	.1173	.1488	.79	-.3998
-3.30	1.907	.1544	.1471	1.05	-.4156
-3.11	1.683	.1895	.1457	1.30	-.4281
-2.92	1.459	.2232	.1445	1.54	-.4372
-2.74	1.235	.2558	.1434	1.78	-.4423
-2.57	1.011	.2878	.1425	2.02	-.4434
-2.40	.787	.3196	.1418	2.25	-.4408
-2.23	.563	.3515	.1412	2.49	-.4346
-2.06	.339	.3840	.1409	2.73	-.4253
-1.90	.115	.4172	.1407	2.97	-.4138
-1.73	-.109	.4514	.1406	3.21	-.4031
-1.56	-.333	.4865	.1408	3.46	-.3935
-1.38	-.558	.5226	.1411	3.70	-.3849
-1.21	-.782	.5594	.1415	3.95	-.3769
-1.03	-1.006	.5970	.1421	4.20	-.3695
-.84	-1.230	.6352	.1429	4.45	-.3628
-.66	-1.454	.6740	.1438	4.69	-.3578
-.46	-1.678	.7132	.1449	4.92	-.3545
-.26	-1.902	.7525	.1460	5.15	-.3525
-.05	-2.126	.7917	.1473	5.37	-.3519
.17	-2.350	.8311	.1487	5.59	-.3504
.42	-2.574	.8711	.1501	5.80	-.3411
.69	-2.798	.9137	.1518	6.02	-.3195
1.00	-3.022	.9624	.1537	6.26	-.2783
1.41	-3.246	1.0238	.1563	6.55	-.2270
1.95	-3.471	1.1007	.1599	6.88	-.2073
2.55	-3.695	1.1770	.1646	7.15	-.2333
3.18	-3.919	1.2441	.1699	7.32	-.2584
3.80	-4.143	1.3041	.1756	7.43	-.2710
4.38	-4.367	1.3615	.1812	7.51	-.2662
4.91	-4.591	1.4187	.1868	7.59	-.2613
5.40	-4.815	1.4752	.1922	7.67	-.2620
5.85	-5.039	1.5289	.1974	7.74	-.2729
6.28	-5.263	1.5787	.2025	7.80	-.2930
6.71	-5.487	1.6241	.2075	7.83	-.3179
7.13	-5.711	1.6648	.2126	7.83	-.3480
7.57	-5.935	1.7019	.2178	7.82	-.3666
8.02	-6.160	1.7383	.2230	7.80	-.3618
8.48	-6.384	1.7766	.2281	7.79	-.3361
8.99	-6.608	1.8205	.2332	7.81	-.2889
9.56	-6.832	1.8762	.2388	7.86	-.2311
10.25	-7.056	1.9483	.2460	7.92	-.1909
11.06	-7.280	2.0386	.2568	7.94	-.1512
12.45	-7.504	2.1961	.2803	7.84	-.0381

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10. 45-DEGREE LANDING WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 1.4 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.82	4.000	-.2479	.1762	-1.41	-.3174
-5.49	3.758	-.1980	.1713	-1.16	-.3291
-5.19	3.516	-.1500	.1671	-.90	-.3407
-4.90	3.275	-.1038	.1635	-.63	-.3521
-4.64	3.033	-.0596	.1604	-.37	-.3638
-4.39	2.791	-.0172	.1577	-.11	-.3757
-4.16	2.549	.0233	.1554	.15	-.3876
-3.94	2.308	.0622	.1534	.41	-.3994
-3.74	2.066	.0995	.1517	.66	-.4098
-3.54	1.824	.1355	.1501	.90	-.4186
-3.36	1.582	.1705	.1488	1.15	-.4261
-3.18	1.340	.2046	.1475	1.39	-.4322
-3.00	1.099	.2380	.1465	1.63	-.4372
-2.83	.857	.2710	.1456	1.86	-.4409
-2.66	.615	.3035	.1447	2.10	-.4435
-2.50	.373	.3358	.1441	2.33	-.4447
-2.33	.132	.3681	.1435	2.57	-.4446
-2.16	-.110	.4005	.1431	2.80	-.4429
-1.99	-.352	.4334	.1427	3.04	-.4399
-1.81	-.594	.4669	.1425	3.28	-.4360
-1.64	-.836	.5011	.1424	3.52	-.4314
-1.45	-1.077	.5359	.1425	3.76	-.4257
-1.26	-1.319	.5715	.1427	4.00	-.4183
-1.05	-1.561	.6081	.1431	4.25	-.4089
-.84	-1.803	.6461	.1436	4.50	-.3972
-.61	-2.045	.6858	.1444	4.75	-.3850
-.35	-2.286	.7275	.1455	5.00	-.3734
-.08	-2.528	.7710	.1468	5.25	-.3646
.22	-2.770	.8159	.1484	5.50	-.3598
.53	-3.012	.8616	.1502	5.74	-.3551
.88	-3.253	.9081	.1524	5.96	-.3490
1.24	-3.495	.9553	.1548	6.17	-.3392
1.63	-3.737	1.0040	.1575	6.38	-.3219
2.05	-3.979	1.0556	.1605	6.58	-.2936
2.50	-4.221	1.1125	.1641	6.78	-.2617
2.98	-4.462	1.1757	.1684	6.98	-.2343
3.50	-4.704	1.2442	.1734	7.17	-.2201
4.02	-4.946	1.3123	.1790	7.33	-.2295
4.52	-5.188	1.3742	.1845	7.45	-.2613
5.00	-5.429	1.4266	.1895	7.53	-.3089
5.45	-5.671	1.4701	.1941	7.57	-.3527
5.89	-5.913	1.5096	.1983	7.61	-.3667
6.34	-6.155	1.5494	.2025	7.65	-.3528
6.81	-6.397	1.5925	.2067	7.70	-.3257
7.31	-6.638	1.6420	.2116	7.76	-.2836
7.90	-6.880	1.7025	.2179	7.81	-.2409
8.58	-7.122	1.7760	.2267	7.83	-.2077
9.38	-7.364	1.8654	.2389	7.81	-.1726
10.32	-7.605	1.9693	.2540	7.75	-.1607
11.26	-7.847	2.0729	.2676	7.75	-.1625
12.46	-8.089	2.2036	.2837	7.77	-.0620

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 45-DEGREE LANDING WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 2.8 MILLION)

ALPHA,DEG	ISURT,DEG	CL	CD	L/D	CMCL
-5.90	4.200	-.2395	.1716	-1.40	-.2992
-5.55	3.963	-.1799	.1658	-1.08	-.3182
-5.23	3.725	-.1239	.1611	-.77	-.3350
-4.94	3.488	-.0712	.1572	-.45	-.3504
-4.68	3.251	-.0214	.1540	-.14	-.3652
-4.44	3.014	.0257	.1513	.17	-.3798
-4.22	2.776	.0704	.1491	.47	-.3939
-4.01	2.539	.1128	.1473	.77	-.4075
-3.82	2.302	.1533	.1457	1.05	-.4195
-3.63	2.064	.1921	.1445	1.33	-.4291
-3.46	1.827	.2295	.1434	1.60	-.4367
-3.29	1.590	.2659	.1425	1.87	-.4426
-3.13	1.352	.3015	.1417	2.13	-.4470
-2.96	1.115	.3364	.1411	2.38	-.4500
-2.80	.878	.3707	.1406	2.64	-.4515
-2.64	.640	.4047	.1401	2.89	-.4517
-2.48	.403	.4386	.1398	3.14	-.4504
-2.32	.166	.4724	.1396	3.38	-.4476
-2.16	-.071	.5063	.1394	3.63	-.4433
-1.99	-.309	.5406	.1393	3.88	-.4371
-1.81	-.546	.5754	.1393	4.13	-.4299
-1.62	-.783	.6108	.1394	4.38	-.4222
-1.43	-1.021	.6470	.1396	4.63	-.4140
-1.23	-1.258	.6839	.1400	4.89	-.4052
-1.01	-1.495	.7215	.1404	5.14	-.3956
-.77	-1.733	.7601	.1411	5.39	-.3856
-.52	-1.970	.7997	.1420	5.63	-.3752
-.25	-2.207	.8402	.1431	5.87	-.3642
.04	-2.444	.8819	.1445	6.10	-.3516
.35	-2.682	.9254	.1463	6.32	-.3365
.69	-2.919	.9712	.1485	6.54	-.3183
1.06	-3.156	1.0205	.1513	6.75	-.2969
1.46	-3.394	1.0743	.1545	6.95	-.2765
1.91	-3.631	1.1323	.1586	7.14	-.2624
2.40	-3.868	1.1931	.1634	7.30	-.2561
2.92	-4.106	1.2548	.1693	7.41	-.2544
3.48	-4.343	1.3153	.1759	7.48	-.2591
4.03	-4.580	1.3727	.1824	7.53	-.2667
4.55	-4.817	1.4271	.1882	7.58	-.2721
5.04	-5.055	1.4796	.1932	7.66	-.2760
5.52	-5.292	1.5310	.1979	7.74	-.2795
5.99	-5.529	1.5816	.2026	7.81	-.2814
6.48	-5.767	1.6319	.2079	7.85	-.2810
6.98	-6.004	1.6822	.2141	7.86	-.2790
7.52	-6.241	1.7329	.2214	7.83	-.2706
8.10	-6.478	1.7871	.2298	7.78	-.2411
8.77	-6.716	1.8514	.2398	7.72	-.2036
9.52	-6.953	1.9282	.2508	7.69	-.1799
10.32	-7.190	2.0140	.2623	7.68	-.1644
11.17	-7.428	2.1082	.2738	7.70	-.1447
12.33	-7.665	2.2391	.2899	7.72	-.0600

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 45-DEGREE LANDING WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 4.2 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.90	3.300	-.0884	.1507	-.59	-.4309
-5.73	3.076	-.0525	.1483	-.35	-.4271
-5.55	2.853	-.0163	.1460	-.11	-.4239
-5.37	2.629	.0201	.1438	.14	-.4211
-5.19	2.405	.0567	.1417	.40	-.4189
-5.00	2.182	.0934	.1398	.67	-.4171
-4.80	1.958	.1300	.1379	.94	-.4161
-4.60	1.734	.1664	.1363	1.22	-.4159
-4.40	1.510	.2026	.1348	1.50	-.4166
-4.20	1.287	.2383	.1334	1.79	-.4184
-3.99	1.063	.2735	.1323	2.07	-.4213
-3.78	.839	.3080	.1314	2.34	-.4244
-3.57	.616	.3420	.1307	2.62	-.4266
-3.36	.392	.3755	.1301	2.89	-.4277
-3.14	.168	.4087	.1298	3.15	-.4272
-2.92	-.056	.4418	.1296	3.41	-.4250
-2.70	-.279	.4753	.1296	3.67	-.4205
-2.48	-.503	.5095	.1298	3.92	-.4136
-2.24	-.727	.5446	.1302	4.18	-.4039
-2.00	-.950	.5808	.1306	4.45	-.3911
-1.75	-1.174	.6184	.1313	4.71	-.3768
-1.49	-1.398	.6575	.1322	4.98	-.3624
-1.22	-1.621	.6981	.1332	5.24	-.3475
-.93	-1.845	.7406	.1344	5.51	-.3319
-.62	-2.069	.7848	.1359	5.78	-.3193
-.31	-2.293	.8304	.1376	6.04	-.3117
.03	-2.516	.8765	.1396	6.28	-.3088
.37	-2.740	.9227	.1418	6.51	-.3078
.73	-2.964	.9690	.1444	6.71	-.3084
1.10	-3.187	1.0151	.1474	6.89	-.3127
1.46	-3.411	1.0608	.1506	7.04	-.3143
1.84	-3.635	1.1067	.1541	7.18	-.3094
2.23	-3.858	1.1542	.1581	7.30	-.2966
2.65	-4.082	1.2043	.1625	7.41	-.2809
3.11	-4.306	1.2574	.1672	7.52	-.2653
3.61	-4.530	1.3129	.1723	7.62	-.2559
4.11	-4.753	1.3686	.1775	7.71	-.2554
4.61	-4.977	1.4218	.1824	7.80	-.2593
5.08	-5.201	1.4725	.1870	7.87	-.2646
5.55	-5.424	1.5216	.1916	7.94	-.2700
6.02	-5.648	1.5692	.1963	8.00	-.2748
6.48	-5.872	1.6157	.2012	8.03	-.2777
6.95	-6.095	1.6614	.2065	8.05	-.2775
7.42	-6.319	1.7070	.2122	8.05	-.2725
7.91	-6.543	1.7538	.2183	8.03	-.2590
8.43	-6.766	1.8042	.2252	8.01	-.2348
9.01	-6.990	1.8621	.2331	7.99	-.1983
9.70	-7.214	1.9332	.2428	7.96	-.1633
10.47	-7.438	2.0159	.2546	7.92	-.1480
11.25	-7.661	2.1029	.2671	7.87	-.1404
12.20	-7.885	2.2132	.2826	7.83	-.0708

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 60-DEGREE LANDING WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 0.91 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.79	4.500	-.1781	.1801	-.99	-.3542
-5.58	4.245	-.1211	.1771	-.68	-.3559
-5.36	3.991	-.0648	.1744	-.37	-.3589
-5.14	3.736	-.0097	.1720	-.06	-.3632
-4.92	3.481	.0441	.1700	.26	-.3687
-4.71	3.227	.0962	.1684	.57	-.3759
-4.50	2.972	.1463	.1670	.88	-.3849
-4.29	2.718	.1941	.1660	1.17	-.3957
-4.09	2.463	.2396	.1653	1.45	-.4081
-3.90	2.208	.2826	.1648	1.72	-.4217
-3.71	1.954	.3233	.1645	1.97	-.4344
-3.53	1.699	.3620	.1644	2.20	-.4457
-3.36	1.444	.3988	.1644	2.43	-.4556
-3.18	1.190	.4342	.1645	2.64	-.4639
-3.02	.935	.4684	.1648	2.84	-.4705
-2.85	.680	.5016	.1650	3.04	-.4750
-2.69	.426	.5341	.1654	3.23	-.4772
-2.53	.171	.5662	.1658	3.42	-.4769
-2.38	-.084	.5982	.1662	3.60	-.4740
-2.22	-.338	.6309	.1666	3.79	-.4685
-2.06	-.593	.6645	.1671	3.98	-.4611
-1.90	-.847	.6990	.1676	4.17	-.4528
-1.73	-1.102	.7343	.1681	4.37	-.4450
-1.56	-1.357	.7703	.1687	4.57	-.4370
-1.38	-1.611	.8070	.1694	4.76	-.4284
-1.19	-1.866	.8446	.1701	4.97	-.4187
-1.00	-2.121	.8831	.1709	5.17	-.4080
-.79	-2.375	.9228	.1718	5.37	-.3969
-.57	-2.630	.9636	.1729	5.57	-.3850
-.32	-2.885	1.0059	.1742	5.78	-.3700
-.05	-3.139	1.0505	.1757	5.98	-.3475
.27	-3.394	1.0995	.1775	6.19	-.3154
.66	-3.648	1.1546	.1799	6.42	-.2867
1.13	-3.903	1.2142	.1830	6.63	-.2800
1.63	-4.158	1.2722	.1867	6.82	-.2928
2.11	-4.412	1.3251	.1906	6.95	-.3165
2.54	-4.667	1.3717	.1946	7.05	-.3402
2.94	-4.922	1.4136	.1987	7.12	-.3518
3.34	-5.176	1.4539	.2029	7.17	-.3482
3.76	-5.431	1.4967	.2074	7.22	-.3258
4.25	-5.686	1.5454	.2123	7.28	-.2824
4.84	-5.940	1.6049	.2180	7.36	-.2300
5.59	-6.195	1.6794	.2250	7.47	-.1954
6.34	-6.450	1.7524	.2324	7.54	-.2308
6.95	-6.704	1.8096	.2389	7.58	-.2931
7.46	-6.959	1.8543	.2447	7.58	-.3429
7.94	-7.213	1.8955	.2502	7.58	-.3400
8.48	-7.468	1.9417	.2562	7.58	-.2895
9.22	-7.723	2.0067	.2642	7.60	-.1905
10.58	-7.977	2.1312	.2817	7.57	-.1162
12.61	-8.232	2.3398	.3152	7.42	-.0279

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 60-DEGREE LANDING WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 1.4 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.85	4.600	-.1955	.1885	-1.04	-.3593
-5.61	4.347	-.1403	.1858	-.76	-.3615
-5.38	4.094	-.0857	.1833	-.47	-.3647
-5.15	3.841	-.0321	.1811	-.18	-.3690
-4.92	3.589	.0204	.1792	.11	-.3741
-4.70	3.336	.0714	.1775	.40	-.3807
-4.49	3.083	.1208	.1761	.69	-.3886
-4.28	2.830	.1683	.1750	.96	-.3976
-4.09	2.577	.2139	.1741	1.23	-.4073
-3.90	2.324	.2575	.1734	1.48	-.4172
-3.72	2.072	.2994	.1730	1.73	-.4257
-3.55	1.819	.3397	.1728	1.97	-.4328
-3.39	1.566	.3788	.1727	2.19	-.4387
-3.23	1.313	.4166	.1727	2.41	-.4434
-3.07	1.060	.4535	.1729	2.62	-.4470
-2.92	.807	.4896	.1731	2.83	-.4496
-2.77	.555	.5249	.1735	3.03	-.4510
-2.62	.302	.5597	.1739	3.22	-.4510
-2.46	.049	.5941	.1744	3.41	-.4498
-2.31	-.204	.6282	.1750	3.59	-.4471
-2.14	-.457	.6623	.1756	3.77	-.4428
-1.98	-.710	.6964	.1762	3.95	-.4362
-1.80	-.962	.7310	.1770	4.13	-.4276
-1.61	-1.215	.7662	.1778	4.31	-.4173
-1.41	-1.468	.8025	.1787	4.49	-.4050
-1.19	-1.721	.8402	.1798	4.67	-.3902
-.95	-1.974	.8798	.1810	4.86	-.3722
-.68	-2.227	.9219	.1824	5.05	-.3543
-.39	-2.480	.9665	.1841	5.25	-.3412
-.07	-2.732	1.0125	.1861	5.44	-.3382
.25	-2.985	1.0582	.1883	5.62	-.3441
.59	-3.238	1.1033	.1907	5.79	-.3444
.95	-3.491	1.1491	.1934	5.94	-.3316
1.36	-3.744	1.1985	.1966	6.09	-.3058
1.85	-3.997	1.2529	.2006	6.25	-.2875
2.38	-4.249	1.3094	.2051	6.38	-.2835
2.91	-4.502	1.3665	.2103	6.50	-.2715
3.43	-4.755	1.4258	.2163	6.59	-.2553
3.96	-5.008	1.4856	.2228	6.67	-.2530
4.49	-5.261	1.5429	.2291	6.74	-.2641
5.06	-5.514	1.5962	.2349	6.79	-.2875
5.63	-5.766	1.6440	.2400	6.85	-.3173
6.17	-6.019	1.6876	.2445	6.90	-.3405
6.66	-6.272	1.7292	.2487	6.95	-.3519
7.13	-6.525	1.7704	.2531	7.00	-.3521
7.61	-6.778	1.8139	.2581	7.03	-.3289
8.16	-7.031	1.8656	.2649	7.04	-.2692
8.93	-7.283	1.9378	.2755	7.03	-.1995
10.13	-7.536	2.0519	.2932	7.00	-.1108
12.72	-7.789	2.3423	.3348	7.00	-.0750
15.49	-8.042	2.5792	.3777	6.83	-.0787

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 60-DEGREE LANDING WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 2.8 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.79	4.500	-.0725	.1776	-.41	-.4283
-5.60	4.257	-.0278	.1762	-.16	-.4312
-5.42	4.013	.0157	.1749	.09	-.4337
-5.25	3.770	.0579	.1737	.33	-.4359
-5.08	3.526	.0990	.1726	.57	-.4376
-4.91	3.283	.1392	.1716	.81	-.4390
-4.74	3.040	.1786	.1708	1.05	-.4403
-4.58	2.796	.2171	.1700	1.28	-.4416
-4.42	2.553	.2550	.1694	1.51	-.4428
-4.26	2.309	.2922	.1688	1.73	-.4439
-4.10	2.066	.3288	.1684	1.95	-.4451
-3.95	1.823	.3648	.1681	2.17	-.4461
-3.79	1.579	.4003	.1679	2.38	-.4468
-3.64	1.336	.4354	.1679	2.59	-.4470
-3.49	1.092	.4702	.1679	2.80	-.4467
-3.33	.849	.5047	.1681	3.00	-.4458
-3.17	.606	.5391	.1683	3.20	-.4445
-3.02	.362	.5733	.1687	3.40	-.4427
-2.86	.119	.6075	.1692	3.59	-.4401
-2.69	-.125	.6417	.1698	3.78	-.4368
-2.52	-.368	.6762	.1705	3.97	-.4325
-2.34	-.611	.7112	.1712	4.15	-.4272
-2.16	-.855	.7466	.1721	4.34	-.4207
-1.96	-1.098	.7827	.1730	4.52	-.4124
-1.75	-1.342	.8195	.1740	4.71	-.4034
-1.53	-1.585	.8572	.1751	4.90	-.3939
-1.29	-1.828	.8957	.1763	5.08	-.3839
-1.03	-2.072	.9352	.1775	5.27	-.3732
-.75	-2.315	.9758	.1789	5.45	-.3624
-.44	-2.559	1.0173	.1804	5.64	-.3534
-.11	-2.802	1.0594	.1821	5.82	-.3472
.23	-3.045	1.1019	.1840	5.99	-.3441
.58	-3.289	1.1445	.1861	6.15	-.3431
.93	-3.532	1.1869	.1885	6.30	-.3451
1.28	-3.776	1.2290	.1911	6.43	-.3462
1.64	-4.019	1.2718	.1939	6.56	-.3373
2.02	-4.262	1.3171	.1972	6.68	-.3168
2.45	-4.506	1.3659	.2012	6.79	-.3014
2.90	-4.749	1.4141	.2059	6.87	-.3100
3.36	-4.993	1.4580	.2110	6.91	-.3159
3.84	-5.236	1.5020	.2164	6.94	-.3117
4.36	-5.479	1.5472	.2217	6.98	-.3047
4.88	-5.723	1.5938	.2267	7.03	-.2957
5.41	-5.966	1.6422	.2314	7.10	-.2834
5.95	-6.210	1.6939	.2362	7.17	-.2632
6.55	-6.453	1.7516	.2422	7.23	-.2347
7.27	-6.696	1.8180	.2505	7.26	-.2070
8.18	-6.940	1.8988	.2628	7.22	-.1578
9.34	-7.183	2.0177	.2808	7.19	-.1046
10.80	-7.427	2.1798	.3036	7.18	-.0975
13.00	-7.670	2.3842	.3350	7.12	-.0207

TRIM PERFORMANCE DATA FOR ASPECT-RATIO-10, 60-DEGREE LANDING WING CONFIGURATION WITH INBOARD AND OUTBOARD SLATS DEFLECTED -50 DEGREES. (REYNOLDS NUMBER = 4.2 MILLION)

ALPHA,DEG	ISUBT,DEG	CL	CD	L/D	CMCL
-5.59	4.000	.1007	.1638	.62	-.4756
-5.51	3.759	.1223	.1633	.75	-.4757
-5.43	3.518	.1441	.1629	.88	-.4754
-5.35	3.277	.1661	.1625	1.02	-.4748
-5.27	3.037	.1883	.1621	1.16	-.4739
-5.18	2.796	.2108	.1617	1.30	-.4726
-5.09	2.555	.2336	.1613	1.45	-.4709
-5.00	2.314	.2567	.1609	1.60	-.4689
-4.91	2.073	.2802	.1606	1.74	-.4664
-4.81	1.832	.3042	.1603	1.90	-.4634
-4.71	1.591	.3287	.1600	2.05	-.4598
-4.61	1.351	.3537	.1597	2.21	-.4557
-4.50	1.110	.3793	.1595	2.38	-.4508
-4.38	.869	.4056	.1593	2.55	-.4453
-4.26	.628	.4327	.1592	2.72	-.4388
-4.13	.387	.4606	.1591	2.90	-.4313
-3.99	.146	.4896	.1590	3.08	-.4225
-3.84	-.095	.5198	.1591	3.27	-.4126
-3.67	-.335	.5517	.1592	3.46	-.4015
-3.49	-.576	.5858	.1595	3.67	-.3891
-3.29	-.817	.6222	.1599	3.89	-.3757
-3.06	-1.058	.6611	.1605	4.12	-.3616
-2.80	-1.299	.7028	.1614	4.35	-.3471
-2.51	-1.540	.7473	.1625	4.60	-.3328
-2.19	-1.781	.7947	.1640	4.84	-.3202
-1.84	-2.022	.8446	.1658	5.09	-.3107
-1.47	-2.262	.8966	.1679	5.34	-.3039
-1.09	-2.503	.9501	.1702	5.58	-.3006
-.70	-2.744	1.0042	.1727	5.82	-.3010
-.31	-2.985	1.0579	.1753	6.03	-.3047
.07	-3.226	1.1101	.1781	6.23	-.3130
.44	-3.467	1.1597	.1809	6.41	-.3250
.81	-3.708	1.2061	.1839	6.56	-.3395
1.16	-3.948	1.2493	.1868	6.69	-.3546
1.52	-4.189	1.2900	.1899	6.79	-.3596
1.89	-4.430	1.3301	.1932	6.88	-.3495
2.28	-4.671	1.3720	.1970	6.96	-.3240
2.73	-4.912	1.4178	.2015	7.04	-.2913
3.24	-5.153	1.4698	.2072	7.09	-.2540
3.81	-5.394	1.5280	.2139	7.14	-.2396
4.40	-5.634	1.5855	.2207	7.18	-.2544
4.94	-5.875	1.6385	.2272	7.21	-.2757
5.46	-6.116	1.6875	.2332	7.24	-.2902
5.96	-6.357	1.7357	.2391	7.26	-.2885
6.47	-6.598	1.7854	.2451	7.28	-.2755
7.03	-6.839	1.8393	.2514	7.32	-.2477
7.68	-7.080	1.9017	.2587	7.35	-.2125
8.46	-7.320	1.9752	.2680	7.37	-.1820
9.43	-7.561	2.0695	.2809	7.37	-.1325
10.98	-7.802	2.2147	.3068	7.22	-.0871
12.95	-8.043	2.4145	.3349	7.21	-.0128

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TABLE I.- MODEL GEOMETRIC CHARACTERISTICS

Fuselage:	
Length, ft	6.19
Maximum diameter, in.	8.625
Supercritical wing:[a]	
Area (trapezoidal reference), ft^2	4.69
Area (wetted), ft^2	4.34
Span, ft	7.50
Quarter-chord sweep, deg	27
Aspect ratio	12
Taper ratio (trapezoidal reference)	0.33
Reference geometric chord, in.	8.125
Dihedral, deg	5
Root incidence, deg	-1
Body station of wing leading edge at root, ft	3.14
Body station of moment reference center, ft	4.16
Side-of-body airfoil (η = 0.096) -	
Chord, in.	13.838
$(t/c)_{max}$	0.144
Twist, deg	2.5
Trailing-edge break airfoil (η = 0.383) -	
Chord, in.	8.375
$(t/c)_{max}$	0.12
Twist, deg	0.5
Tip airfoil (η = 1.0) -	
Chord, in.	3.750
$(t/c)_{max}$	0.10
Twist, deg	-1.5
Horizontal tail:[a]	
Area, ft^2	1.76
Span, ft	2.59
Aspect ratio	3.78
Quarter-chord sweep, deg	35
Dihedral, deg	10
Taper ratio	0.36
Mean geometric chord, in.	8.750
Body station of tail leading edge at root, ft	5.02
Body station of one-quarter of mean geometric chord, ft	5.66
Root airfoil (symmetric at fuselage center line) -	
Chord, in.	12.0
$(t/c)_{max}$	0.095
Tip airfoil (symmetric) -	
Chord, in.	4.375
$(t/c)_{max}$	0.085
Vertical tail:	
Area, ft^2	0.82
Height, in.	14.375
Quarter-chord sweep, deg	40
Mean geometric chord, in.	8.625
Height of root chord above model center line, in.	3.45
Body station of tail leading edge at root, ft	4.94
Body station of moment reference center 0.25c, ft	5.63
Root airfoil (NACA 0012) -	
Chord, in.	11.813
$(t/c)_{max}$	0.12
Tip airfoil (NACA 0012) -	
Chord, in.	4.125
$(t/c)_{max}$	0.12

[a]Dihedral not included in span and area dimensions.

TABLE II.- RUN SCHEDULE FOR STRUT-INTERFERENCE TESTS IN THE LANGLEY 4- BY 7-METER TUNNEL (TEST 218)

Wing definition							Run		Figure
Configuration	Aspect ratio	Nacelles	Gear	Horizontal-tail deflection, deg	Inboard-slat deflection, deg	Outboard-slat deflection, deg	Strut mount	Sting mount	
Cruise	10	Off	Off	Off	Nested	Nested	2	100	6(a)
	10	On		Off			11	99	6(b)
	10	On		0			4	107	6(c)
	12	Off		Off			1	101	6(d)
Climb	10	On	Off	Off	-30	-50	21	97	7(a)
				Off	-40		20	96	7(b)
				Off	-50		13	93	7(c)
				0	-50		17	94	7(d)
15° take-off	10	On	Off	Off	-30	-50	59	74	8(a)
	10		Off	Off	-40		60	75	8(b)
	10		Off	Off	-50		61	72	8(c)
	10		On	0	-50		67	73	8(d)
	12		Off	Off	-50		70	71	8(e)
30° take-off	10	On	Off	Off	-30	-50	58	87	9(a)
	10		Off	Off	-40		57	88	9(b)
	10		Off	Off	-50		48	89	9(c)
	10		On	0	-50		54	90	9(d)
	10		On	Off	-50		50		
	12		Off	Off	-50		47	91	9(e)
45° landing	10	On	Off	Off	-30	-50	35	86	10(a)
	10		Off	Off	-40		36	85	10(b)
	10		Off	Off	-50		37	82	10(c)
	10		On	0	-50		43	83	10(d)
	10		On	Off	-50		39		
	12		Off	Off	-50		46	84	10(e)
60° landing	10	On	Off	Off	-30	-50	22	77	11(a)
	10		Off	Off	-40		23	76	11(b)
	10		Off	Off	-50		24	78	11(c)
	10		On	0	-50		31	79	11(d)
	10		On	Off	-50		27		
	12		Off	Off	-50		34	80	11(e)

TABLE III.- STRUT-INTERFERENCE CORRECTIONS

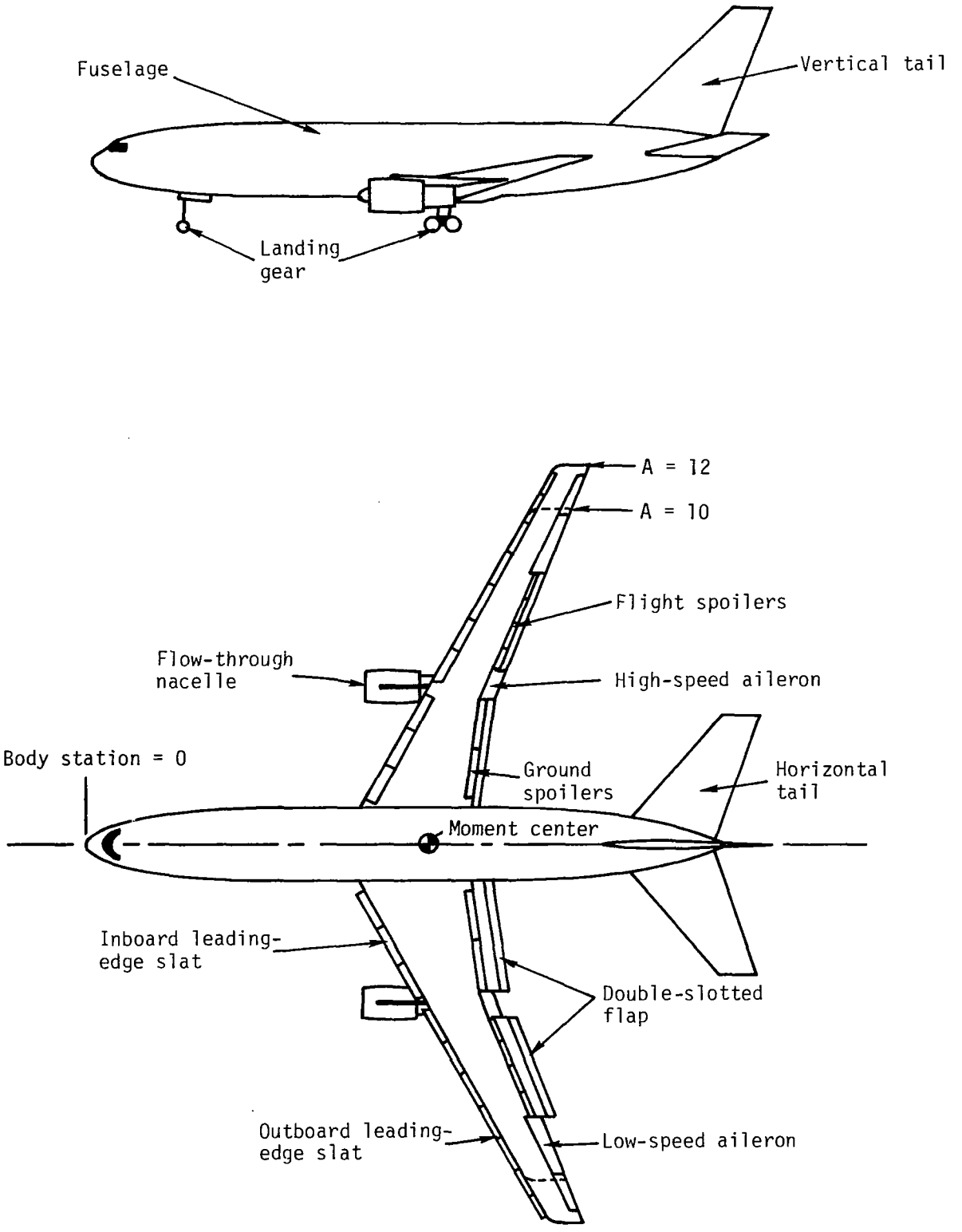
α, deg	Cruise			Climb		
	ΔC_L	ΔC_D	ΔC_m	ΔC_L	ΔC_D	ΔC_m
-8	.122	.0045	.055	.091	-.0108	.065
-7	.123	.0045	.055	.092	-.0093	.065
-6	.124	.0044	.055	.093	-.0077	.065
-5	.125	.0043	.055	.094	-.0062	.065
-4	.125	.0043	.055	.095	-.0047	.065
-3	.125	.0042	.055	.096	-.0033	.065
-2	.126	.0040	.055	.096	-.0021	.064
-1	.127	.0039	.055	.096	-.0009	.064
0	.127	.0038	.055	.097	.0002	.063
1	.125	.0034	.053	.099	.0014	.059
2	.124	.0026	.048	.103	.0022	.052
3	.120	.0016	.050	.107	.0026	.055
4	.117	0.0000	.055	.110	.0028	.064
5	.114	-.0018	.060	.111	.0025	.070
6	.109	-.0024	.061	.111	.0015	.075
7	.104	-.0020	.060	.110	.0002	.075
8	.100	-.0032	.064	.110	-.0010	.073
9	.090	-.0061	.069	.108	-.0018	.070
10	.070	-.0061	.069	.104	-.0024	.068
11	.032	-.0041	.046	.097	-.0026	.065
12	.010	-.0024	.015	.089	-.0030	.060
13	.006	-.0013	.001	.081	-.0032	.058
14	.012	-.0005	.010	.074	-.0033	.056
15	.022	0.0000	.031	.068	-.0032	.052
16	.025	0.0000	.042	.064	-.0030	.050
17	.025	0.0000	.044	.060	-.0025	.047
18	.025	0.0000	.047	.056	-.0020	.045
19	.025	0.0000	.046	.052	-.0014	.044
20	.025	0.0000	.044	.049	-.0009	.042
21	.025	0.0000	.042	.047	-.0004	.040
22	.025	0.0000	.039	.046	-.0001	.038
23	.025	0.0000	.034	.045	0.0000	.036
24	.025	0.0000	.031	.045	0.0000	.035
25	.025	0.0000	.025	.045	0.0000	.033
26	.025	0.0000	.021	.045	0.0000	.032
27	.025	0.0000	.016	.045	0.0000	.031
28	.025	0.0000	.011	.045	0.0000	.030
29	.025	0.0000	.005	.045	0.0000	.029
30	.025	0.0000	0.000	.045	0.0000	.028
32	.025	0.0000	0.000	.045	0.0000	.027

TABLE III.- Continued

α, deg	15° take-off			30° take-off		
	ΔC_L	ΔC_D	ΔC_m	ΔC_L	ΔC_D	ΔC_m
-8	.129	-.0039	.088	.240	-.0075	.032
-7	.128	-.0037	.076	.239	-.0071	.026
-6	.127	-.0036	.065	.238	-.0068	.022
-5	.126	-.0035	.054	.236	-.0062	.017
-4	.125	-.0034	.045	.234	-.0055	.014
-3	.123	-.0033	.036	.230	-.0048	.011
-2	.122	-.0031	.028	.222	-.0037	.010
-1	.120	-.0029	.023	.207	-.0024	.011
0	.114	-.0025	.020	.185	0.0000	.015
1	.107	-.0020	.022	.154	.0003	.024
2	.098	-.0012	.031	.133	-.0004	.035
3	.091	.0003	.041	.119	-.0012	.044
4	.084	.0009	.049	.110	-.0022	.051
5	.078	.0001	.056	.105	-.0033	.055
6	.073	-.0013	.061	.103	-.0042	.056
7	.067	-.0020	.063	.103	-.0046	.056
8	.062	-.0020	.060	.102	-.0050	.055
9	.058	-.0018	.059	.098	-.0048	.054
10	.055	-.0024	.055	.090	-.0058	.050
11	.054	-.0035	.051	.080	-.0078	.044
12	.052	-.0046	.041	.067	-.0088	.034
13	.050	-.0046	.022	.052	-.0079	.019
14	.044	-.0036	.004	.033	-.0062	.006
15	.037	-.0020	.001	.016	-.0039	.001
16	.026	-.0009	.018	.007	-.0021	.002
17	.016	0.0000	.029	.003	-.0008	.012
18	.009	0.0000	.030	.001	0.0000	.025
19	.003	0.0000	.027	0.000	0.0000	.033
20	.001	0.0000	.024	0.000	0.0000	.036
21	0.000	0.0000	.022	0.000	0.0000	.038
22	0.000	0.0000	.020	0.000	0.0000	.036
23	0.000	0.0000	.018	0.000	0.0000	.034
24	0.000	0.0000	.016	0.000	0.0000	.031
25	0.000	0.0000	.013	0.000	0.0000	.027
26	0.000	0.0000	.010	0.000	0.0000	.024
27	0.000	0.0000	.008	0.000	0.0000	.018
28	0.000	0.0000	.004	0.000	0.0000	.012
29	0.000	0.0000	.002	0.000	0.0000	.006
30	0.000	0.0000	0.000	0.000	0.0000	0.000
32	0.000	0.0000	0.000	0.000	0.0000	0.000

TABLE III.- Concluded

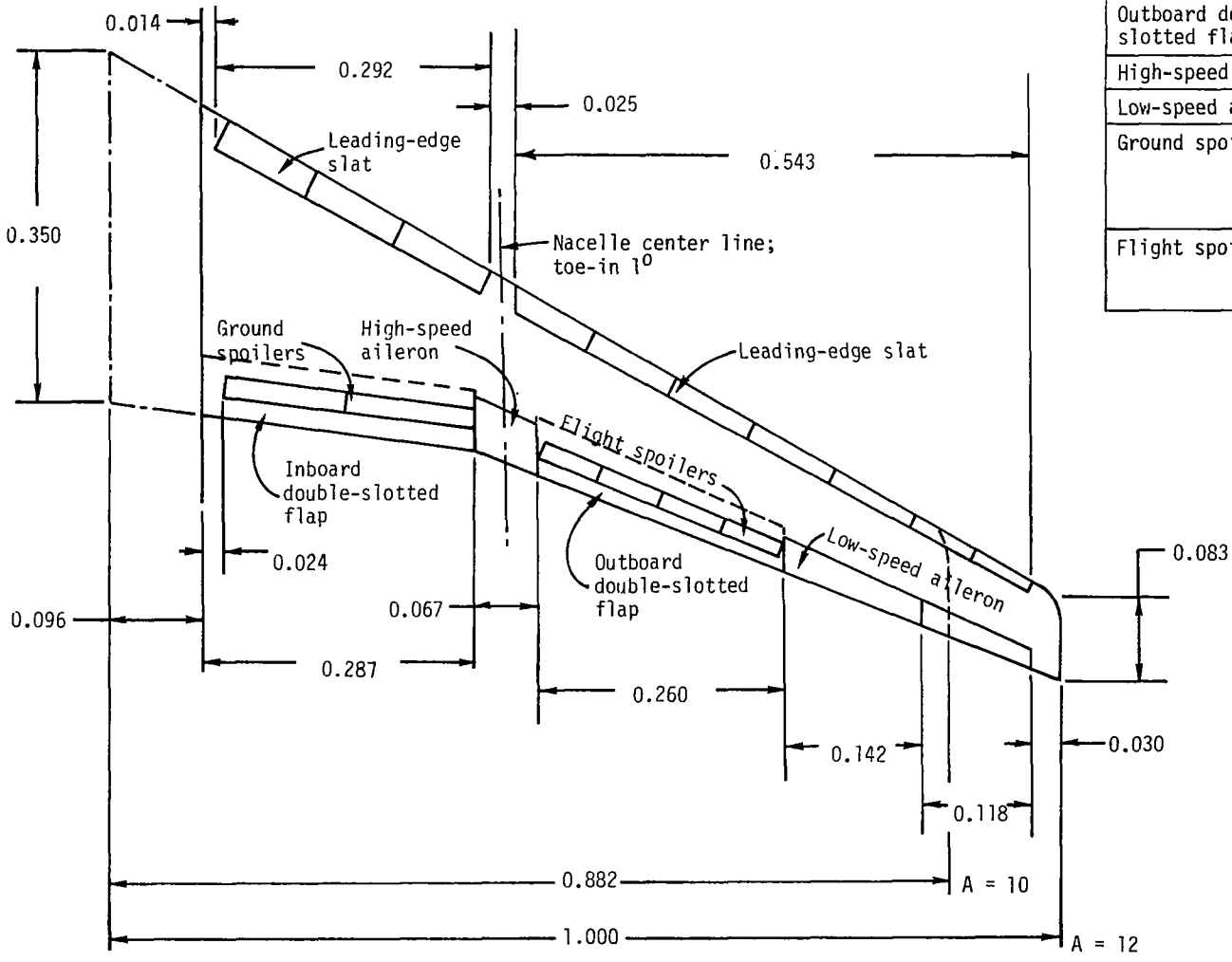
α, deg	45° landing			60° landing		
	ΔC_L	ΔC_D	ΔC_m	ΔC_L	ΔC_D	ΔC_m
-8	.368	-.0040	-.053	.481	.0052	-.144
-7	.356	-.0035	-.050	.439	.0051	-.124
-6	.342	-.0031	-.046	.394	.0050	-.104
-5	.325	-.0026	-.041	.350	.0049	-.085
-4	.306	-.0022	-.034	.305	.0049	-.067
-3	.284	-.0019	-.027	.259	.0049	-.049
-2	.257	-.0015	-.018	.213	.0048	-.031
-1	.226	-.0011	-.004	.171	.0046	-.014
0	.188	-.0010	.014	.134	.0044	.002
1	.154	-.0016	.028	.105	.0039	.016
2	.125	-.0031	.039	.086	.0031	.029
3	.106	-.0045	.045	.076	.0018	.037
4	.094	-.0056	.047	.071	.0005	.041
5	.090	-.0063	.049	.067	-.0006	.042
6	.086	-.0066	.050	.064	-.0014	.041
7	.083	-.0069	.050	.061	-.0019	.040
8	.077	-.0074	.051	.057	-.0021	.039
9	.073	-.0080	.050	.053	-.0025	.037
10	.065	-.0086	.050	.048	-.0034	.034
11	.055	-.0090	.048	.042	-.0046	.029
12	.040	-.0088	.043	.033	-.0050	.021
13	.023	-.0077	.032	.022	-.0041	.011
14	.009	-.0055	.011	.012	-.0029	.002
15	.002	-.0036	.001	.005	-.0019	.001
16	0.000	-.0019	.003	.002	-.0011	.005
17	0.000	-.0008	.014	0.000	-.0005	.007
18	0.000	0.0000	.021	0.000	0.0000	.009
19	0.000	0.0000	.025	0.000	0.0000	.010
20	0.000	0.0000	.026	0.000	0.0000	.009
21	0.000	0.0000	.026	0.000	0.0000	.008
22	0.000	0.0000	.025	0.000	0.0000	.007
23	0.000	0.0000	.024	0.000	0.0000	.006
24	0.000	0.0000	.023	0.000	0.0000	.005
25	0.000	0.0000	.020	0.000	0.0000	.004
26	0.000	0.0000	.017	0.000	0.0000	.003
27	0.000	0.0000	.014	0.000	0.0000	.002
28	0.000	0.0000	.010	0.000	0.0000	.001
29	0.000	0.0000	.006	0.000	0.0000	0.000
30	0.000	0.0000	0.000	0.000	0.0000	0.000
32	0.000	0.0000	0.000	0.000	0.0000	0.000



(a) Configuration components.

Figure 1.- Geometric characteristics of high-lift research model.

Leading-edge slat.....	0.155c
Inboard double-slotted flap.....	Constant chord; 0.30c at η = 0.383
Outboard double-slotted flap.....	0.30c
High-speed aileron.....	0.30c
Low-speed aileron.....	0.30c
Ground spoilers.....	Constant chord; L.E., 0.785c, T.E., 0.90c at η = 0.383
Flight spoilers.....	0.115c; L.E., 0.785c, T.E., 0.90c



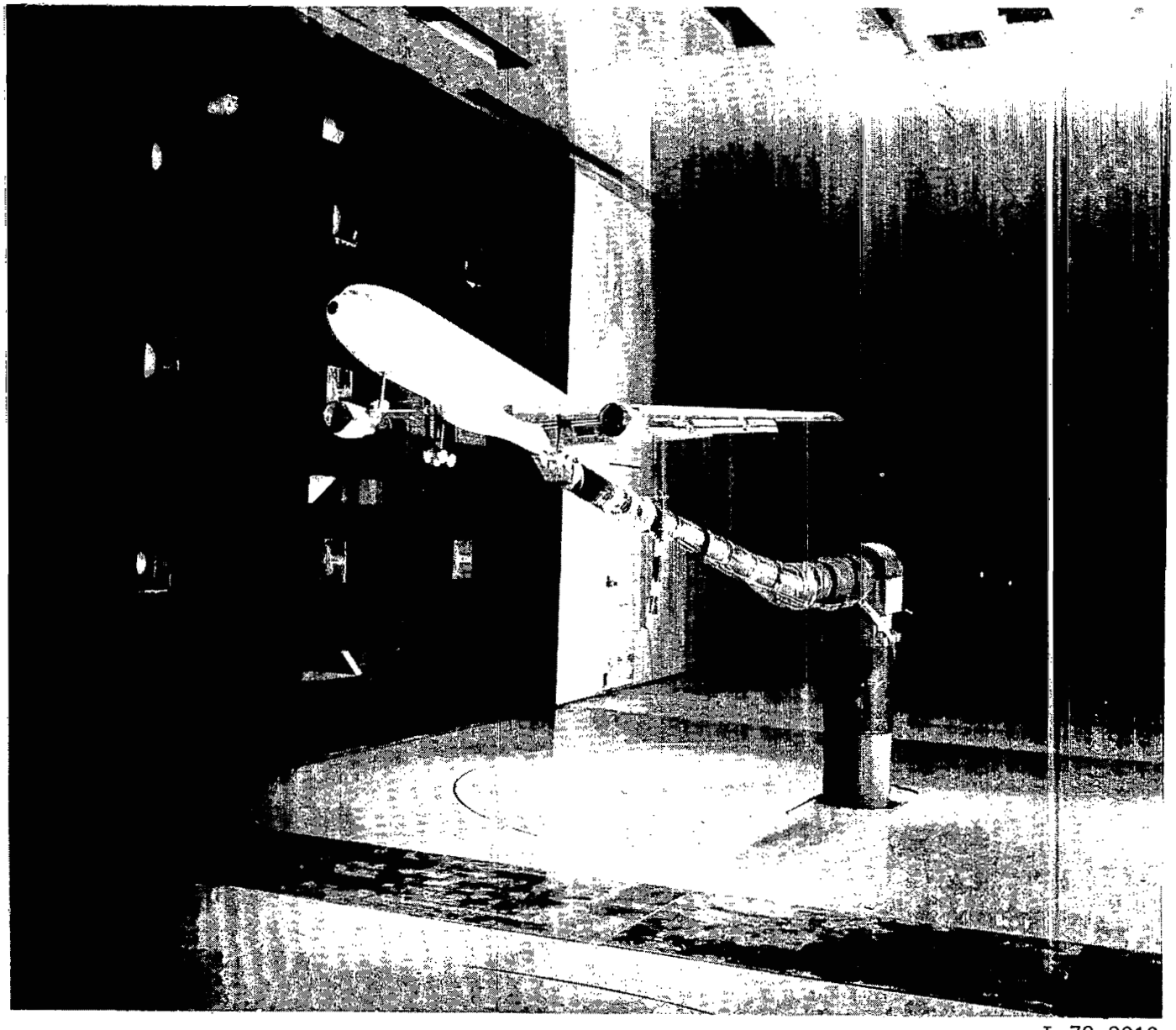
(b) Planform details. All measurements are nondimensionalized by semispan.

Figure 1.- Concluded.

L-79-8918

(a) Mounted on the Ames strut-support system.

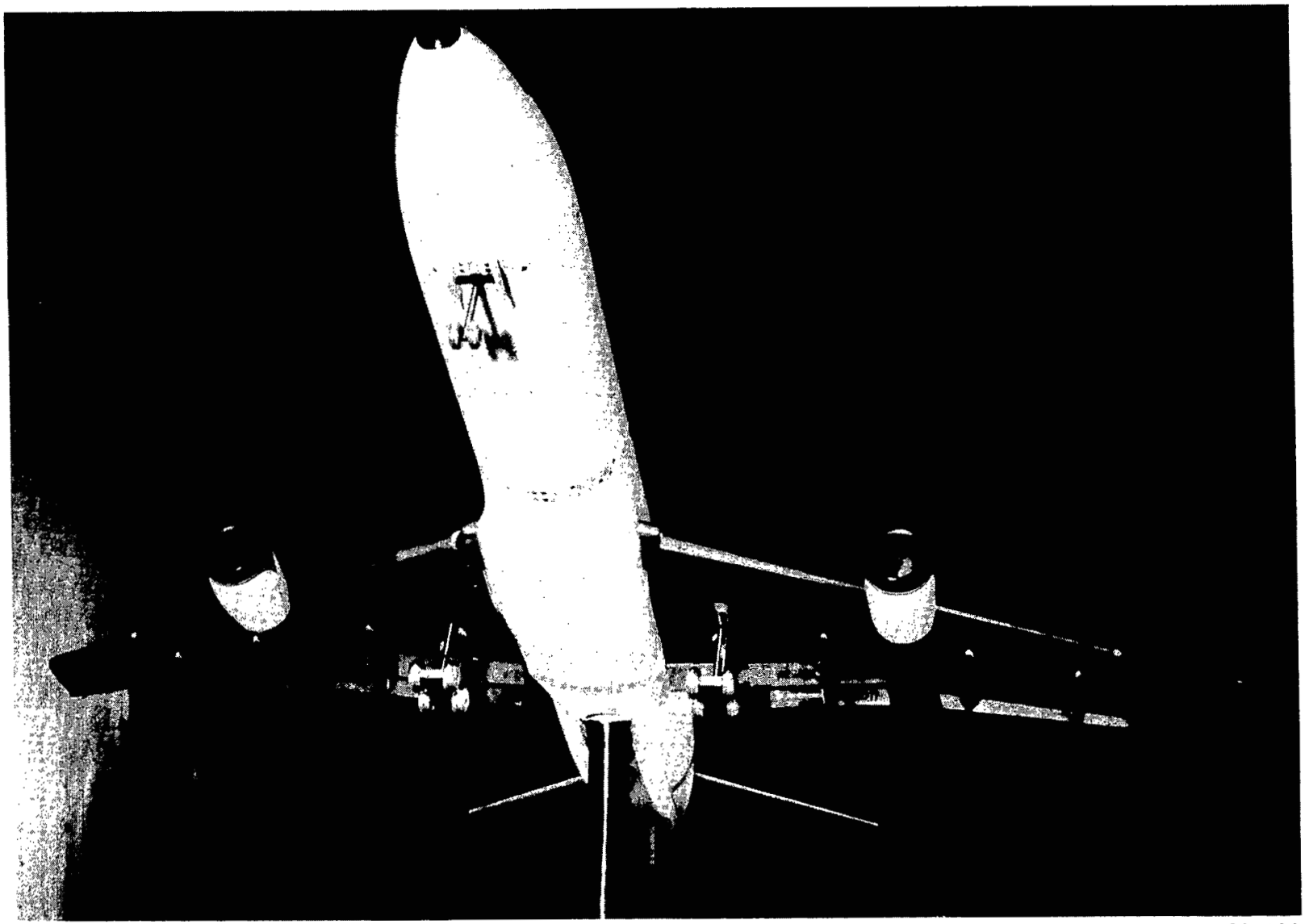
Figure 2.- Photograph of high-lift research model installed in the Langley 4- by 7-Meter Tunnel.



L-79-9010

(b) Mounted on the Langley sting-support system.

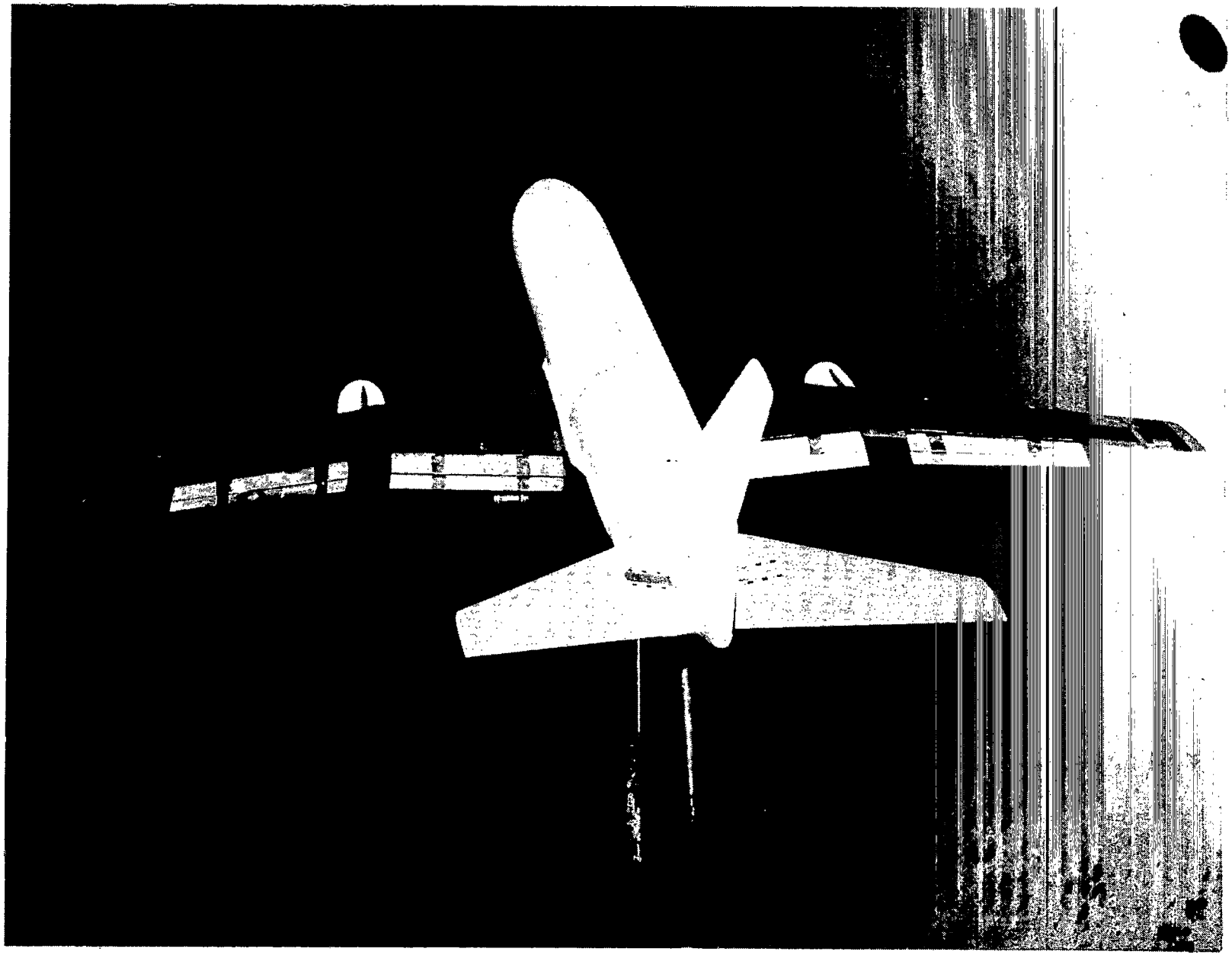
Figure 2.- Concluded.



L-82-199

(a) Front view.

Figure 3.- Photograph of high-lift research model installed in the Ames 12-Foot Pressure Tunnel.



L-82-200

(b) Rear view.

Figure 3.- Concluded.

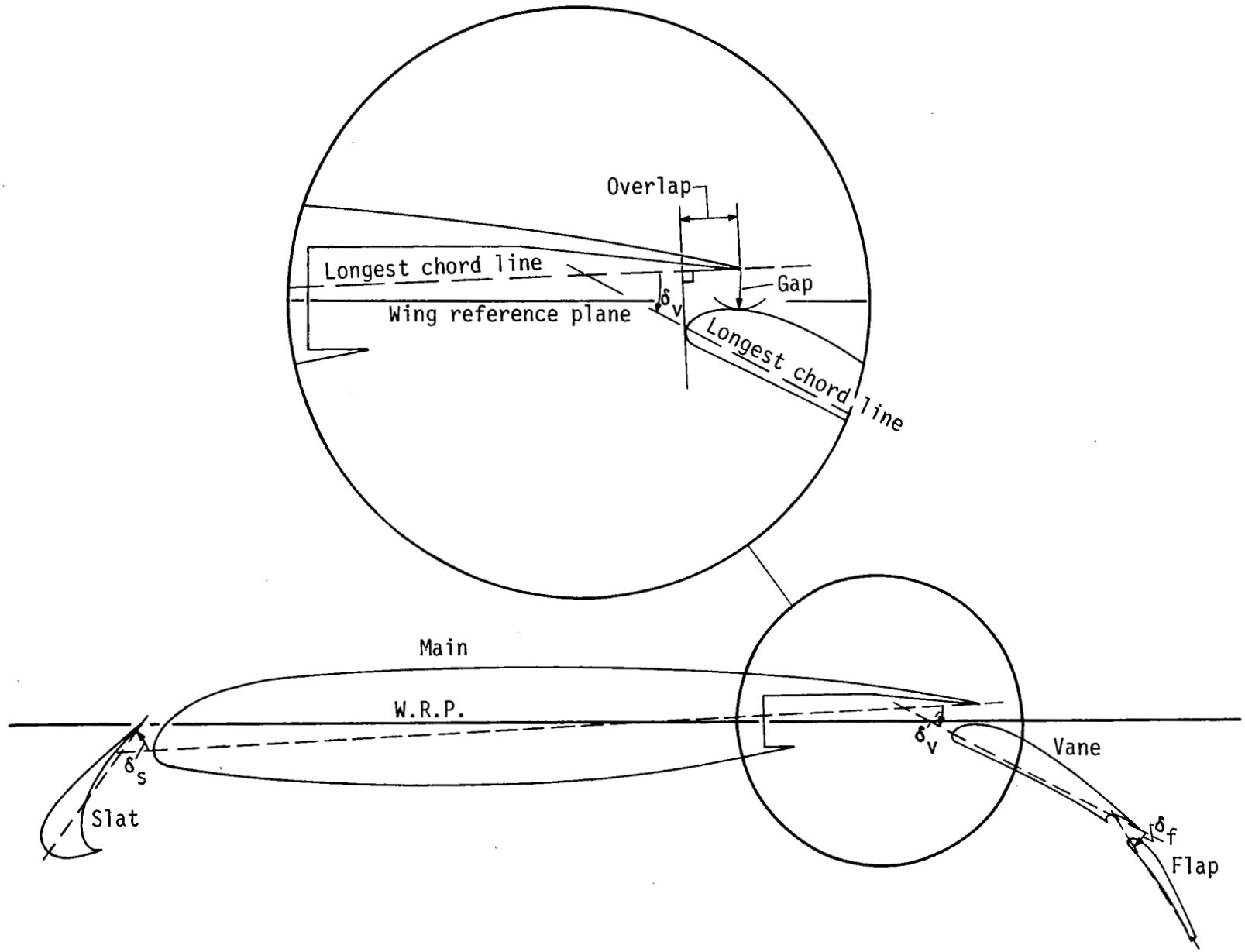
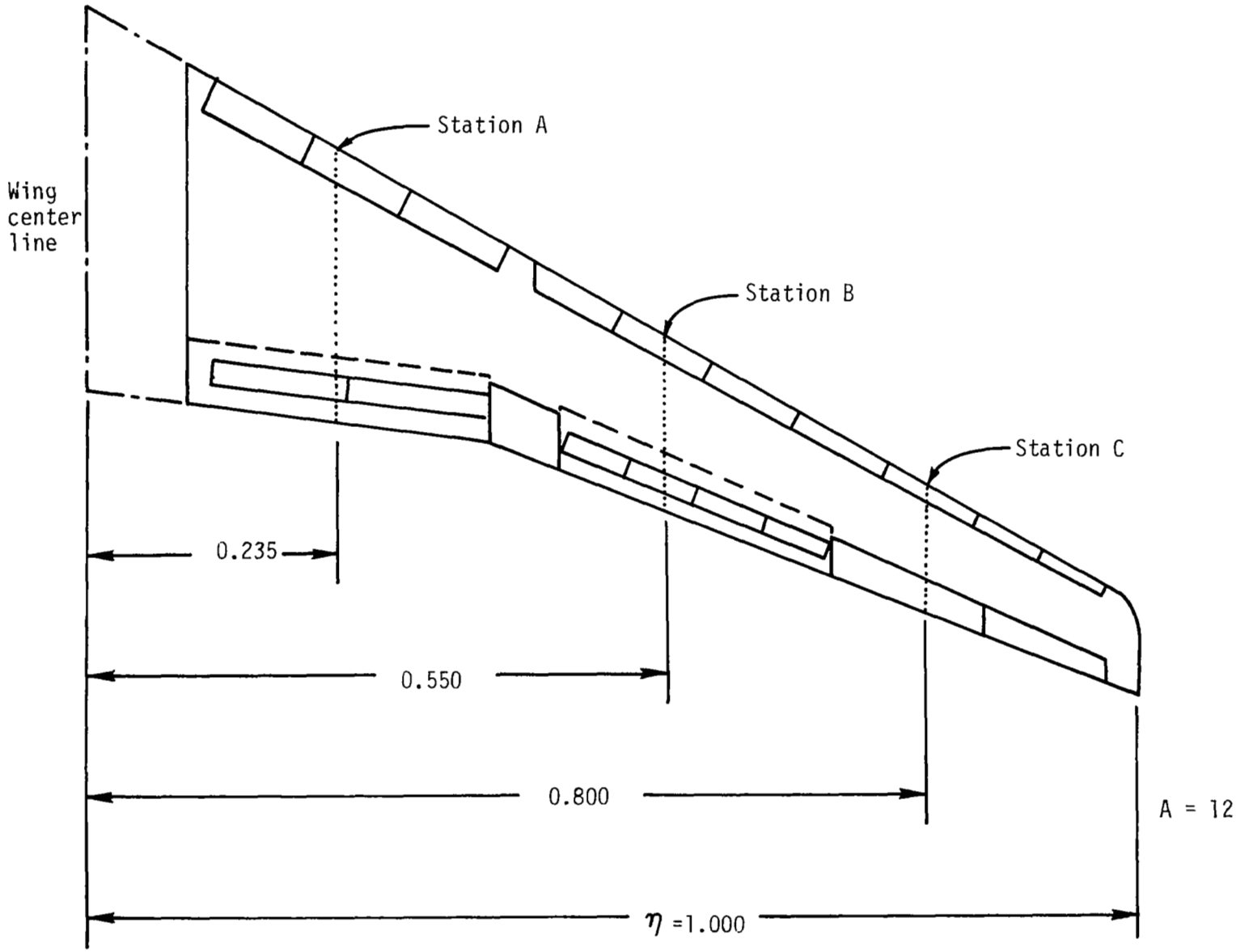
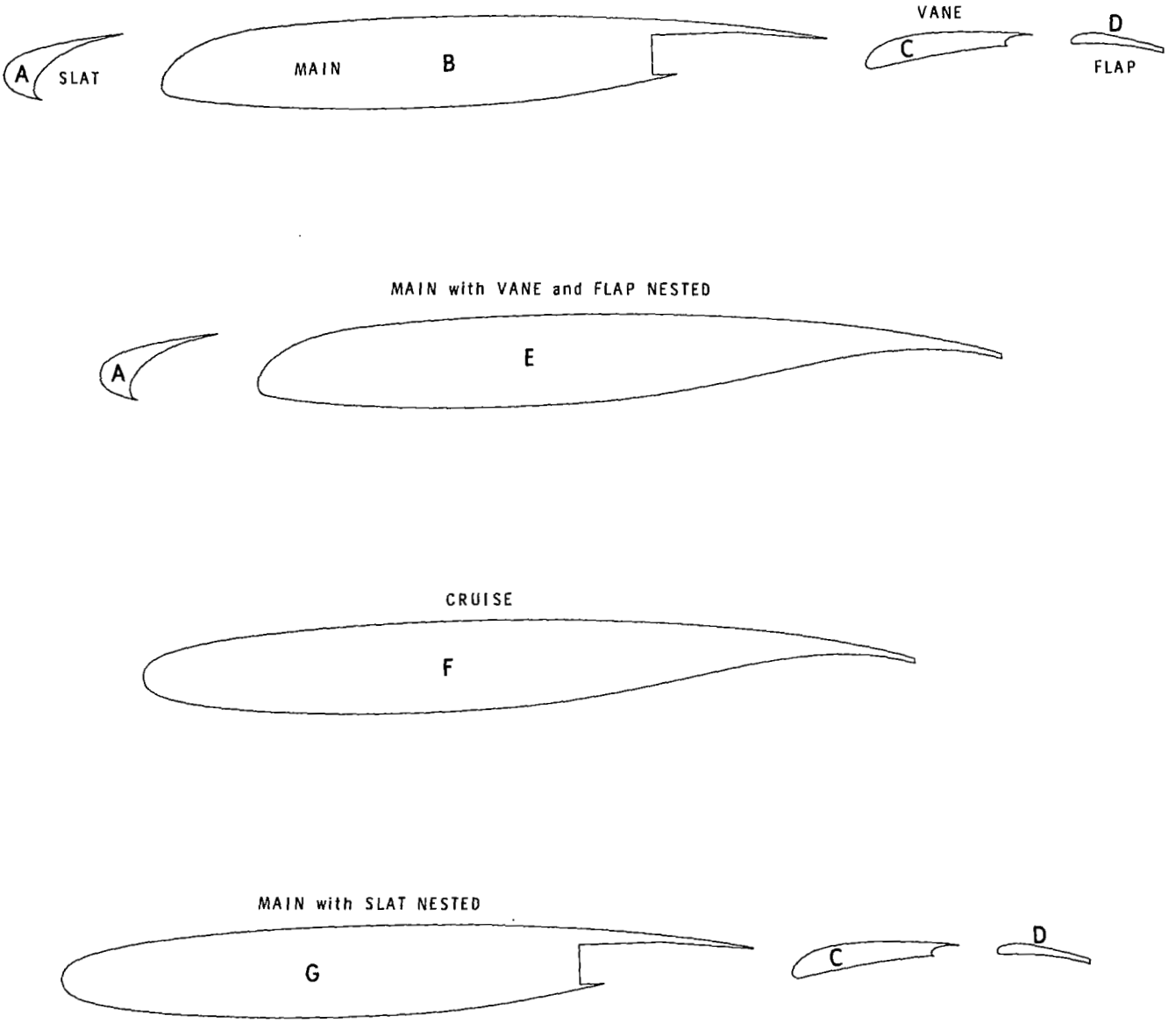


Figure 4.- Sketch of deflection, gap, and overlap definition for slat, vane, and flap.



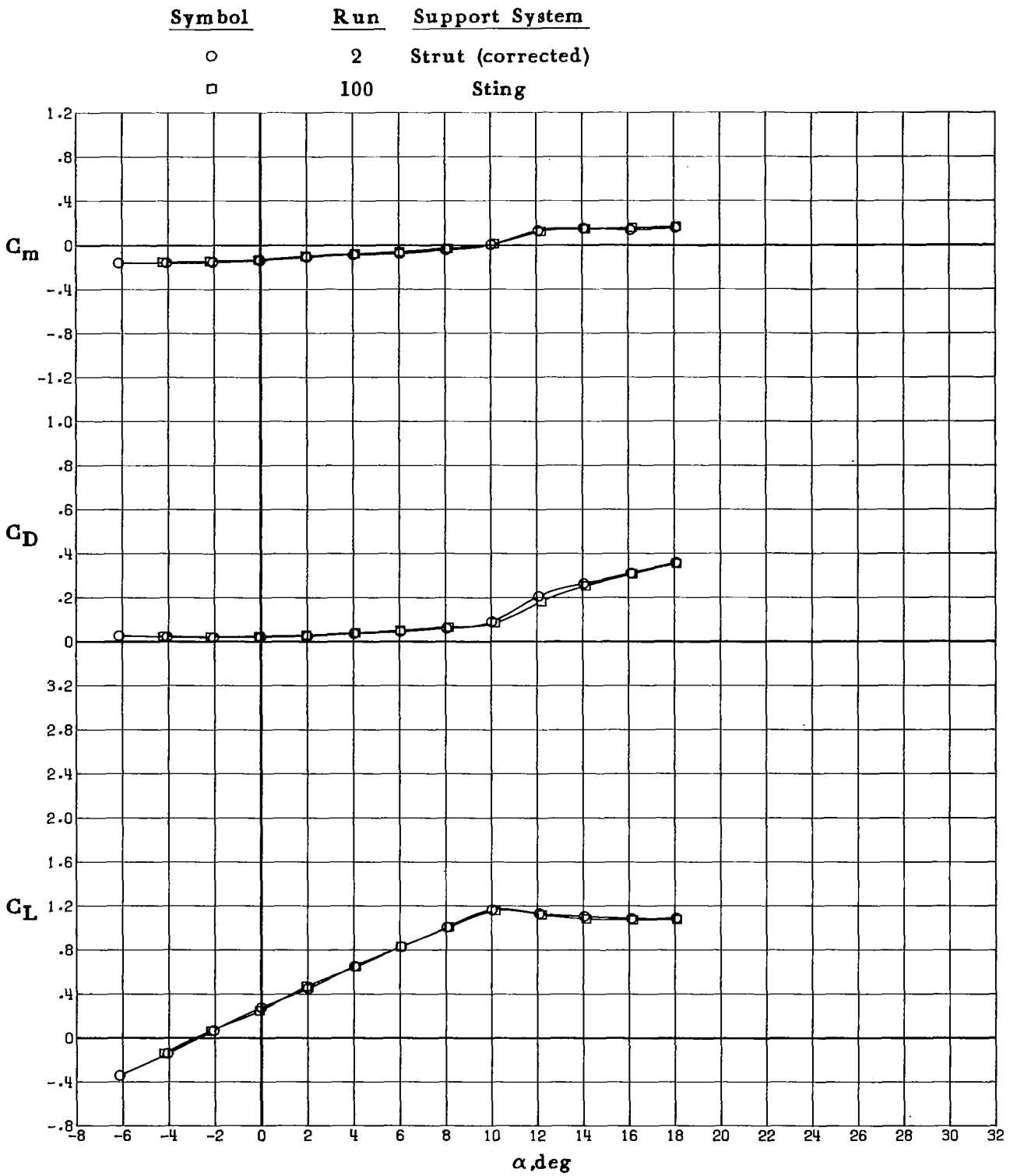
(a) Spanwise tap stations.

Figure 5.- Wing pressure-tap layout.



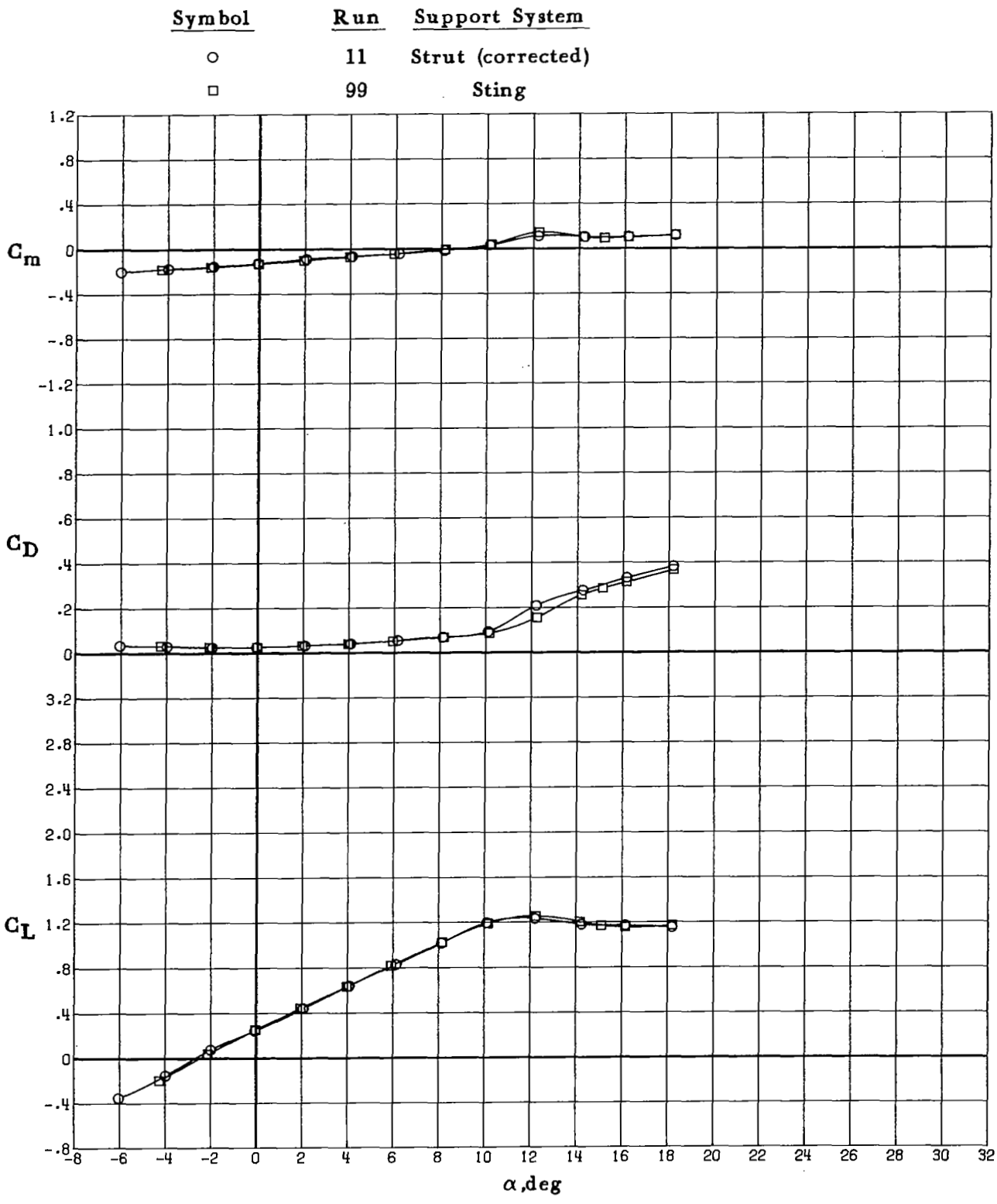
(b) Chordwise component combinations and labels.

Figure 5.- Concluded.



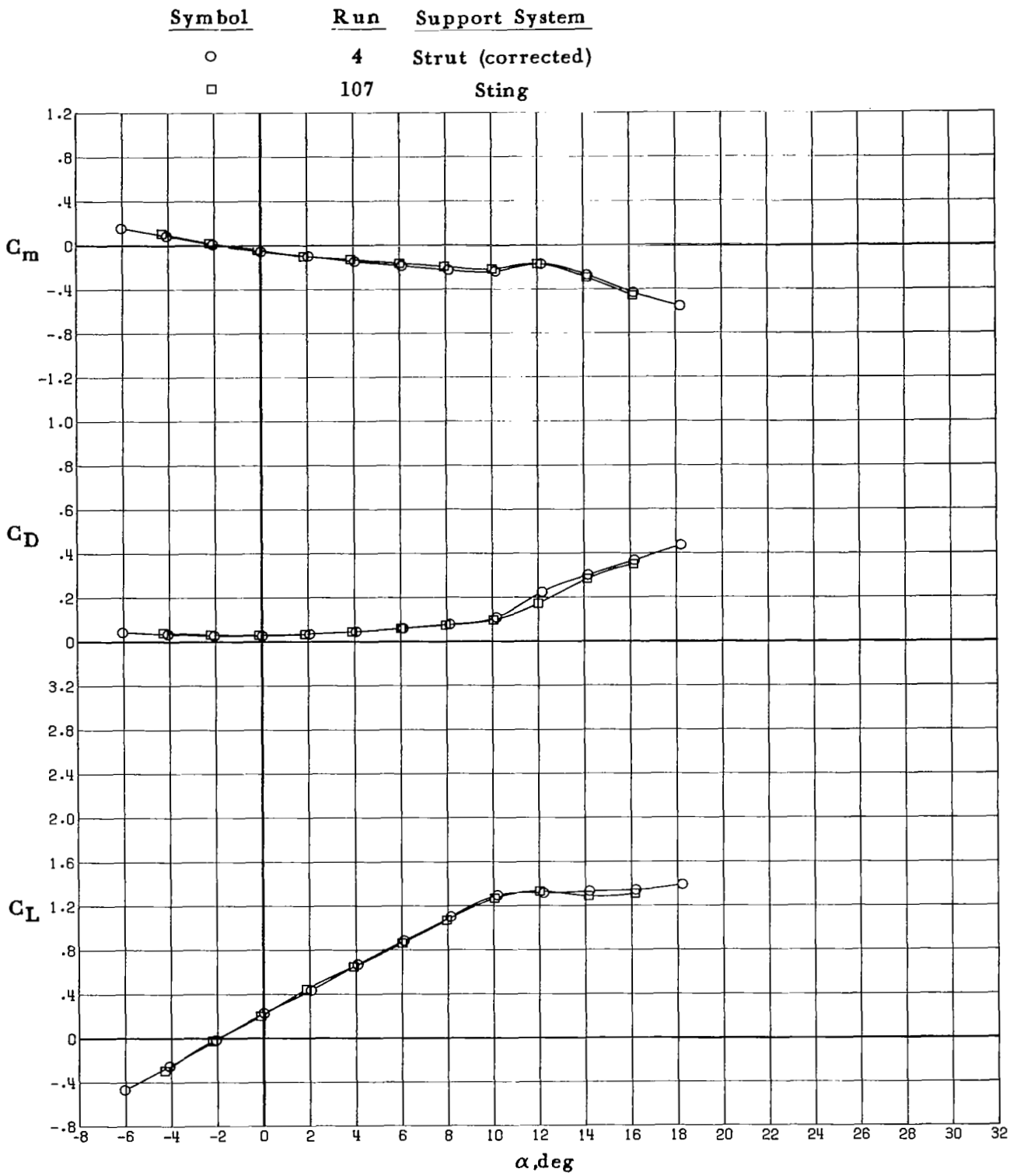
(a) Aspect-ratio-10 cruise wing configuration without nacelles.

Figure 6.- Longitudinal aerodynamic characteristics of cruise wing configurations with model mounted on strut- and sting-support systems in the Langley 4- by 7-Meter Tunnel. $R_{\frac{-}{c}} = 1.3 \times 10^6$ per foot.



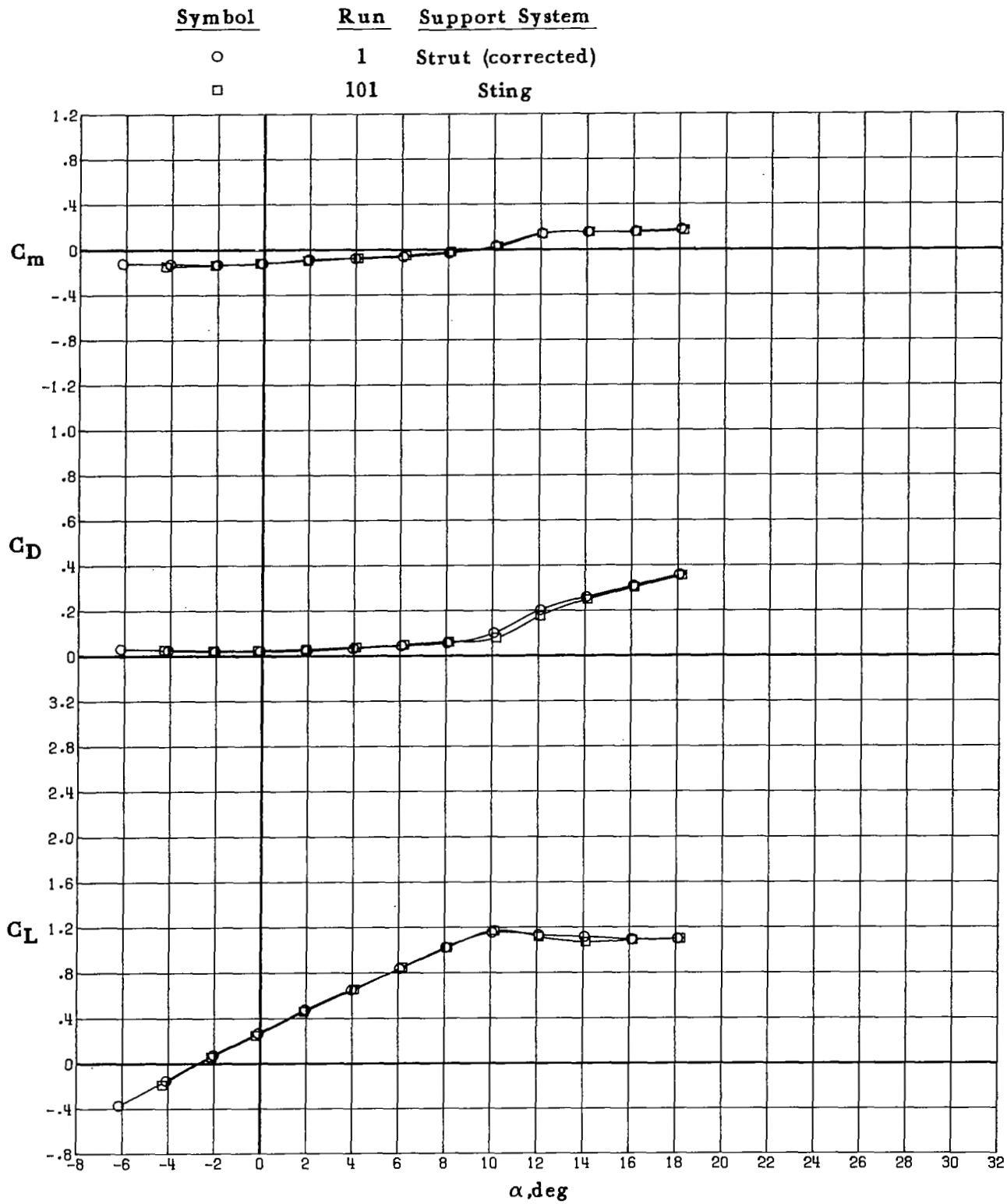
(b) Aspect-ratio-10 cruise wing configuration.

Figure 6.- Continued.



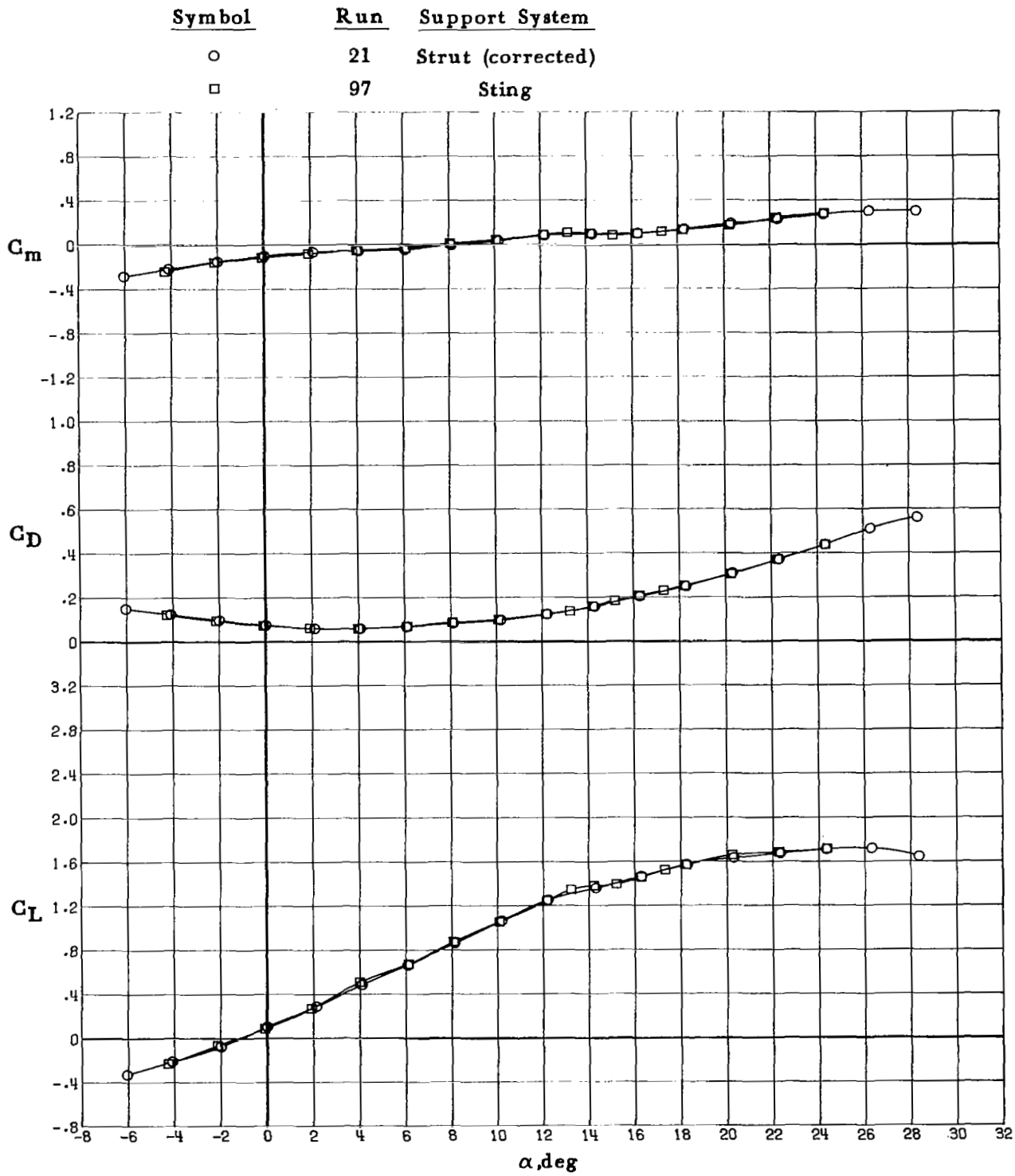
(c) Aspect-ratio-10 cruise wing configuration with horizontal tail deflected 0°.

Figure 6.- Continued.



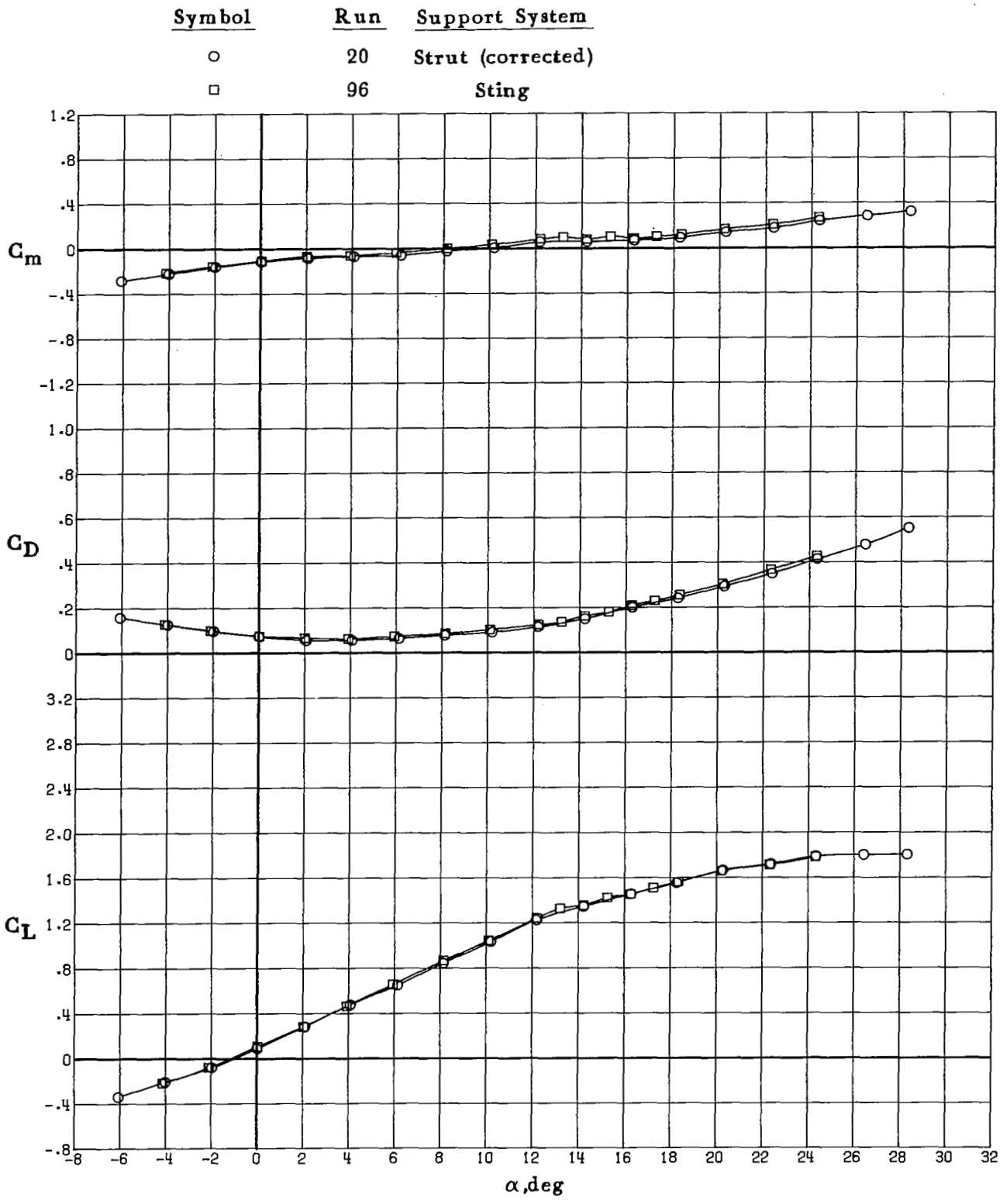
(d) Aspect-ratio-12 cruise wing configuration.

Figure 6.- Concluded.



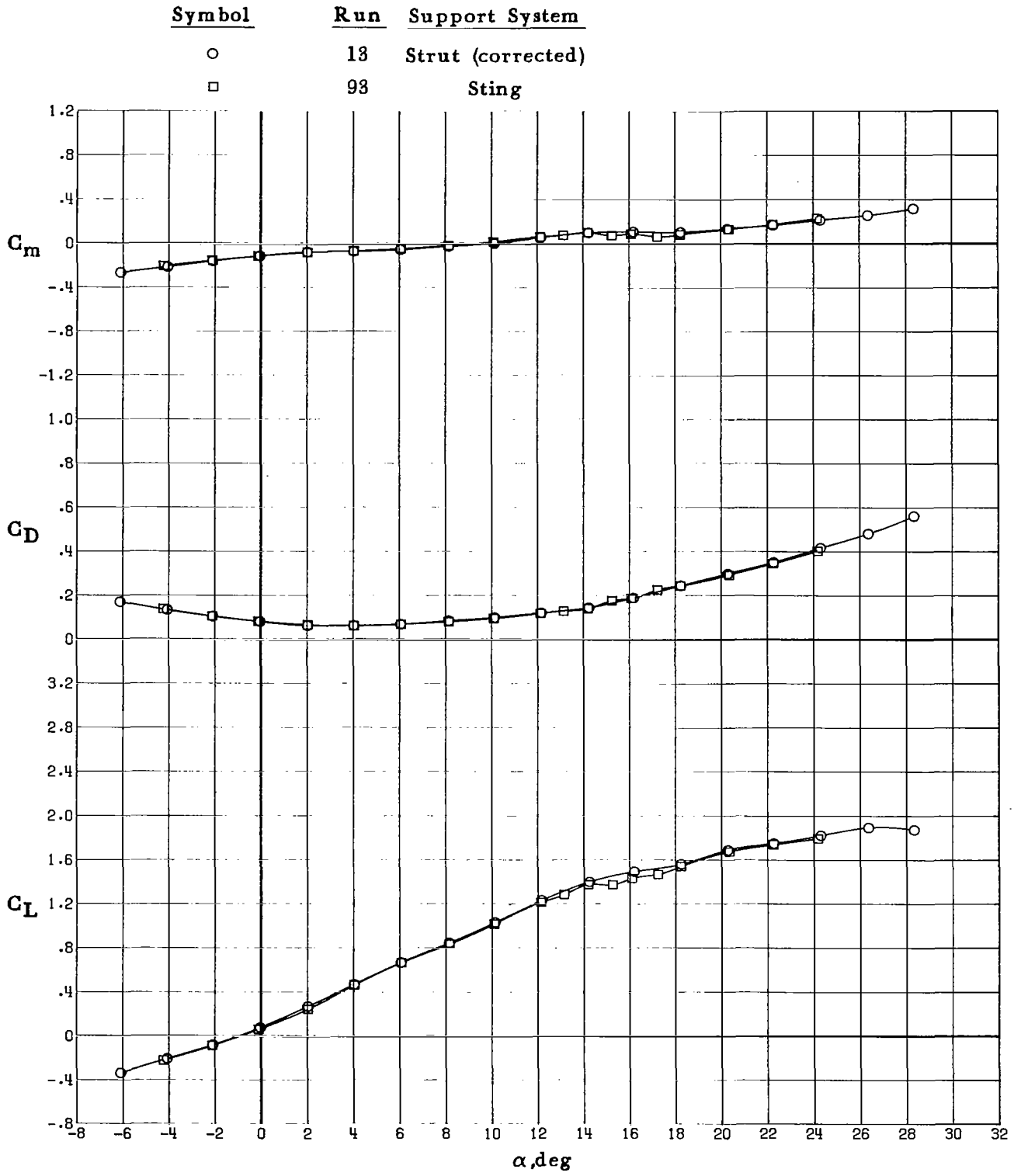
(a) Climb wing configuration with inboard slats deflected -30°.

Figure 7.- Longitudinal aerodynamic characteristics of aspect-ratio-10 climb wing configurations with outboard slats deflected -50° and with model mounted on strut- and sting-support systems in the Langley 4- by 7-Meter Tunnel. $R_{\bar{c}} = 1.3 \times 10^6$ per foot.



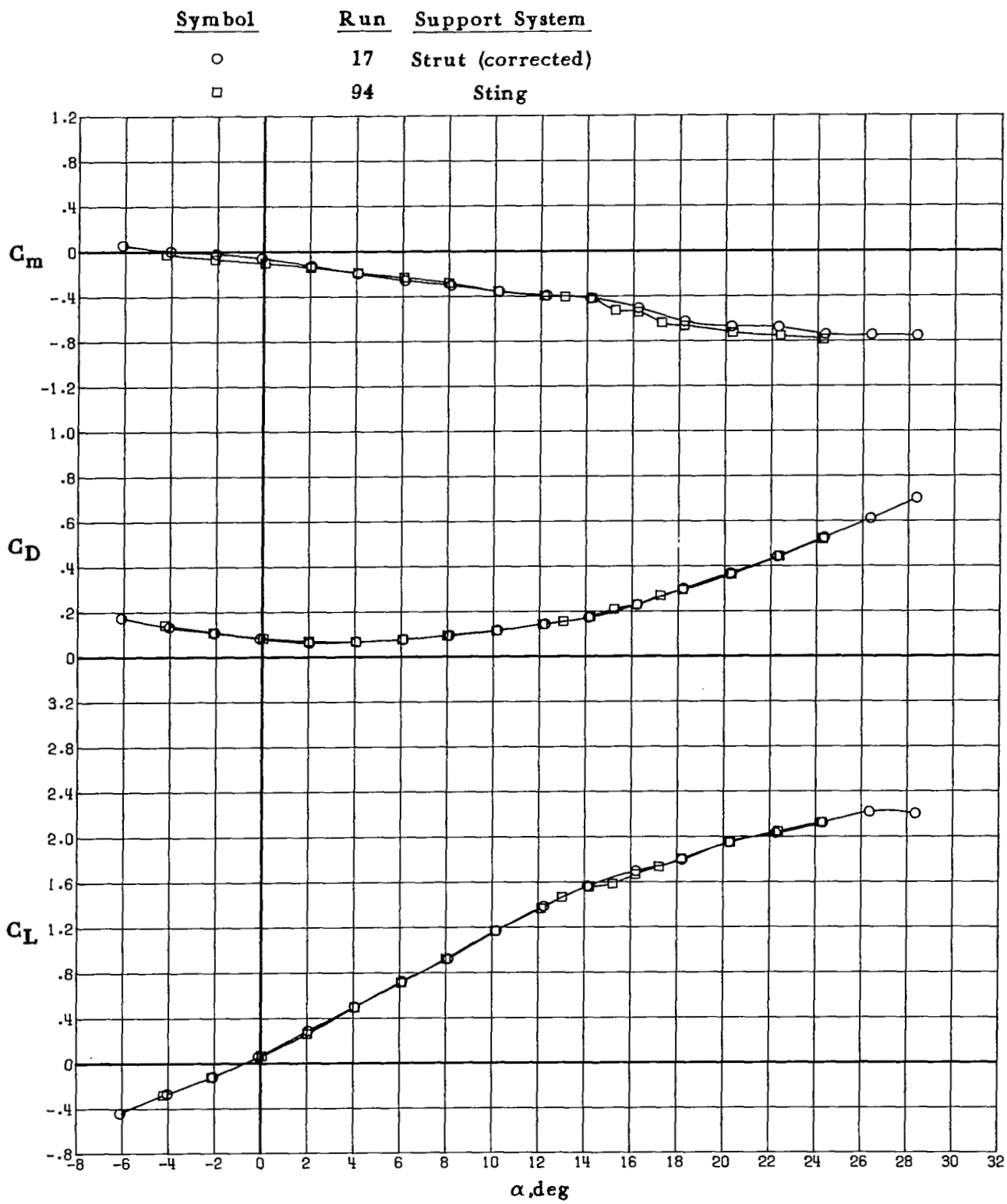
(b) Climb wing configuration with inboard slats deflected -40°.

Figure 7.- Continued.



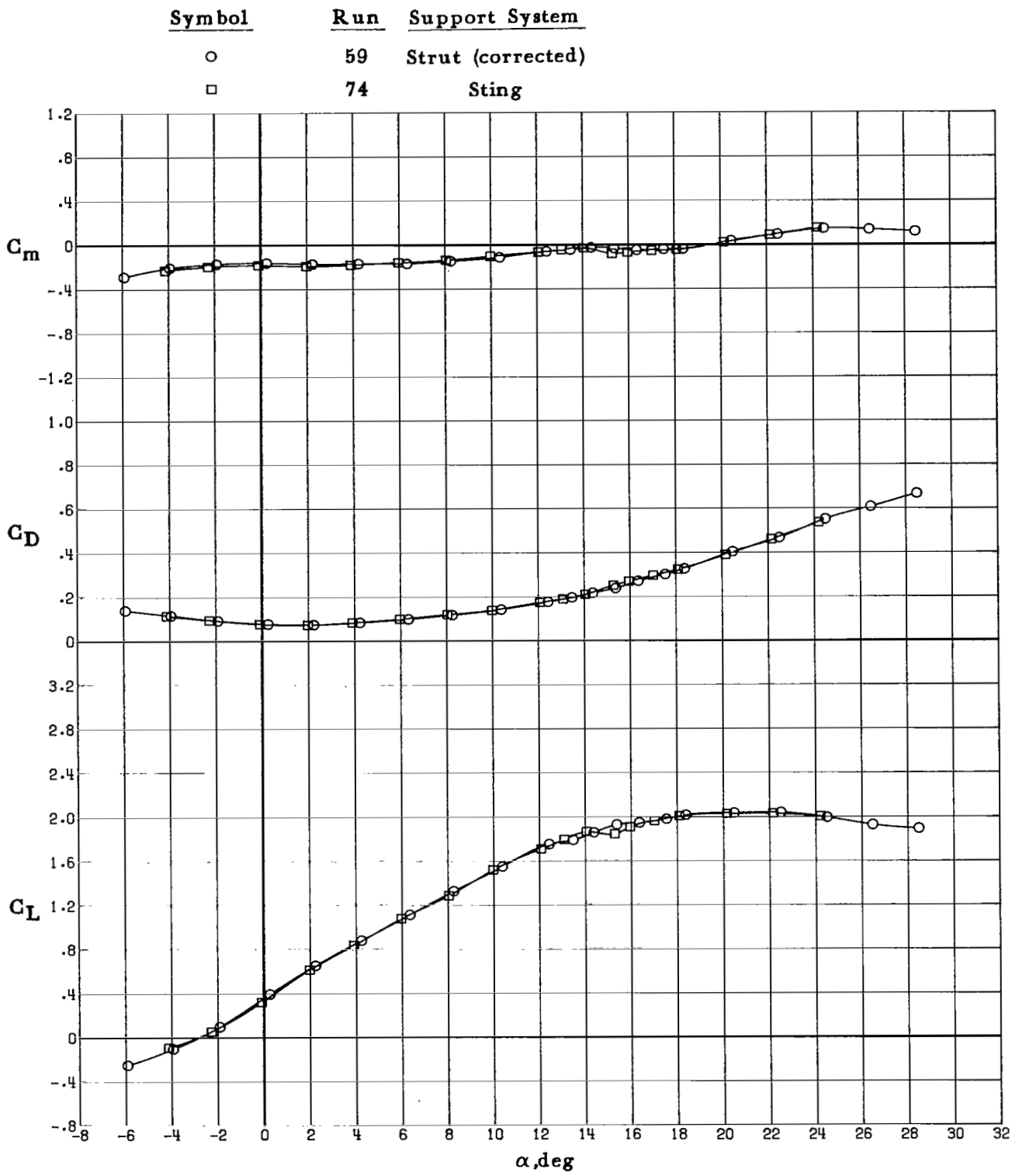
(c) Climb wing configuration with inboard slats deflected -50°.

Figure 7.- Continued.



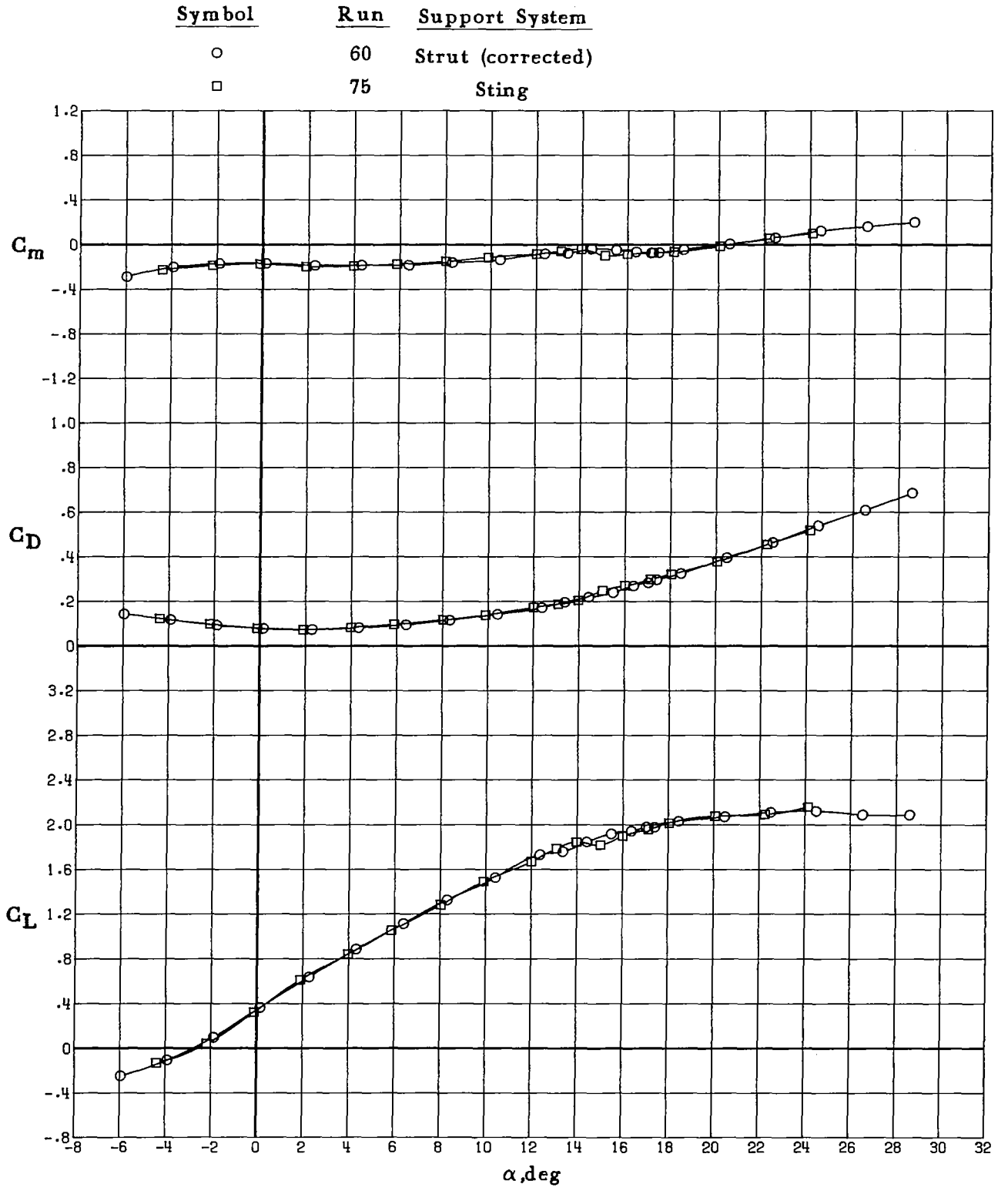
(d) Climb wing configuration with inboard slats deflected -50° and horizontal tails deflected 0°.

Figure 7.- Concluded.



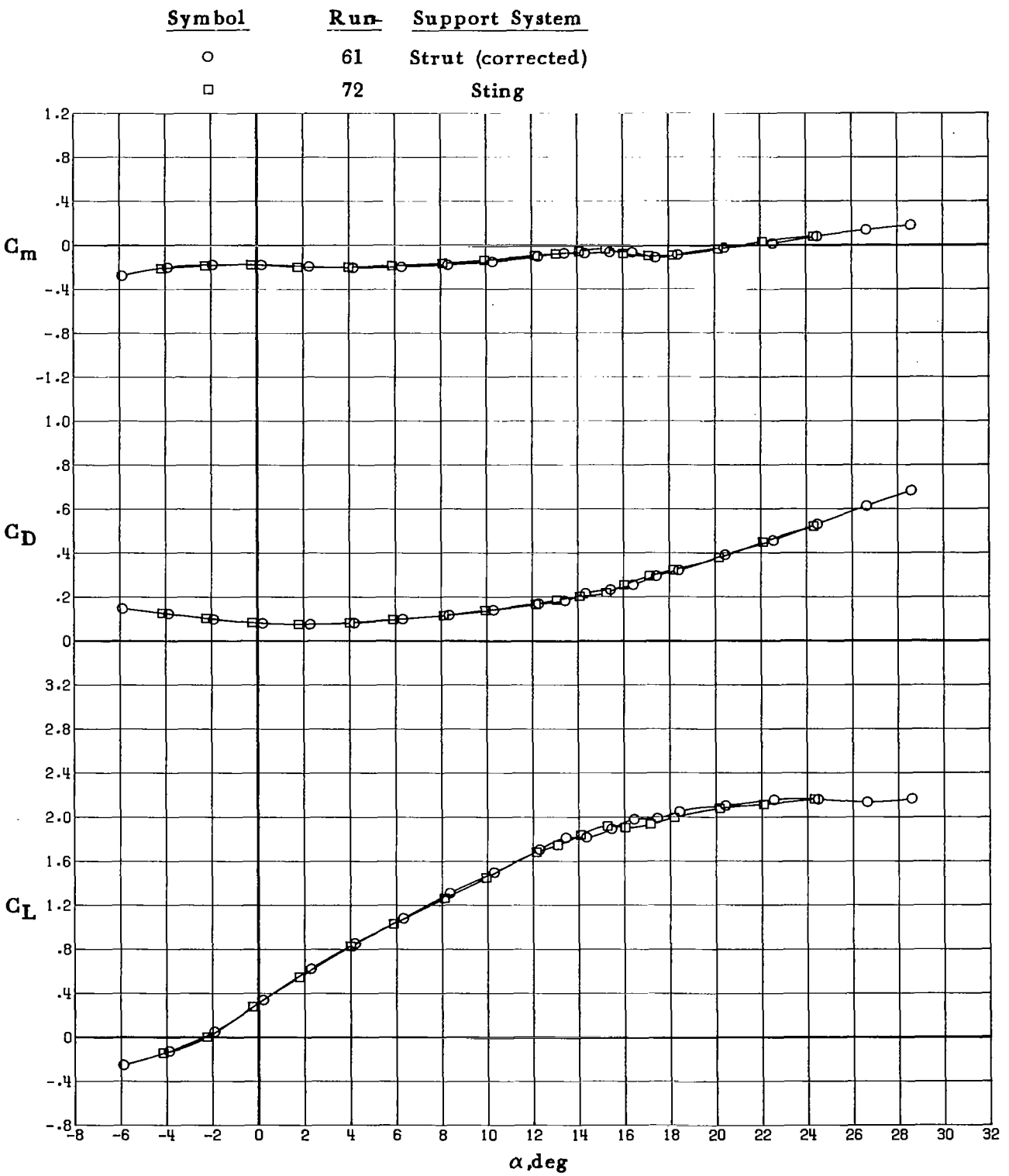
(a) Aspect-ratio-10, 15° take-off wing configuration with inboard slats deflected -30°.

Figure 8.- Longitudinal aerodynamic characteristics of 15° take-off wing configurations with outboard slats deflected -50° and with model mounted on strut- and sting-support systems in the Langley 4- by 7-Meter Tunnel. $R_c = 1.3 \times 10^6$ per foot.



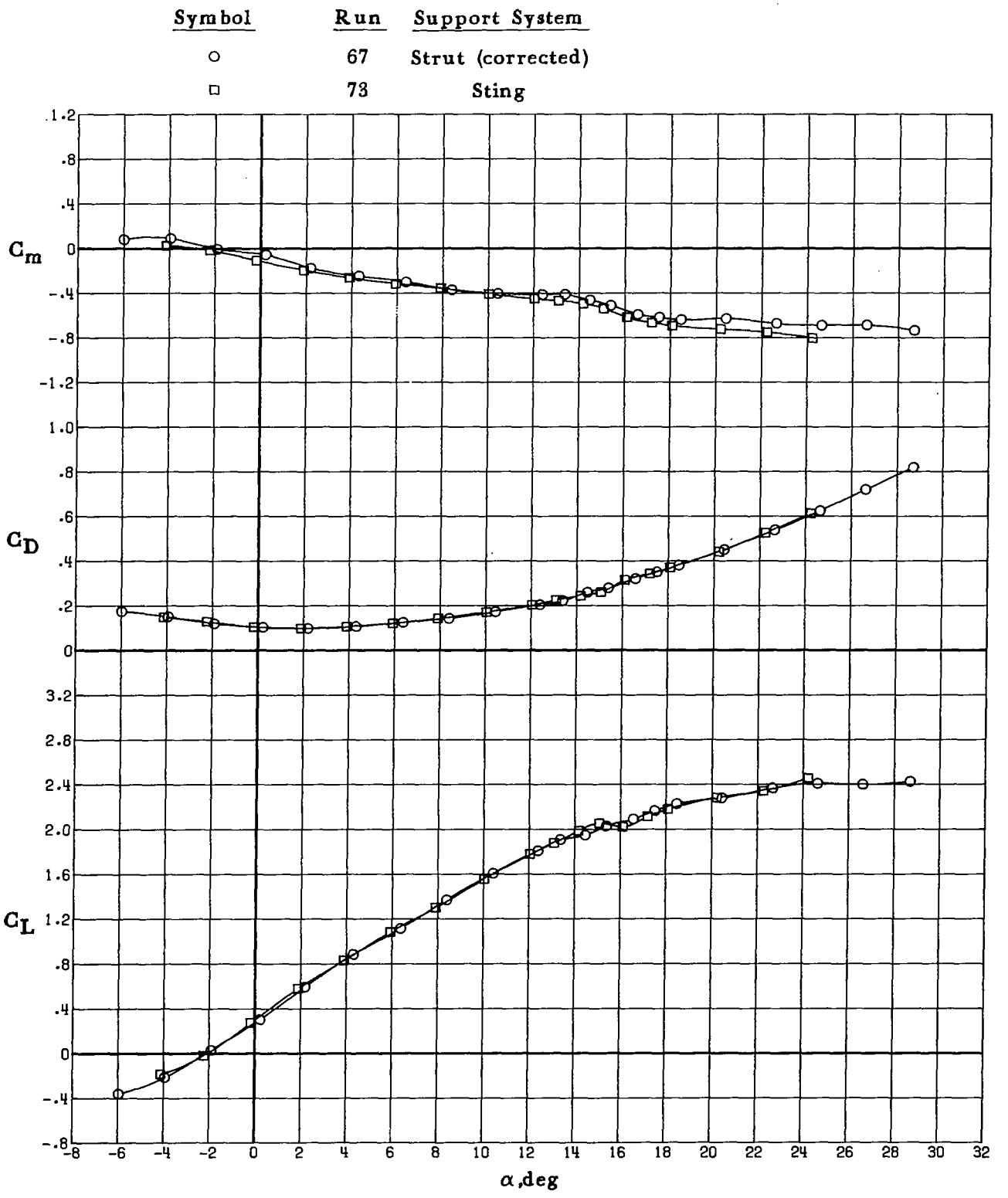
(b) Aspect-ratio-10, 15° take-off wing configuration with inboard slats deflected -40°.

Figure 8.- Continued.



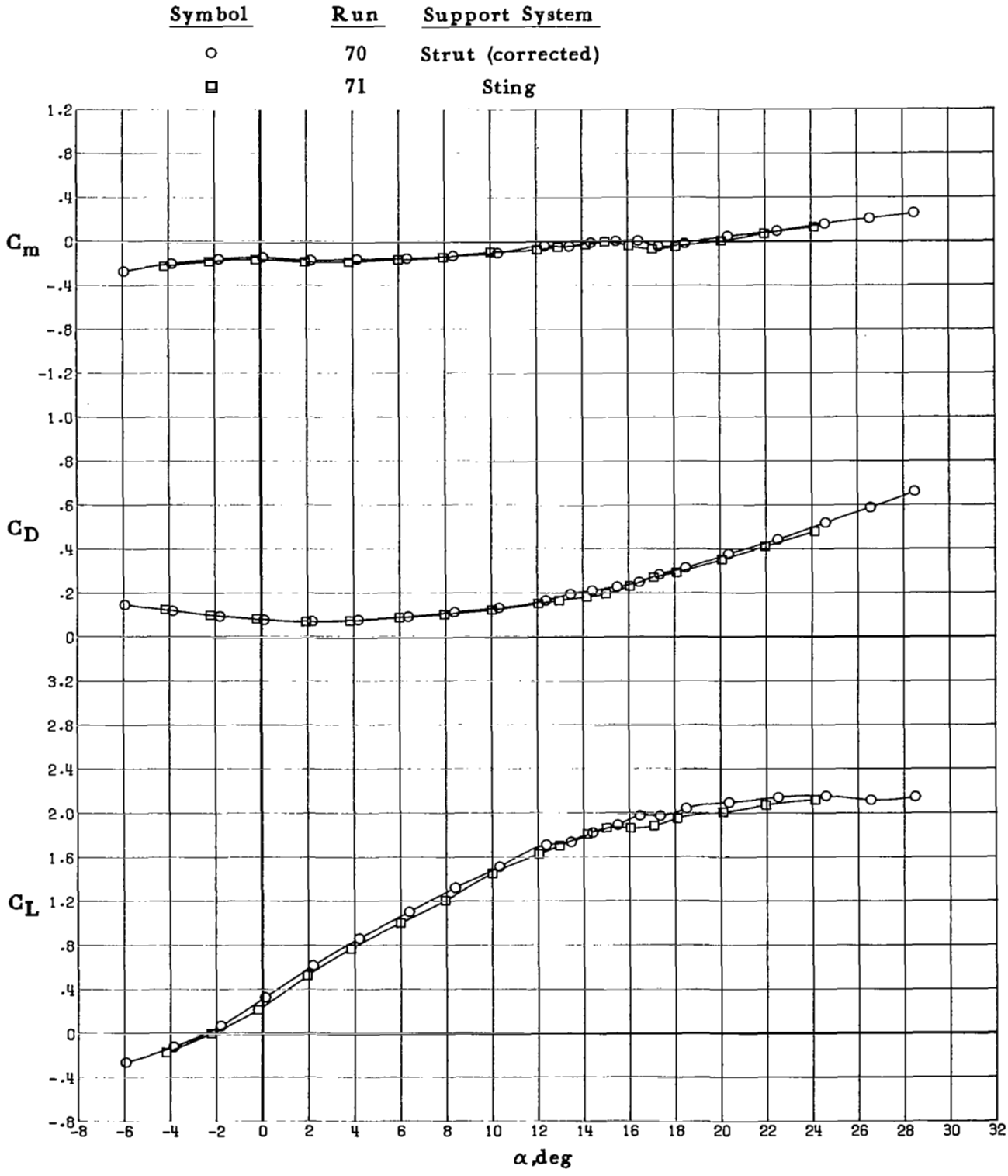
(c) Aspect-ratio-10, 15° take-off wing configuration with inboard slats deflected -50°.

Figure 8.- Continued.



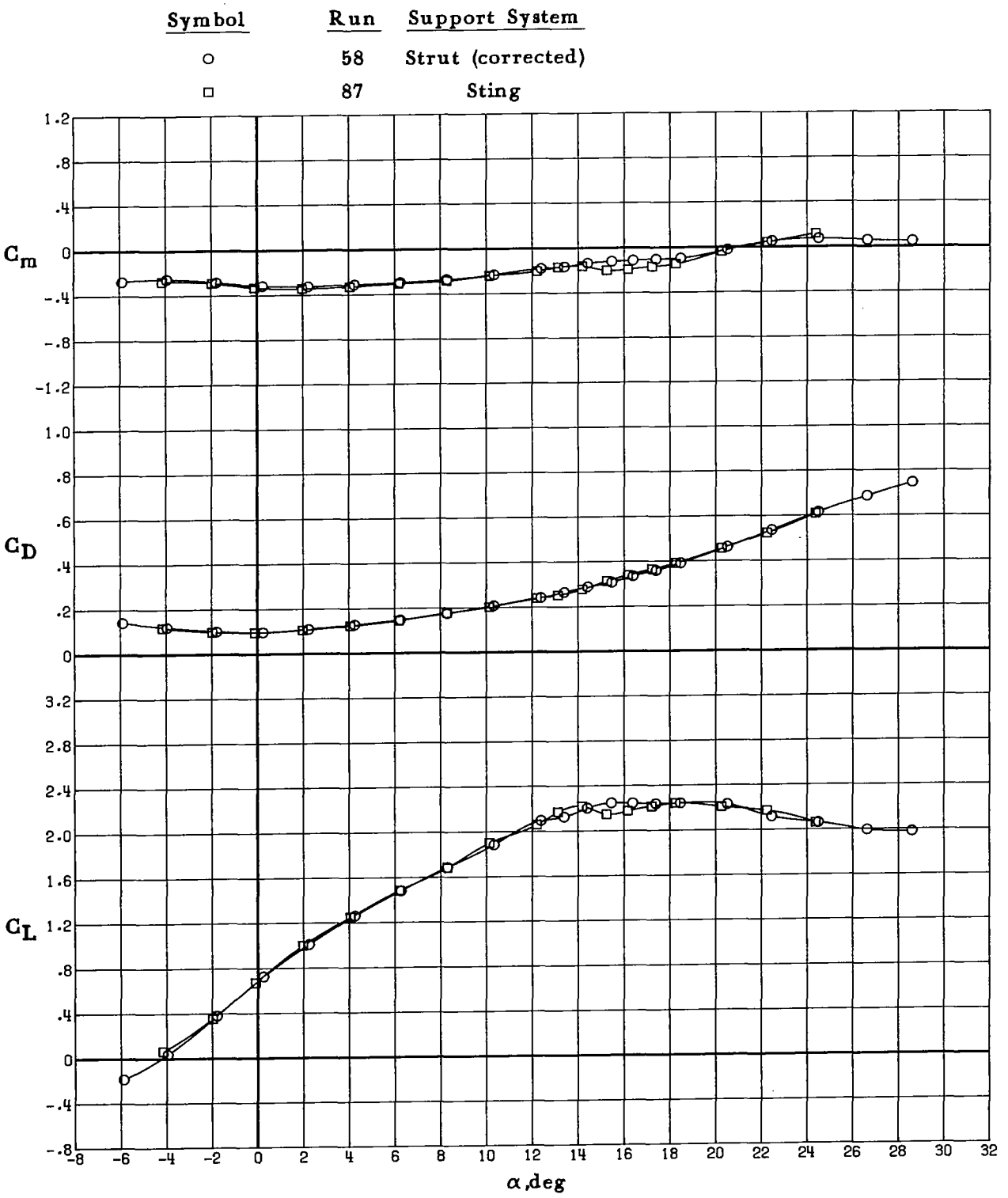
(d) Aspect-ratio-10, 15° take-off wing configuration with landing gear on, inboard slats deflected -50°, and horizontal tails deflected 0°.

Figure 8.- Continued.



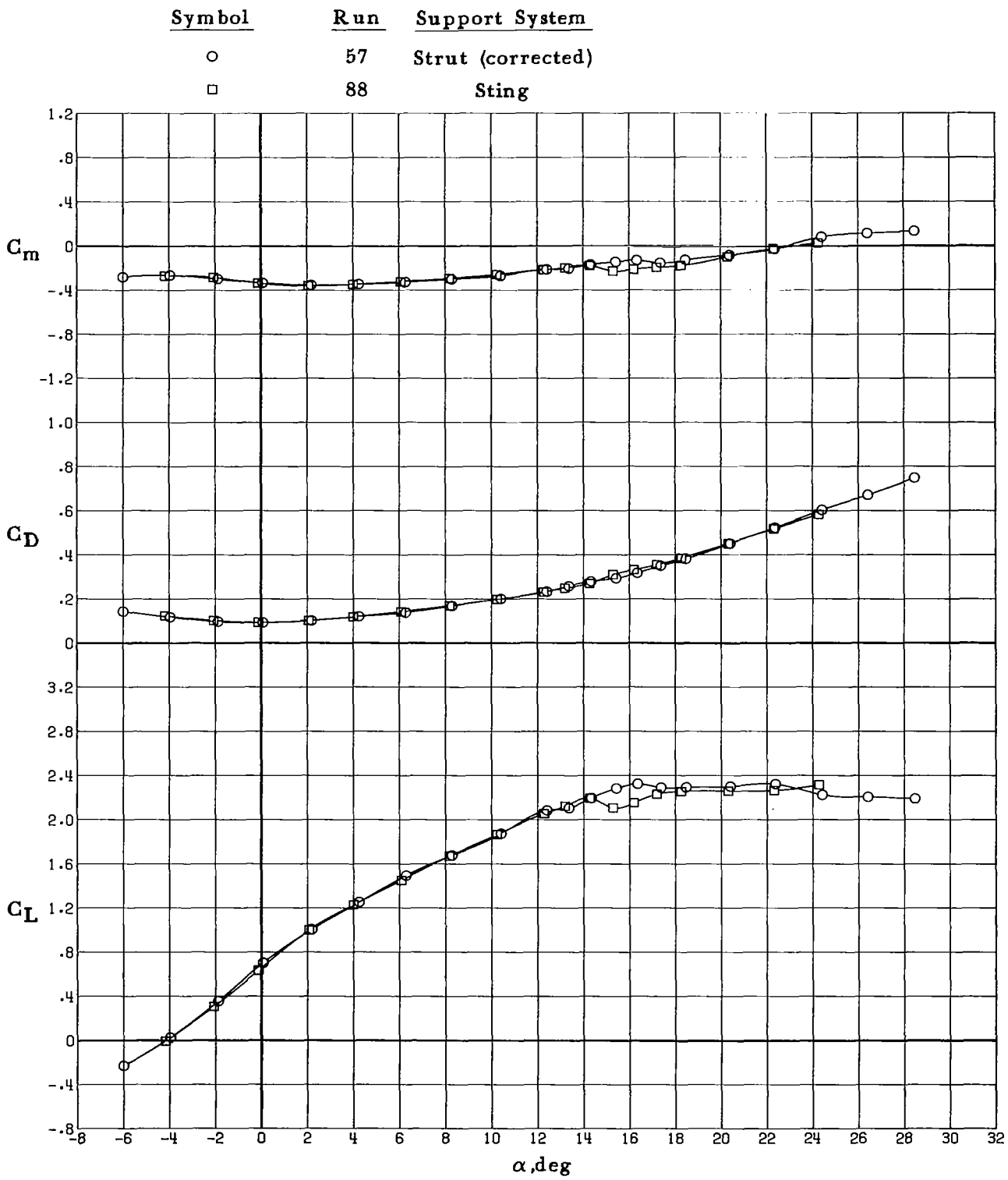
(e) Aspect-ratio-12, 15° take-off wing configuration with inboard slats deflected -50°.

Figure 8.- Concluded.



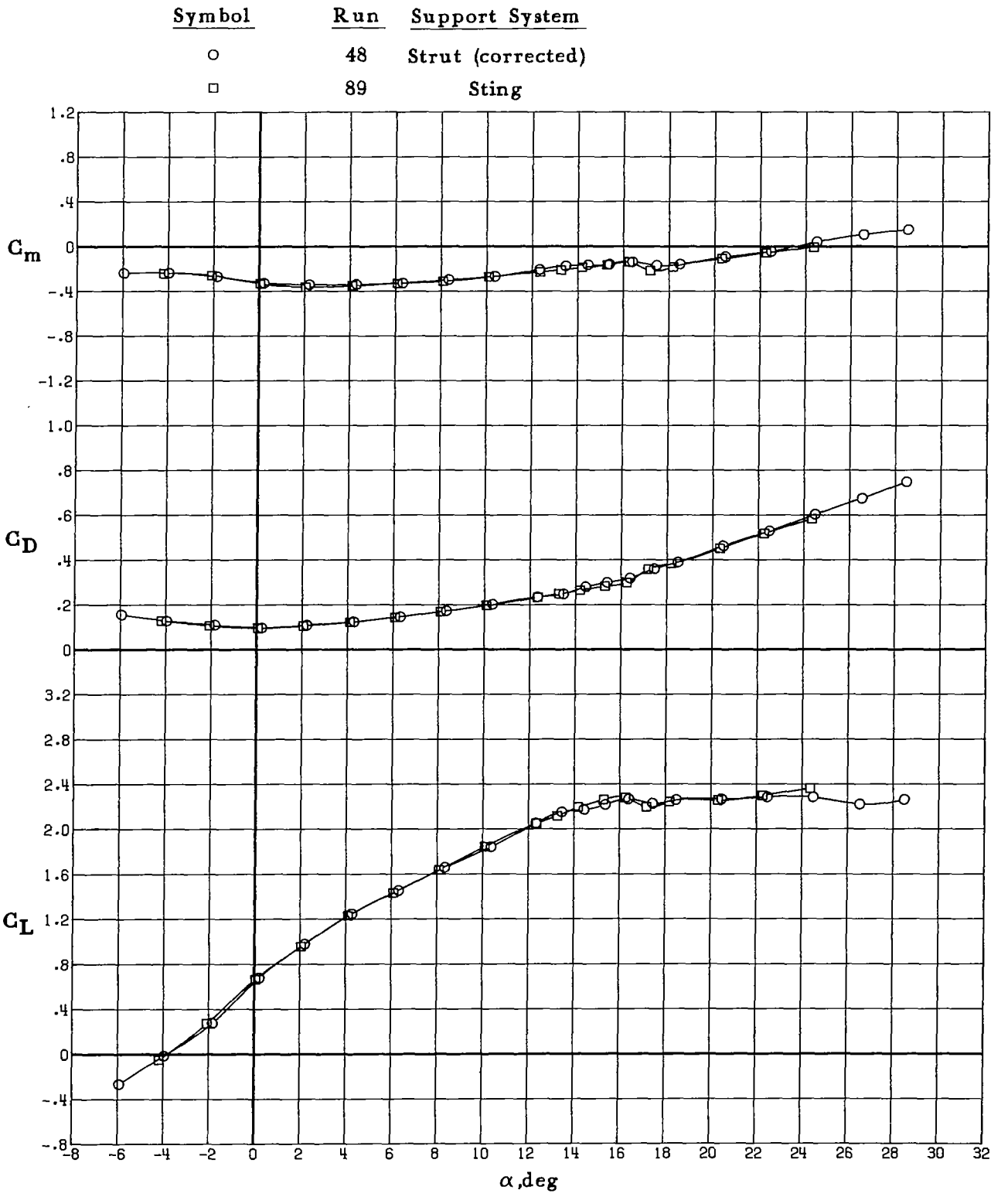
(a) Aspect-ratio-10, 30° take-off wing configuration with inboard slats deflected -30°.

Figure 9.- Longitudinal aerodynamic characteristics of 30° take-off wing configurations with outboard slats deflected -50° and with model mounted on strut- and sting-support systems in the Langley 4- by 7-Meter Tunnel. $R_c = 1.3 \times 10^6$ per foot.



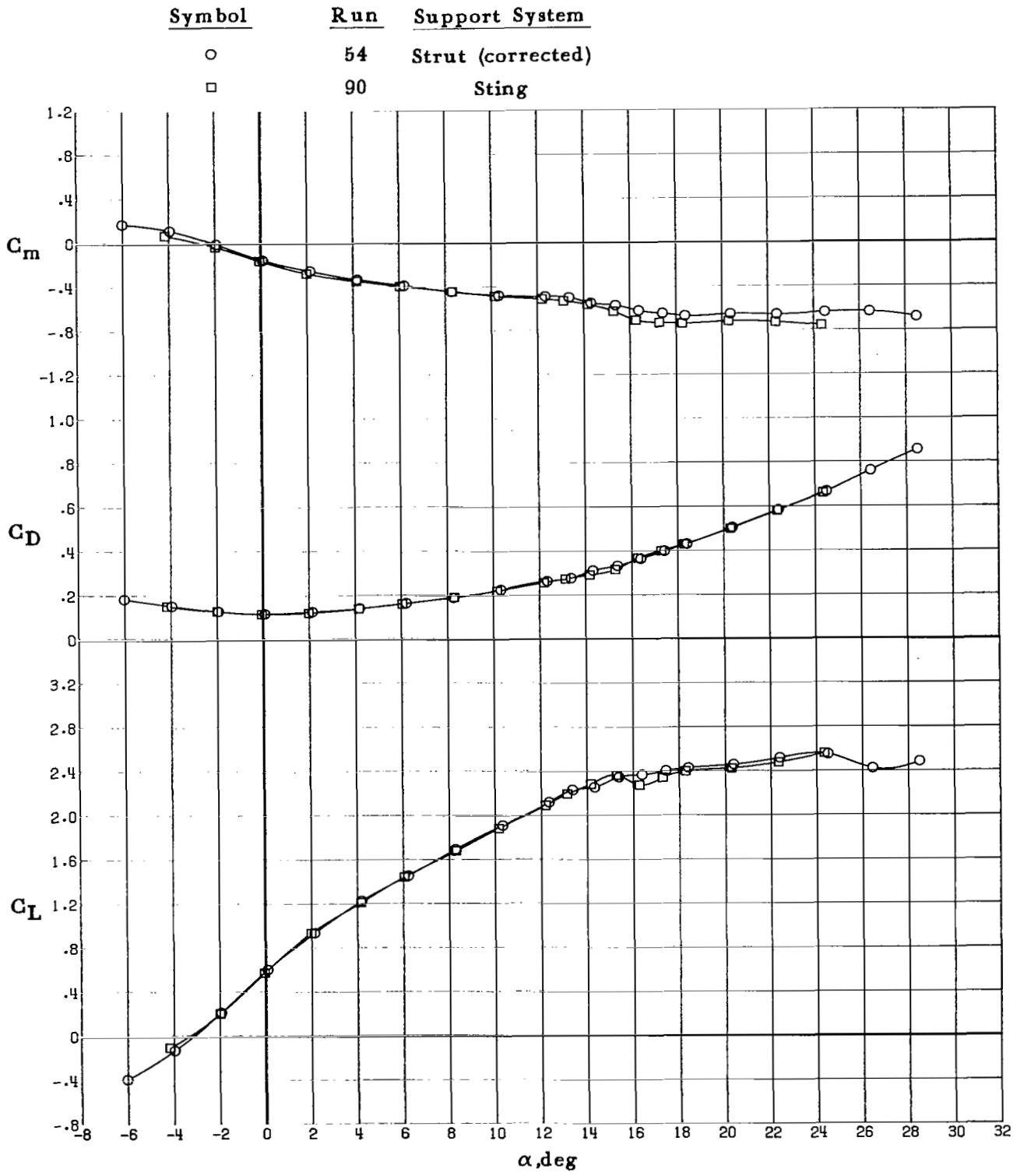
(b) Aspect-ratio-10, 30° take-off wing configuration with inboard slats deflected -40°.

Figure 9.- Continued.



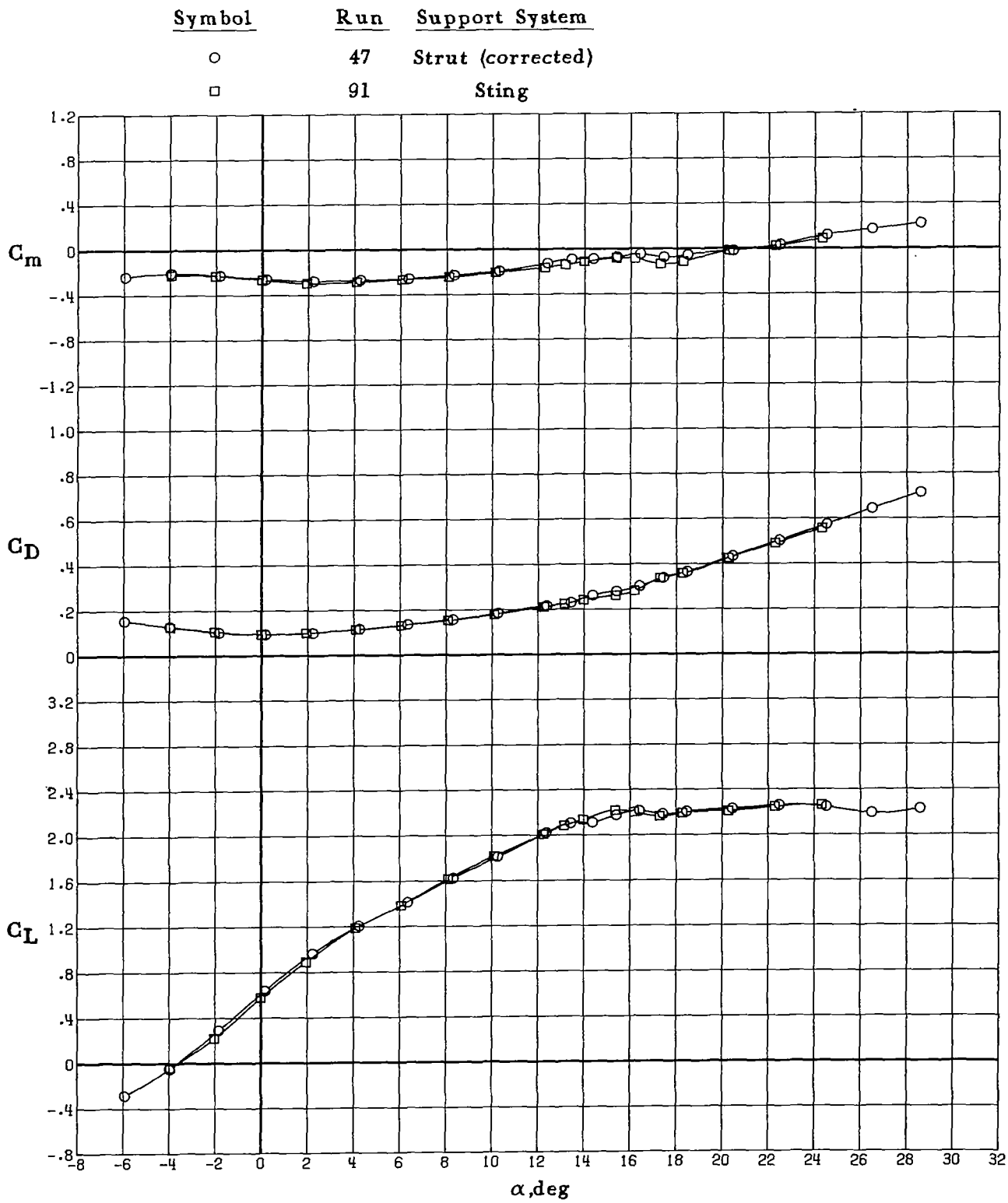
(c) Aspect-ratio-10, 30° take-off wing configuration with inboard slats deflected -50°.

Figure 9.- Continued.



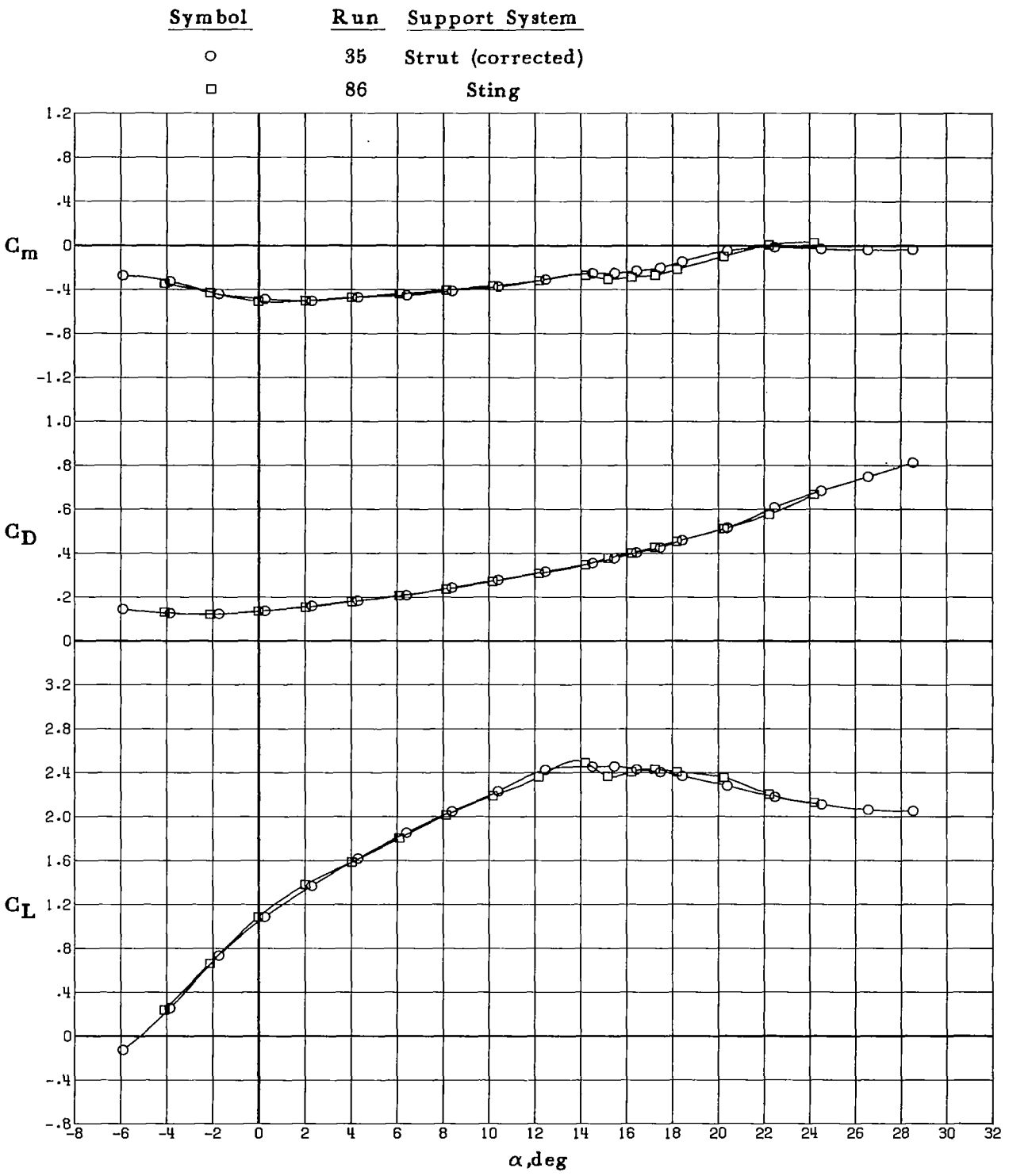
(d) Aspect-ratio-10, 30° take-off wing configuration with landing gear on, inboard slats deflected -50°, and horizontal tails deflected 0°.

Figure 9.- Continued.



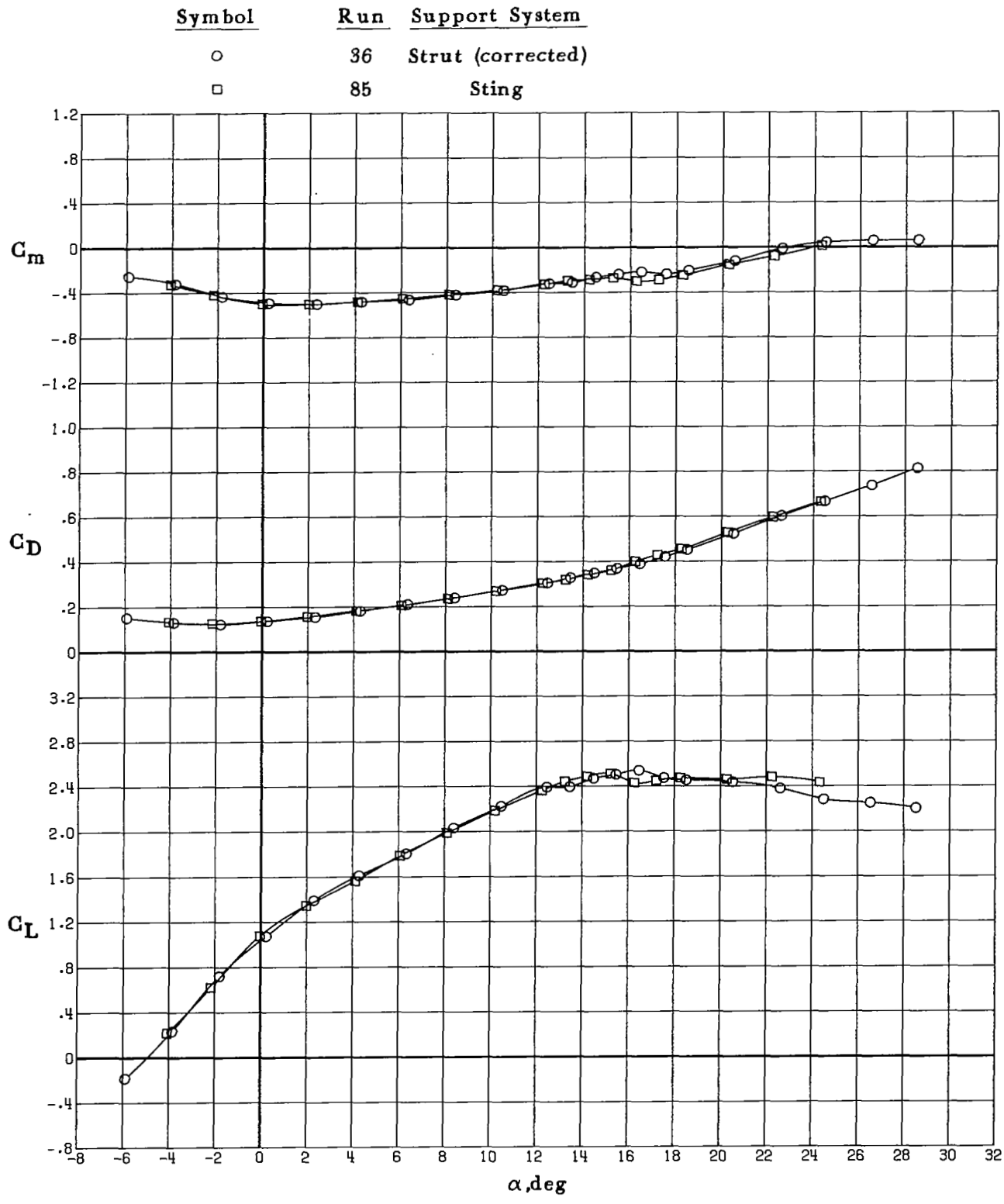
(e) Aspect-ratio-12, 30° take-off wing configuration with inboard slats deflected -50°.

Figure 9.- Concluded.



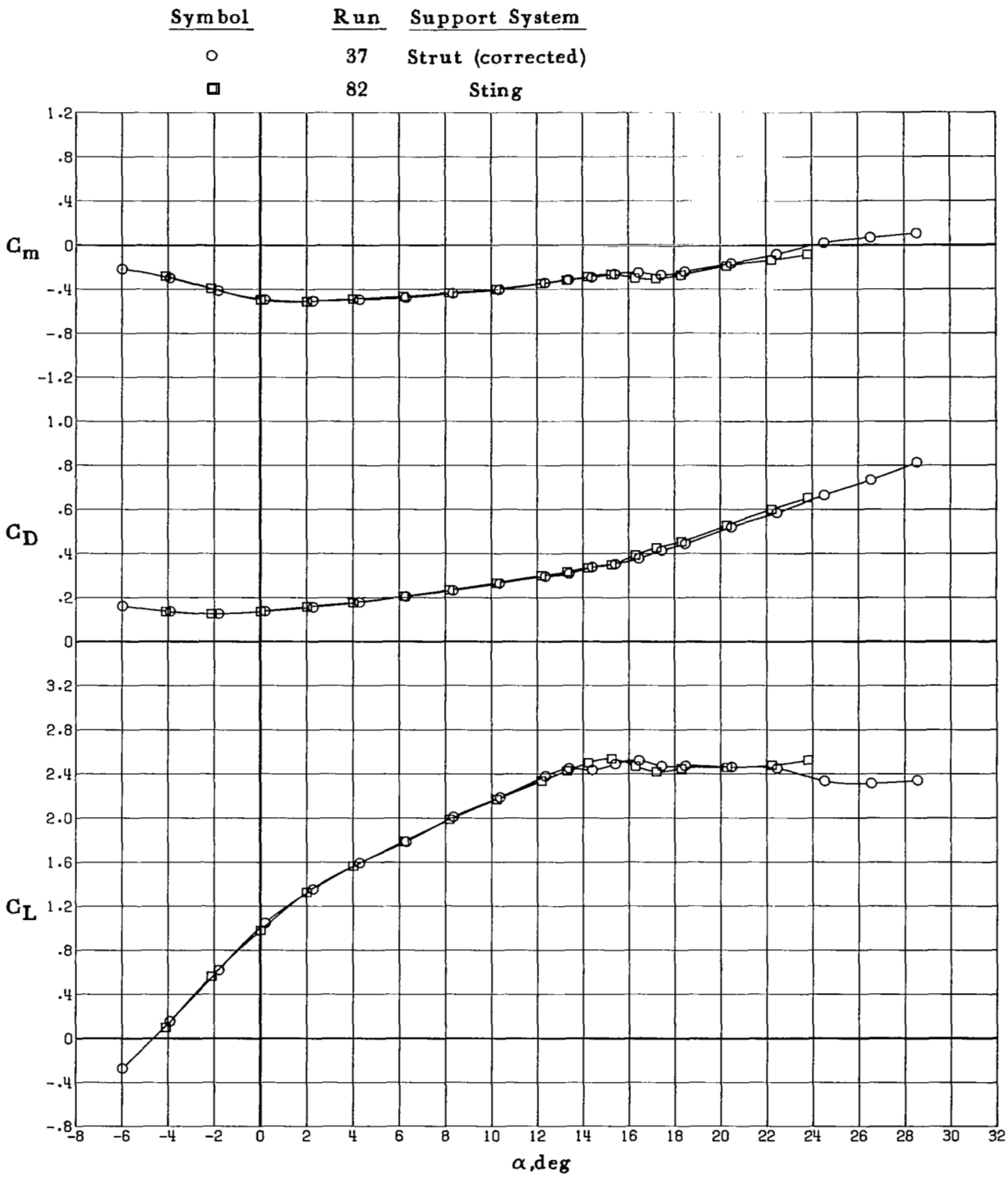
(a) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -30° and landing gear off.

Figure 10.- Longitudinal aerodynamic characteristics of 45° landing wing configurations with outboard slats deflected -50° and with model mounted on strut- and sting-support systems in the Langley 4- by 7-Meter Tunnel. $R_{\bar{c}} = 1.3 \times 10^6$ per foot.



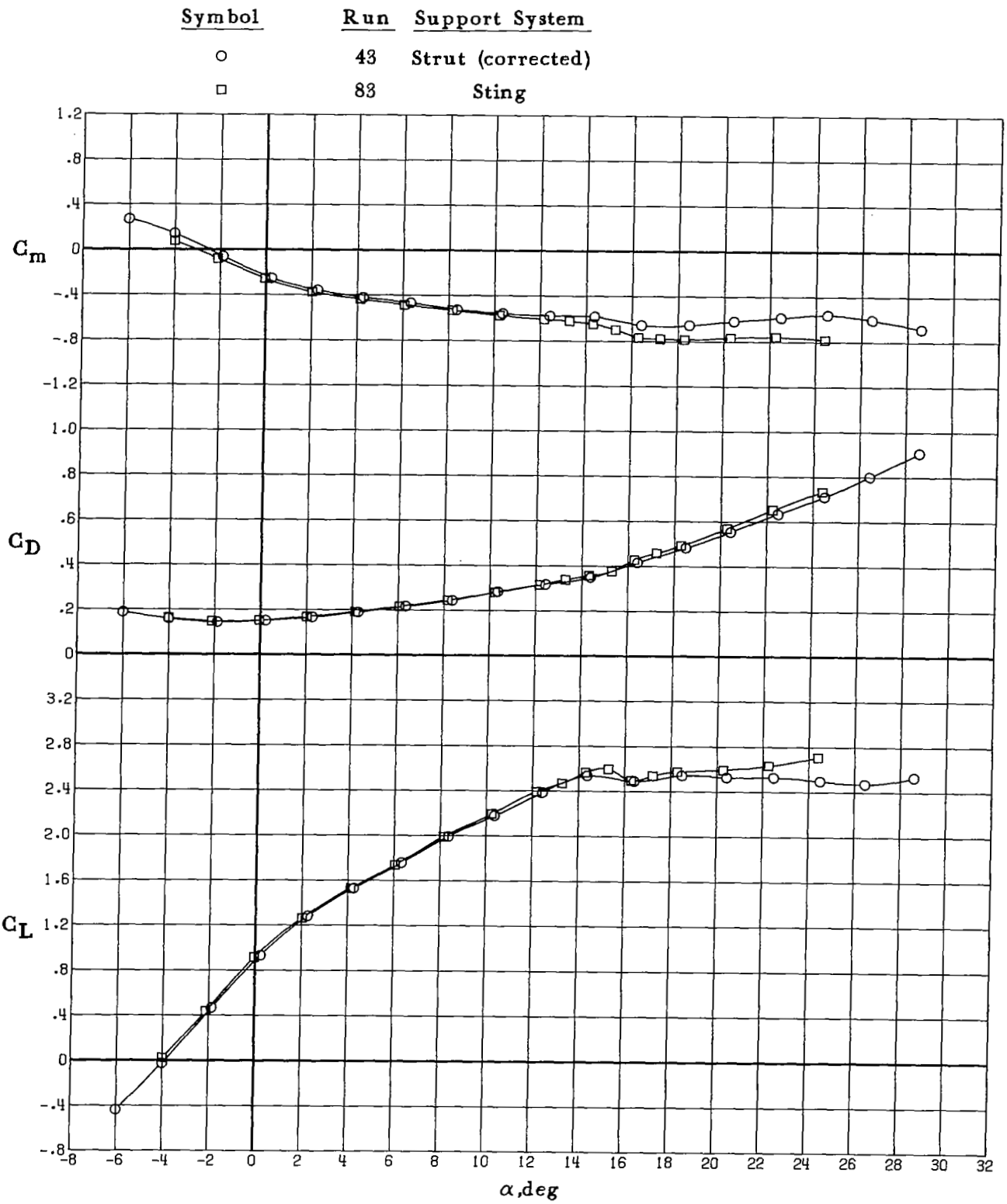
(b) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -40° and landing gear off.

Figure 10.- Continued.



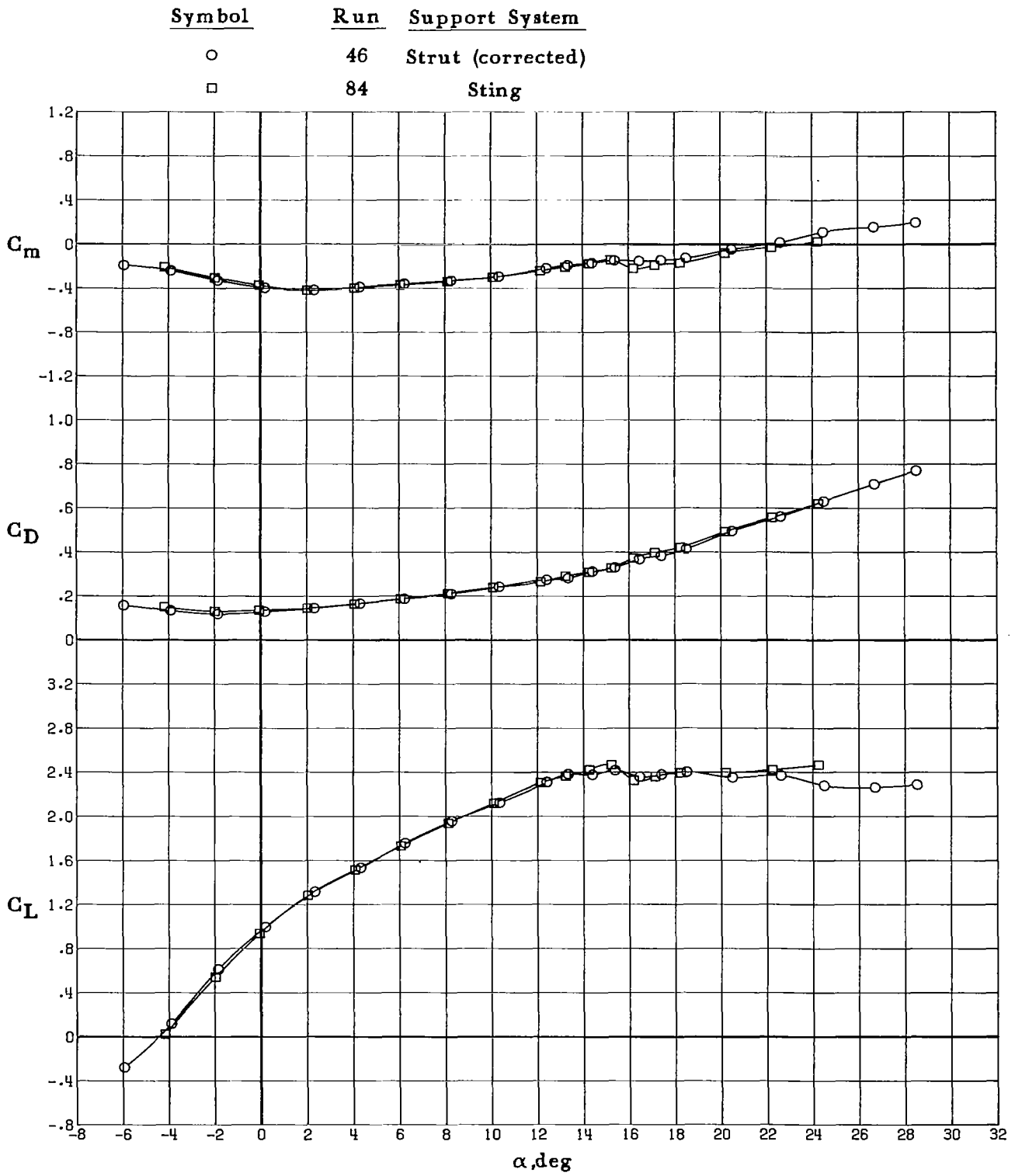
(c) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -50° and landing gear off.

Figure 10.- Continued.



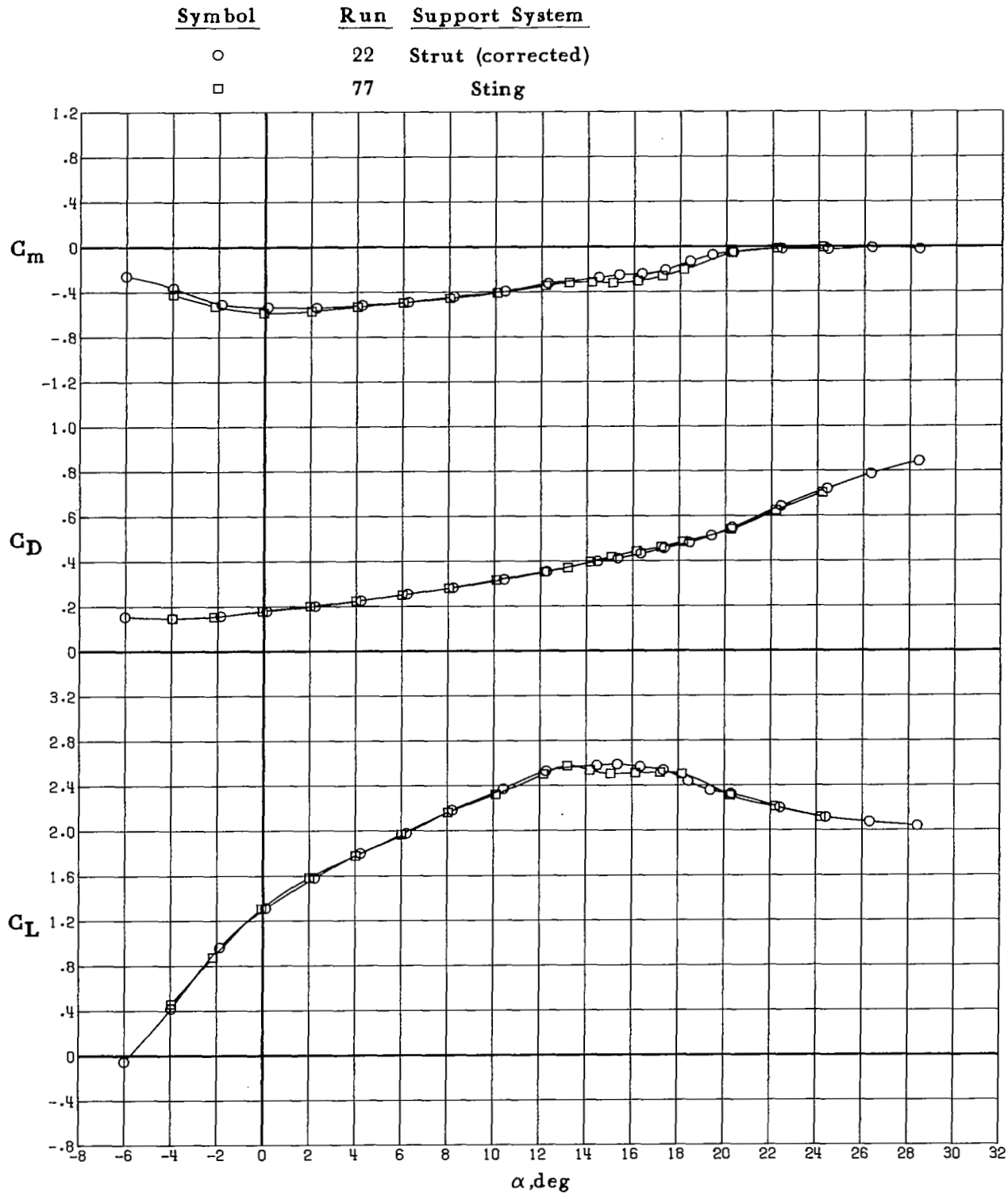
(d) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -50° and horizontal tails deflected 0°.

Figure 10.- Continued.



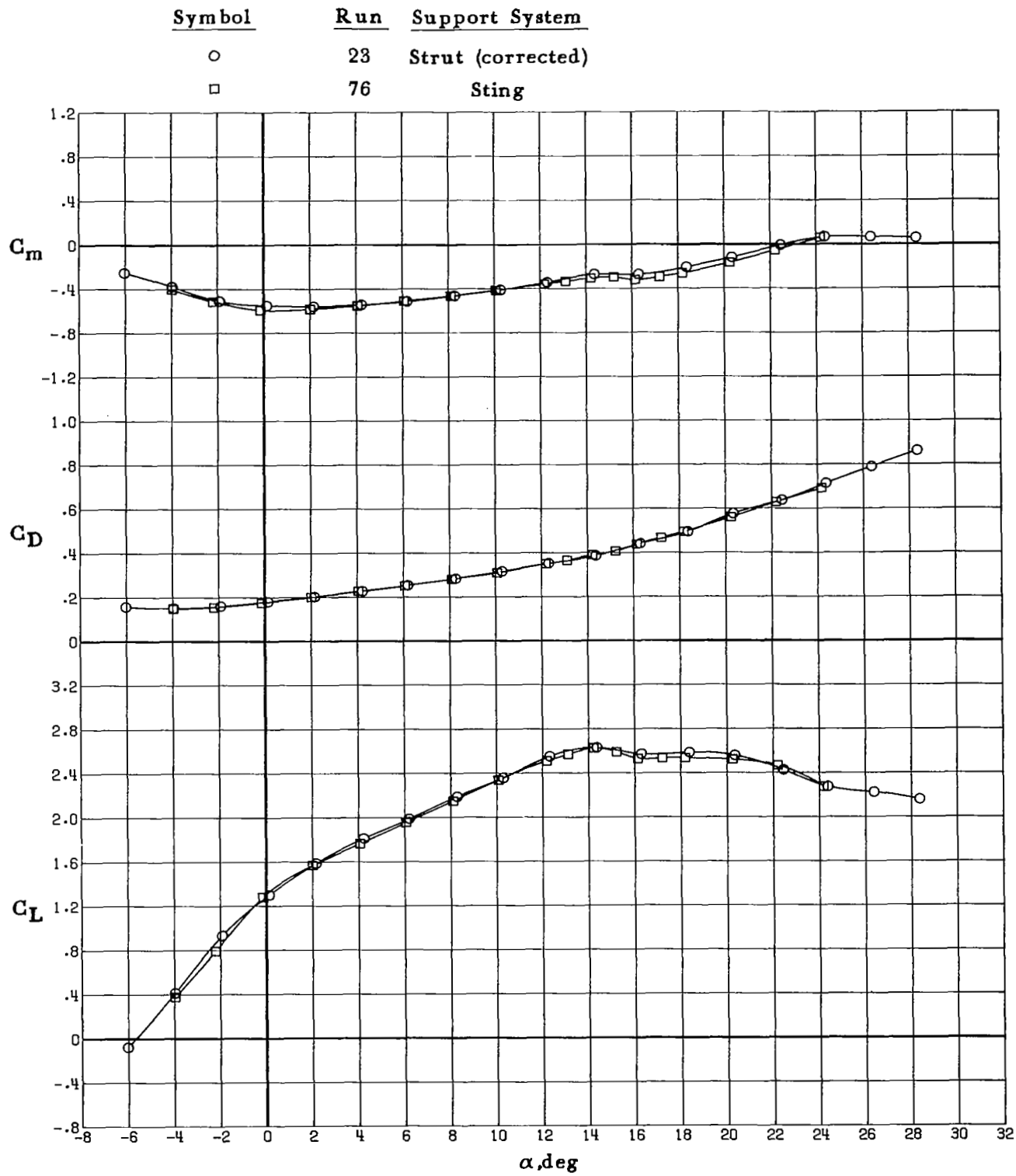
(e) Aspect-ratio-12, 45° landing wing configuration with inboard slats deflected -50° and landing gear off.

Figure 10.- Concluded.



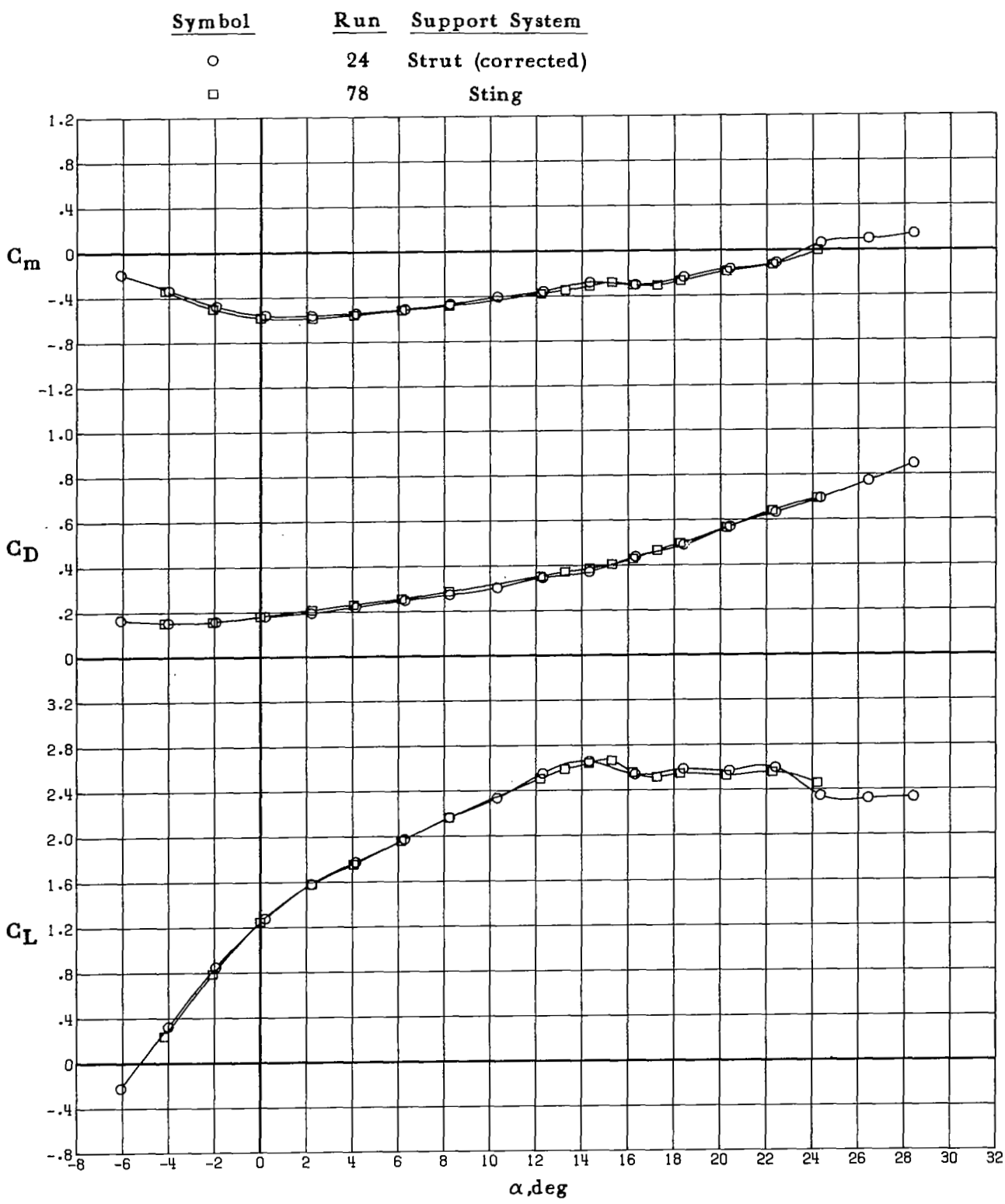
(a) Aspect-ratio-10, 60° landing wing configuration with inboard slats deflected -30° and landing gear off.

Figure 11.- Longitudinal aerodynamic characteristics of 60° landing wing configurations with outboard slats deflected -50° and with model mounted on strut- and sting-support systems in the Langley 4- by 7-Meter Tunnel. $R_{\bar{c}} = 1.3 \times 10^6$ per foot.



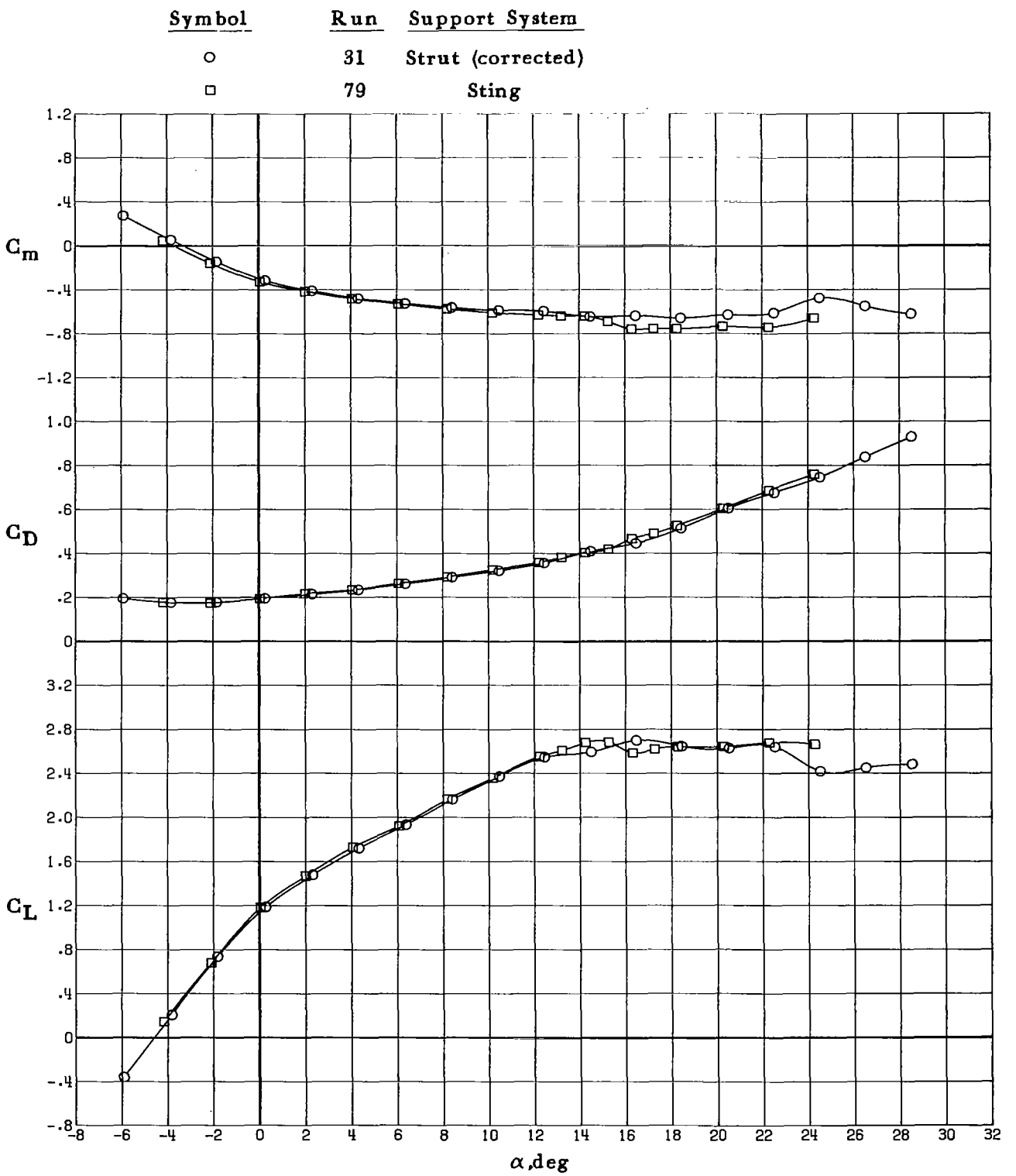
(b) Aspect-ratio-10, 60° landing wing configuration with inboard slats deflected -40° and landing gear off.

Figure 11.- Continued.



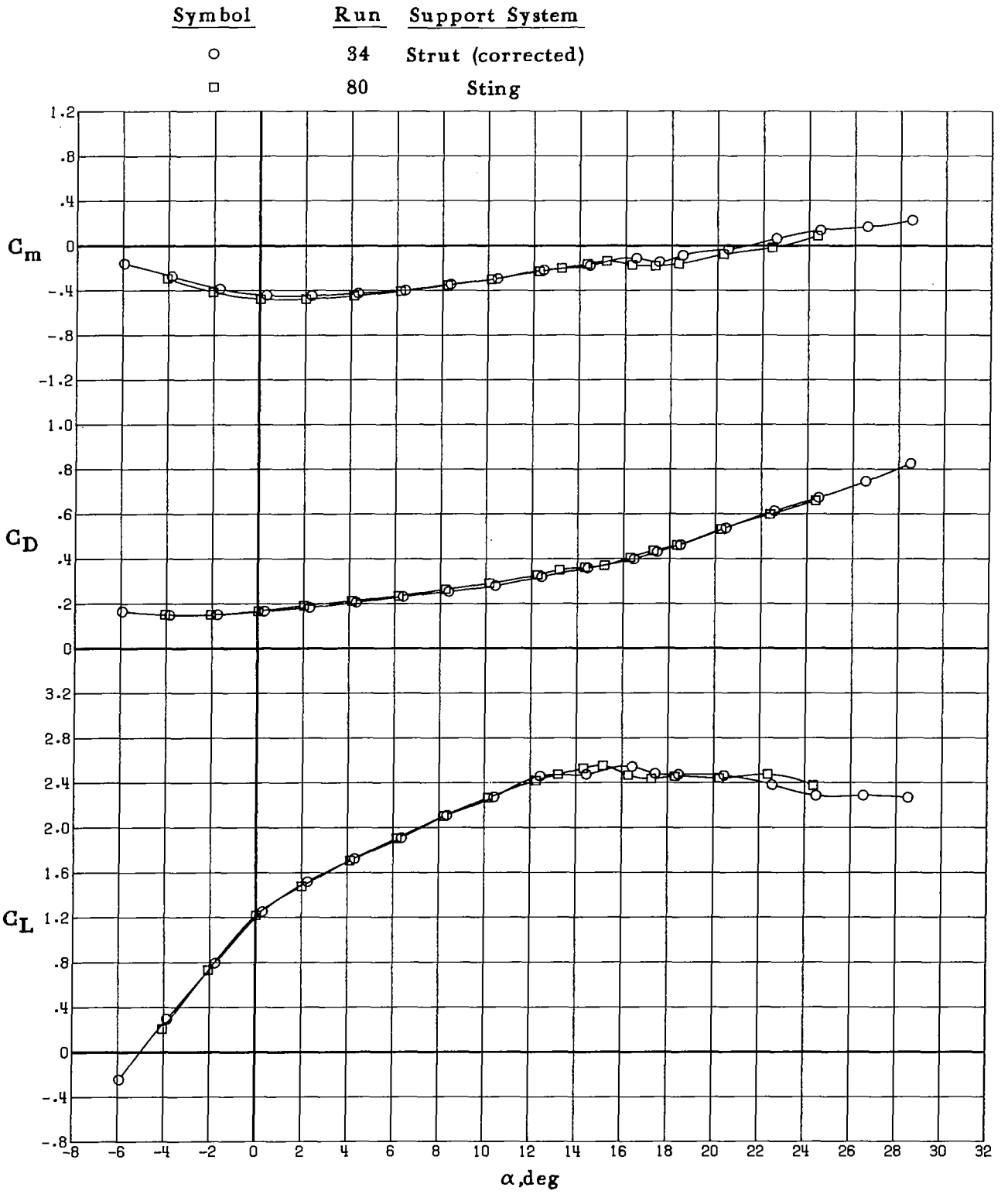
(c) Aspect-ratio-10, 60° landing wing configuration with inboard slats deflected -50° and landing gear off.

Figure 11.- Continued.



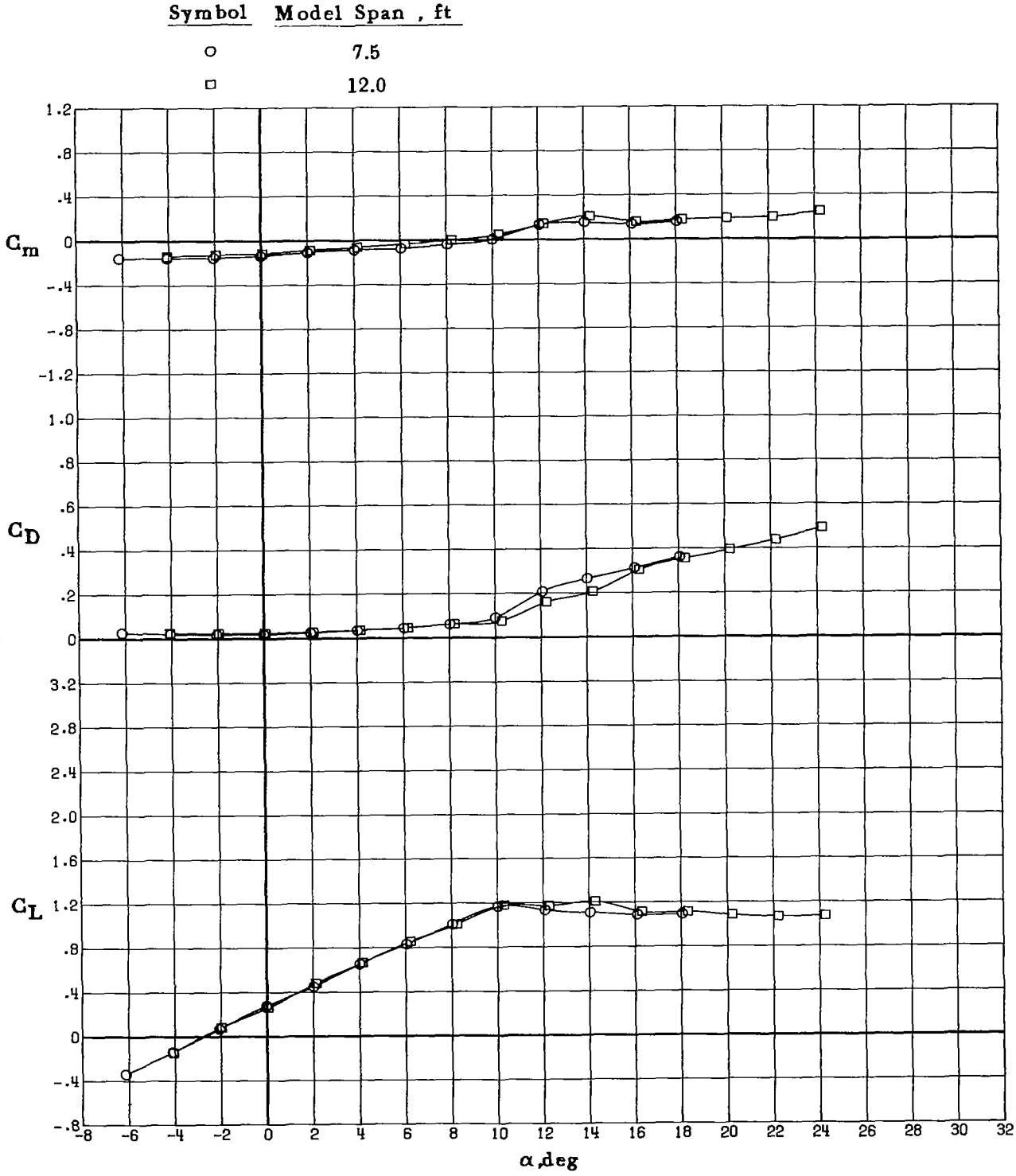
(d) Aspect-ratio-10, 60° landing wing configuration with inboard slats deflected -50° and horizontal tails deflected 0°.

Figure 11.- Continued.



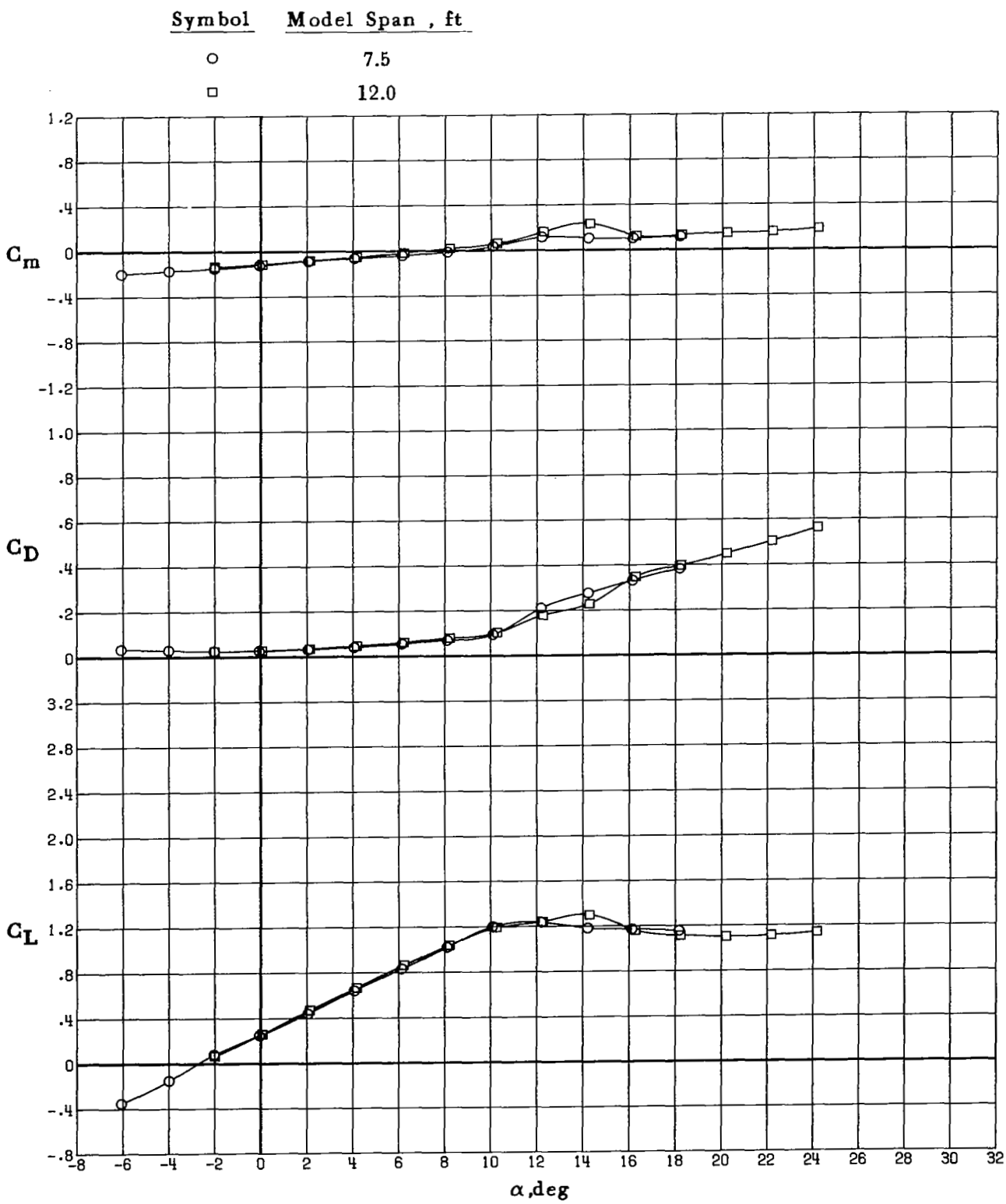
(e) Aspect-ratio-12, 60° landing wing configuration with inboard slats deflected -50° and landing gear off.

Figure 11.- Concluded.



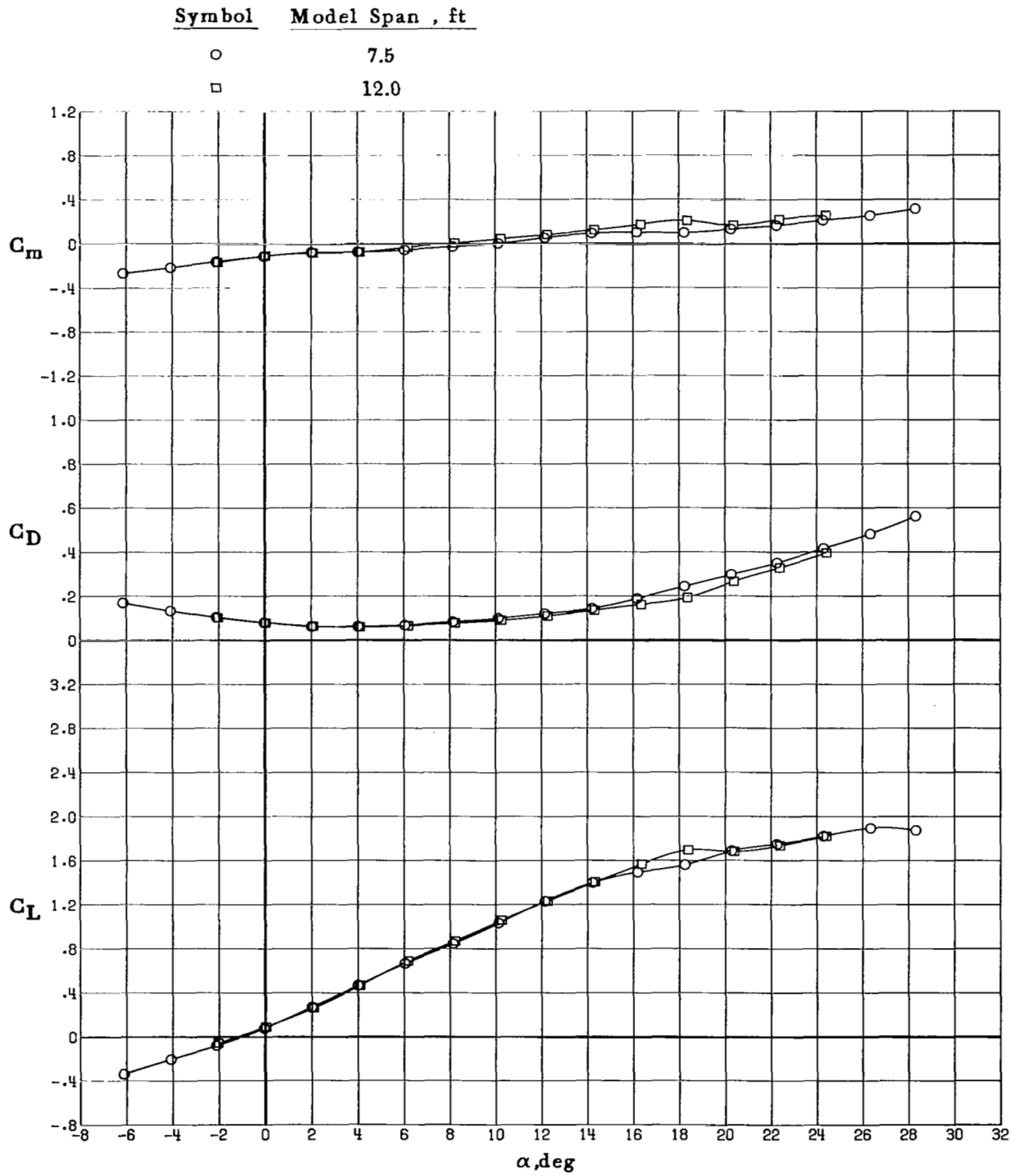
(a) Cruise wing configuration with nacelles off.

Figure 12.- Comparison of longitudinal aerodynamic characteristics of 7.5-ft span and 12-ft span, aspect-ratio-10, cruise, climb, 30° take-off, and 60° landing wing configurations obtained from tests in the Langley 4- by 7-Meter Tunnel. $R_{\bar{c}} = 0.91 \times 10^6$ for 7.5-ft-span model and $R_{\bar{c}} = 0.97 \times 10^6$ for 12-ft-span model; horizontal tails off.



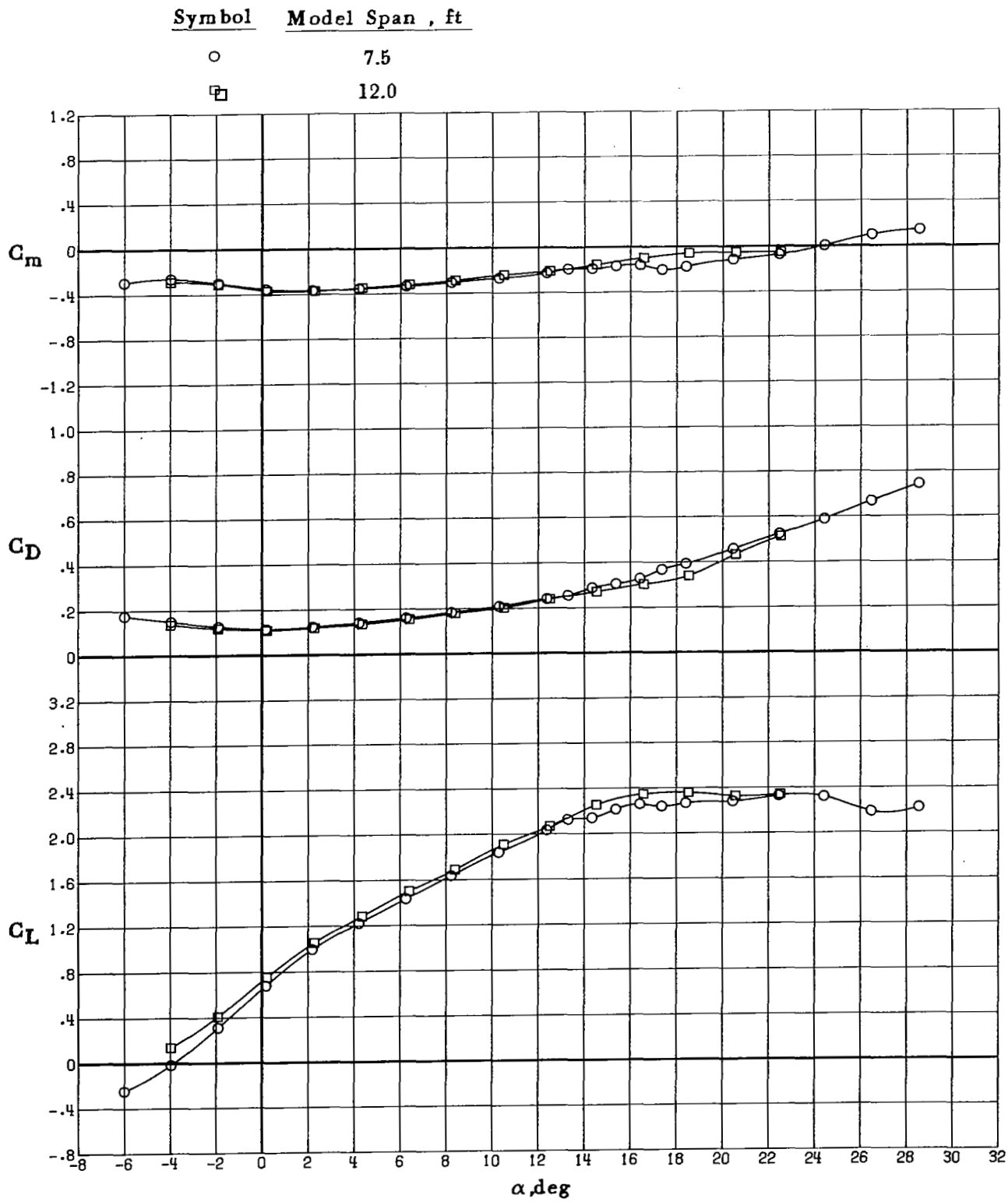
(b) Cruise wing configuration.

Figure 12.- Continued.



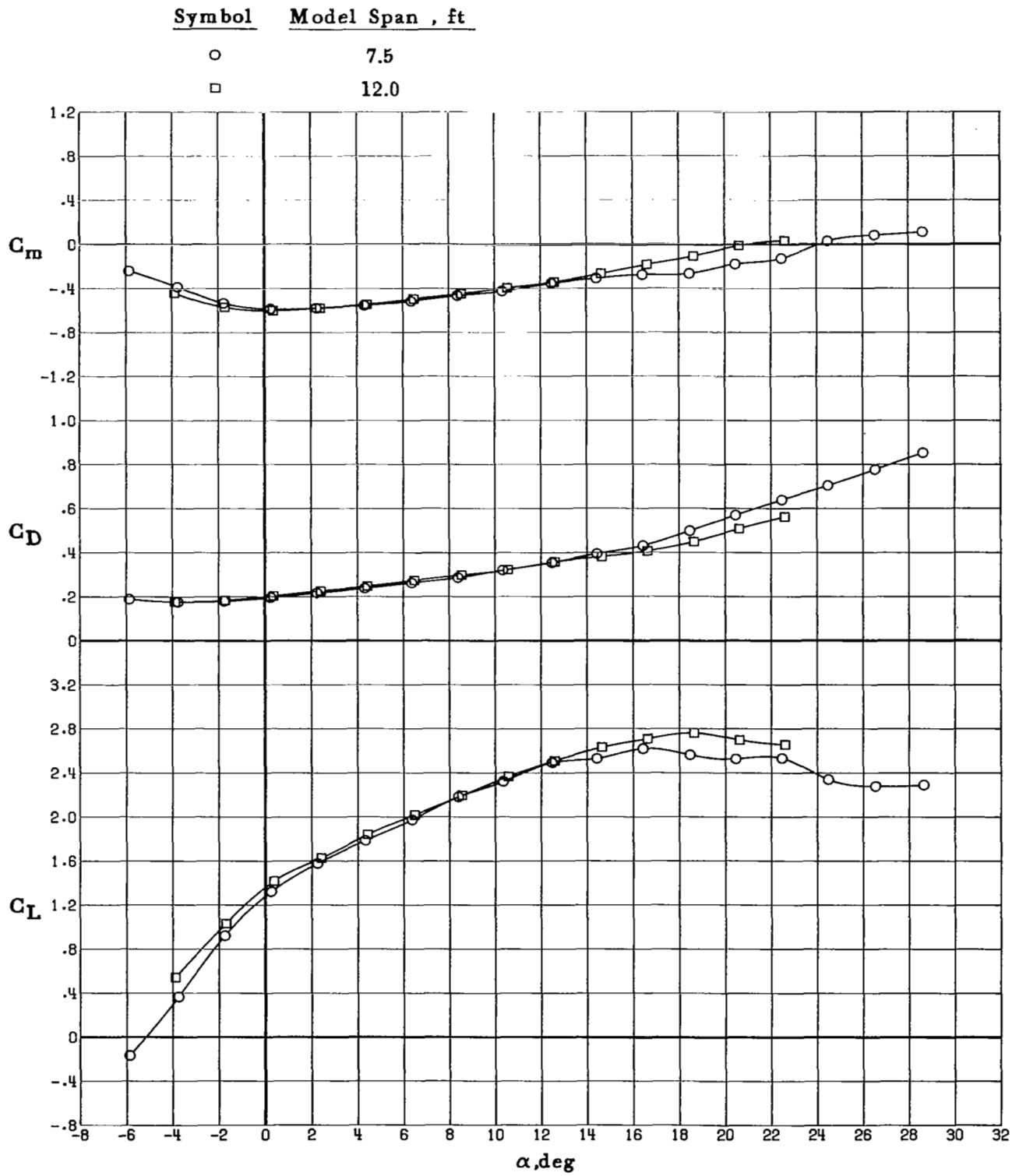
(c) Climb wing configuration.

Figure 12.- Continued.



(d) 30° take-off wing configuration.

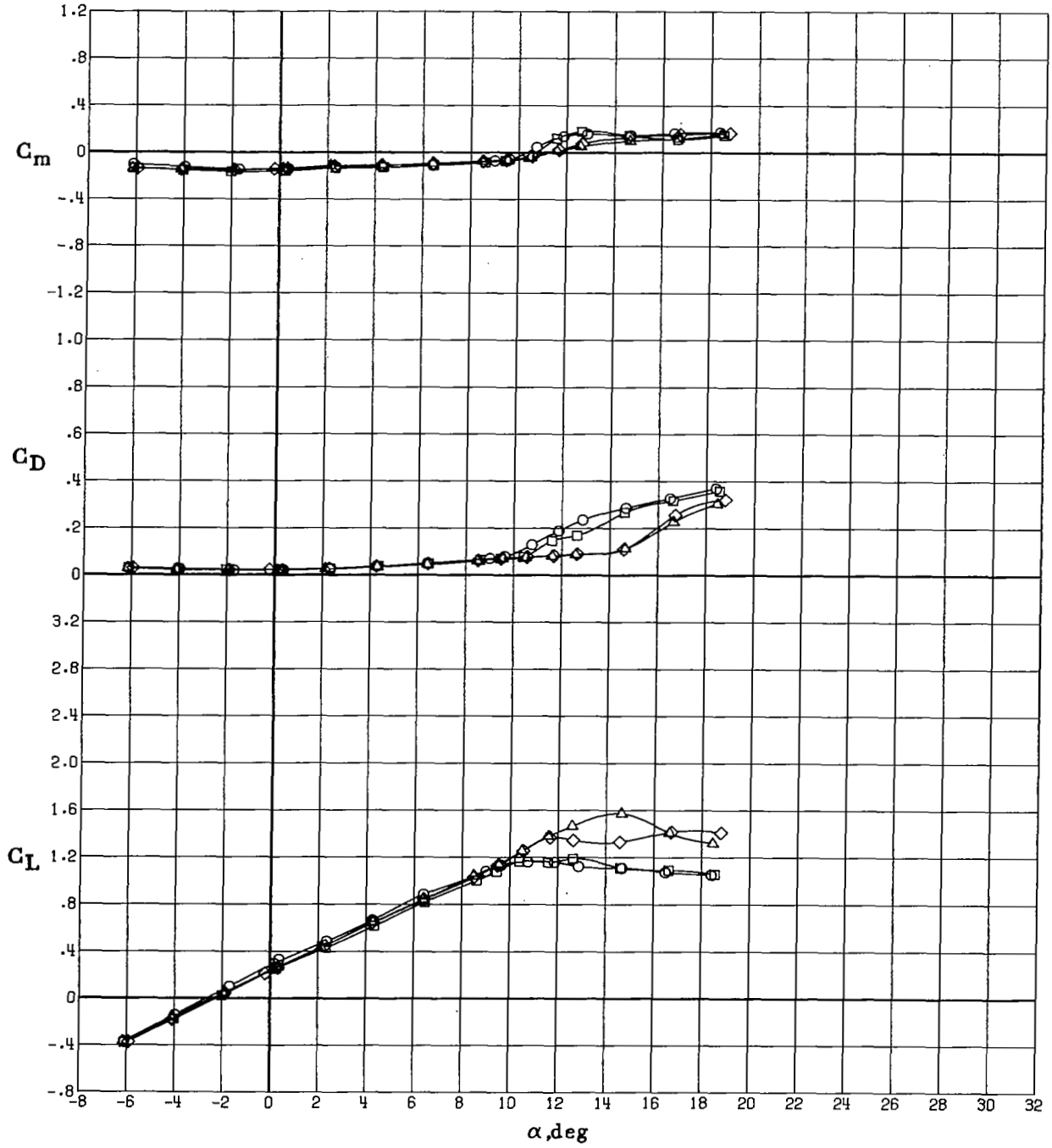
Figure 12.- Continued.



(e) 60° landing wing configuration.

Figure 12.- Concluded.

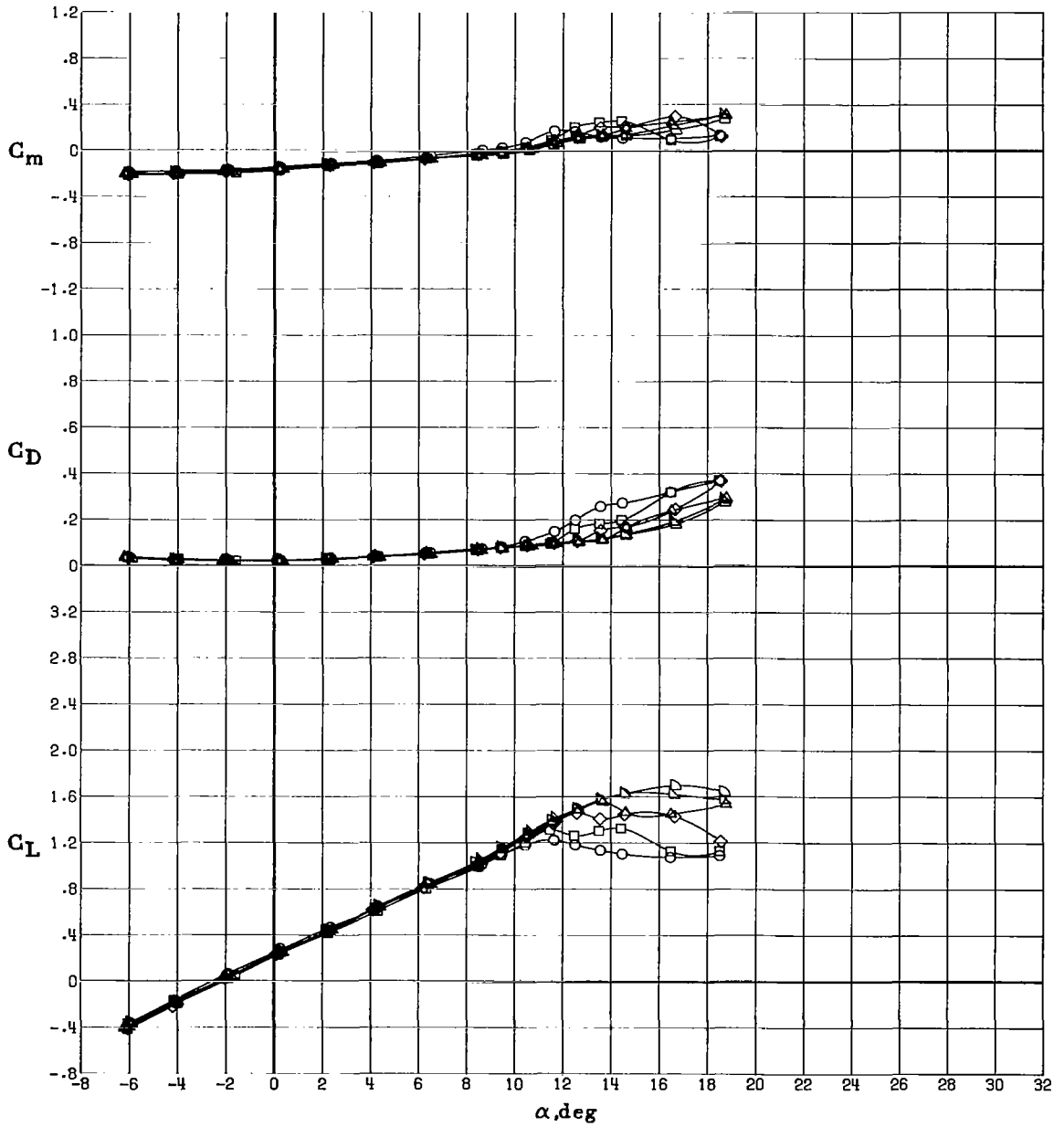
Symbol	Run	$R_{\bar{c}}$
○	2	0.88×10^6
□	5	1.35
◇	4	2.71
△	3	4.06



(a) Aspect-ratio-12 cruise wing configuration with nacelles off.

Figure 13.- Effect of Reynolds number on longitudinal aerodynamic characteristics of cruise wing configurations.

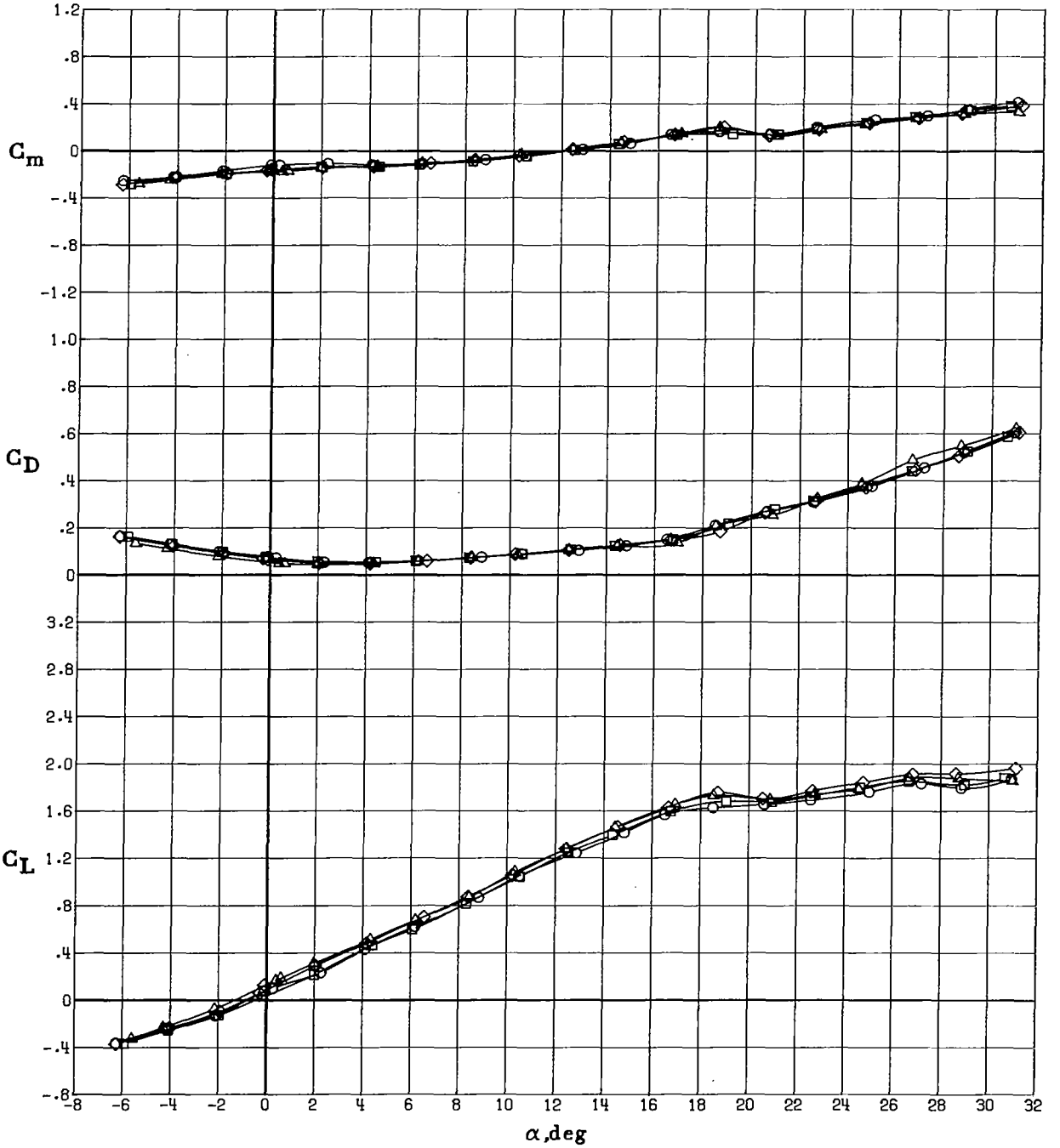
Symbol	Run	$R_{\bar{c}}$
○	241	0.91×10^6
□	240	1.4
◇	239	2.1
△	238	2.8
◺	237	3.5
▷	236	4.2



(b) Aspect-ratio-10 cruise wing configuration.

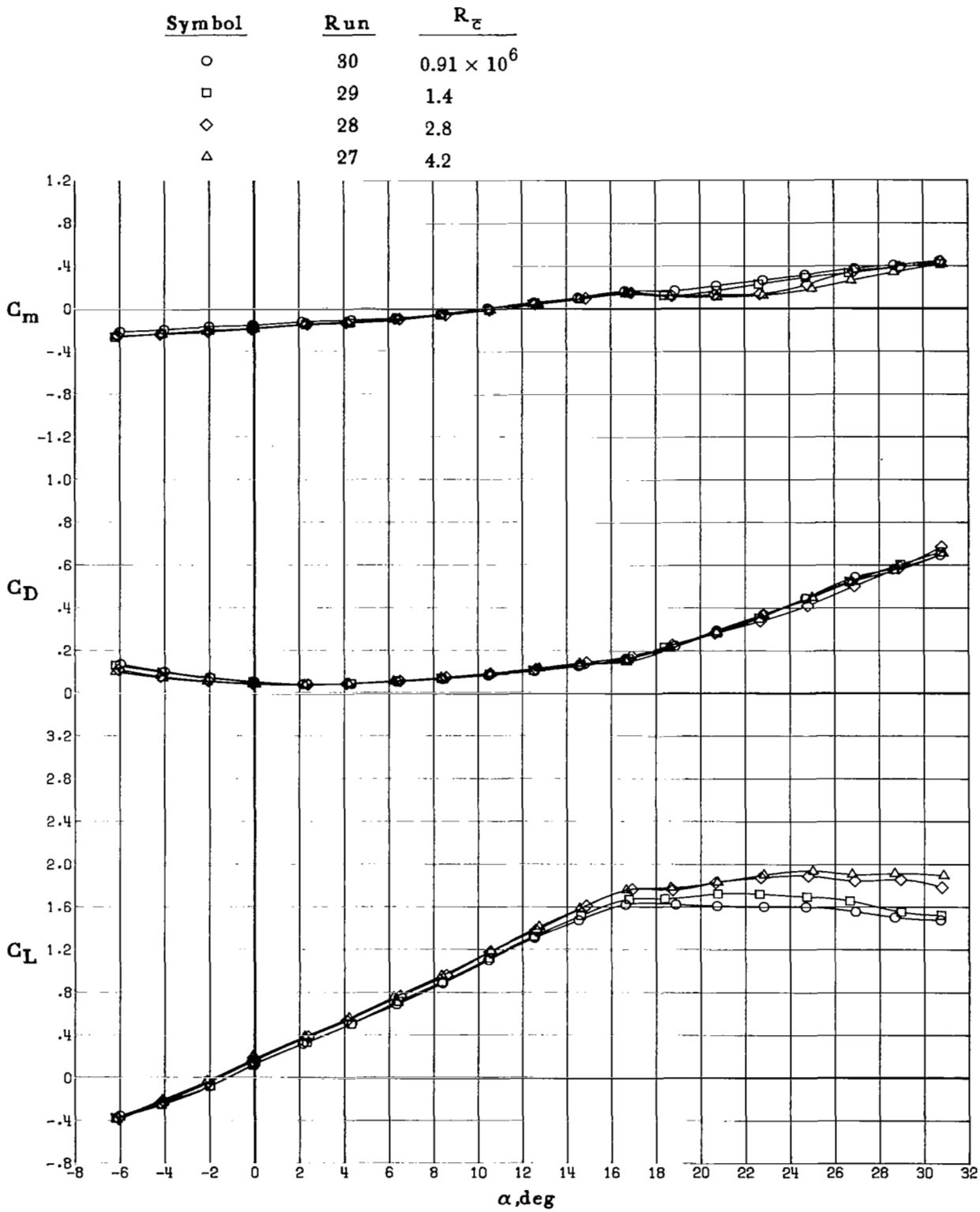
Figure 13.- Concluded.

Symbol	Run	$R_{\bar{c}}$
○	43	0.88×10^6
□	42	1.35
◇	41	2.71
△	40	4.06



(a) Aspect-ratio-12 climb wing configuration with slats deflected -50°.

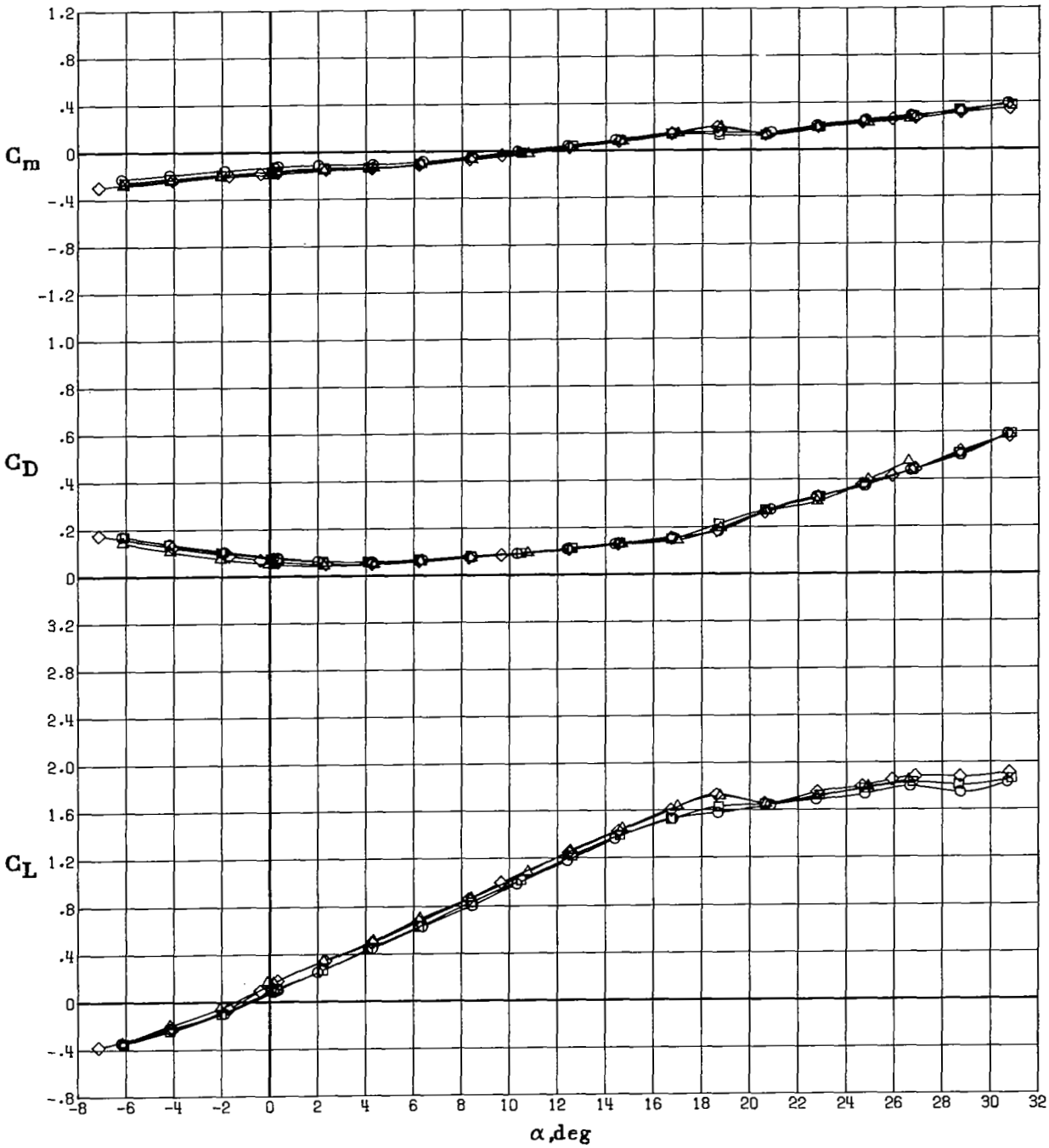
Figure 14.- Effect of Reynolds number on longitudinal aerodynamic characteristics of climb wing configurations.



(b) Aspect-ratio-10 climb wing configuration with slats deflected -30°.

Figure 14.- Continued.

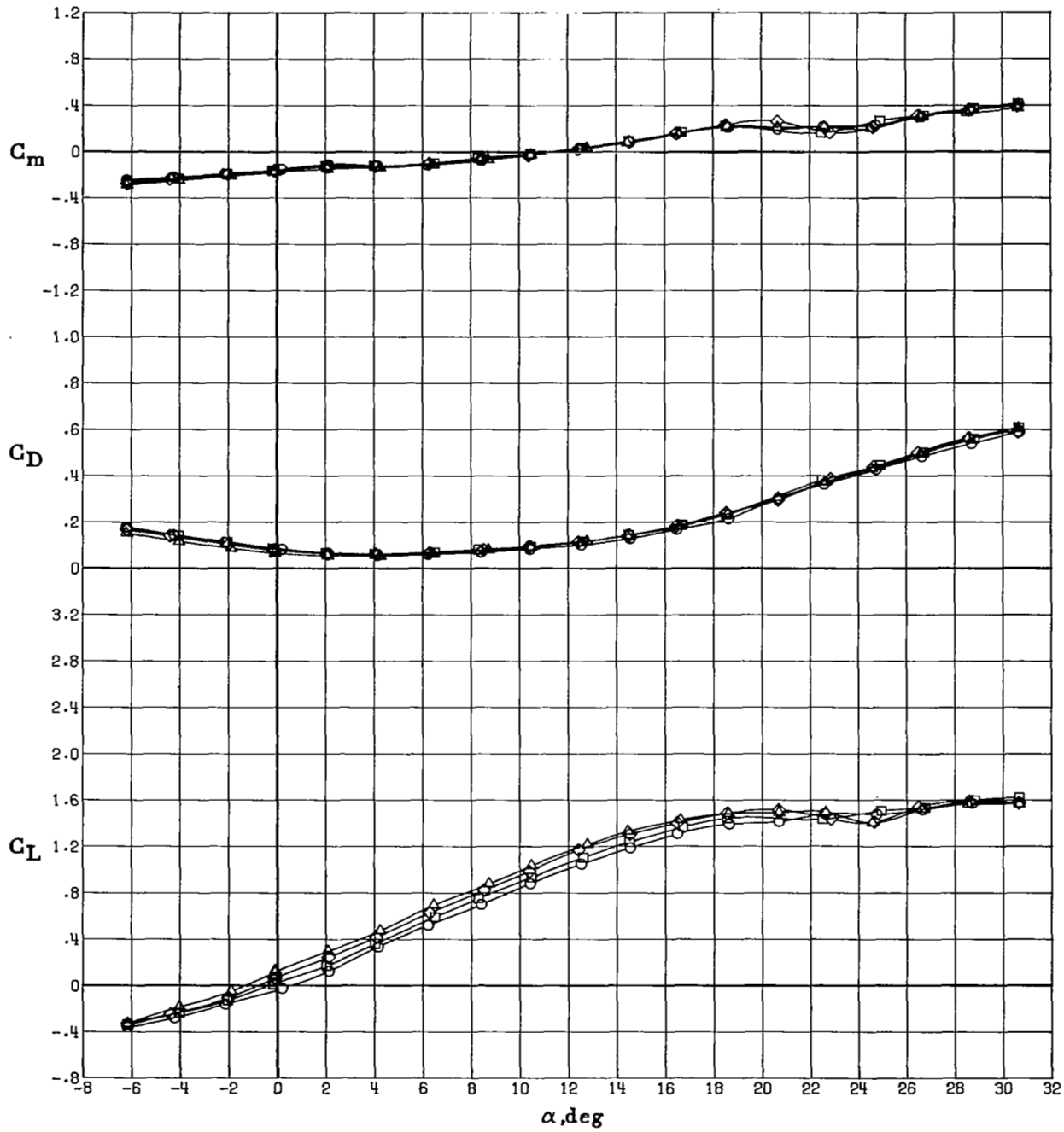
Symbol	Run	$R_{\bar{c}}$
○	39	0.91×10^6
□	38	1.4
◇	37	2.8
△	36	4.2



(c) Aspect-ratio-10 climb wing configuration with slats deflected -50°.

Figure 14.- Continued.

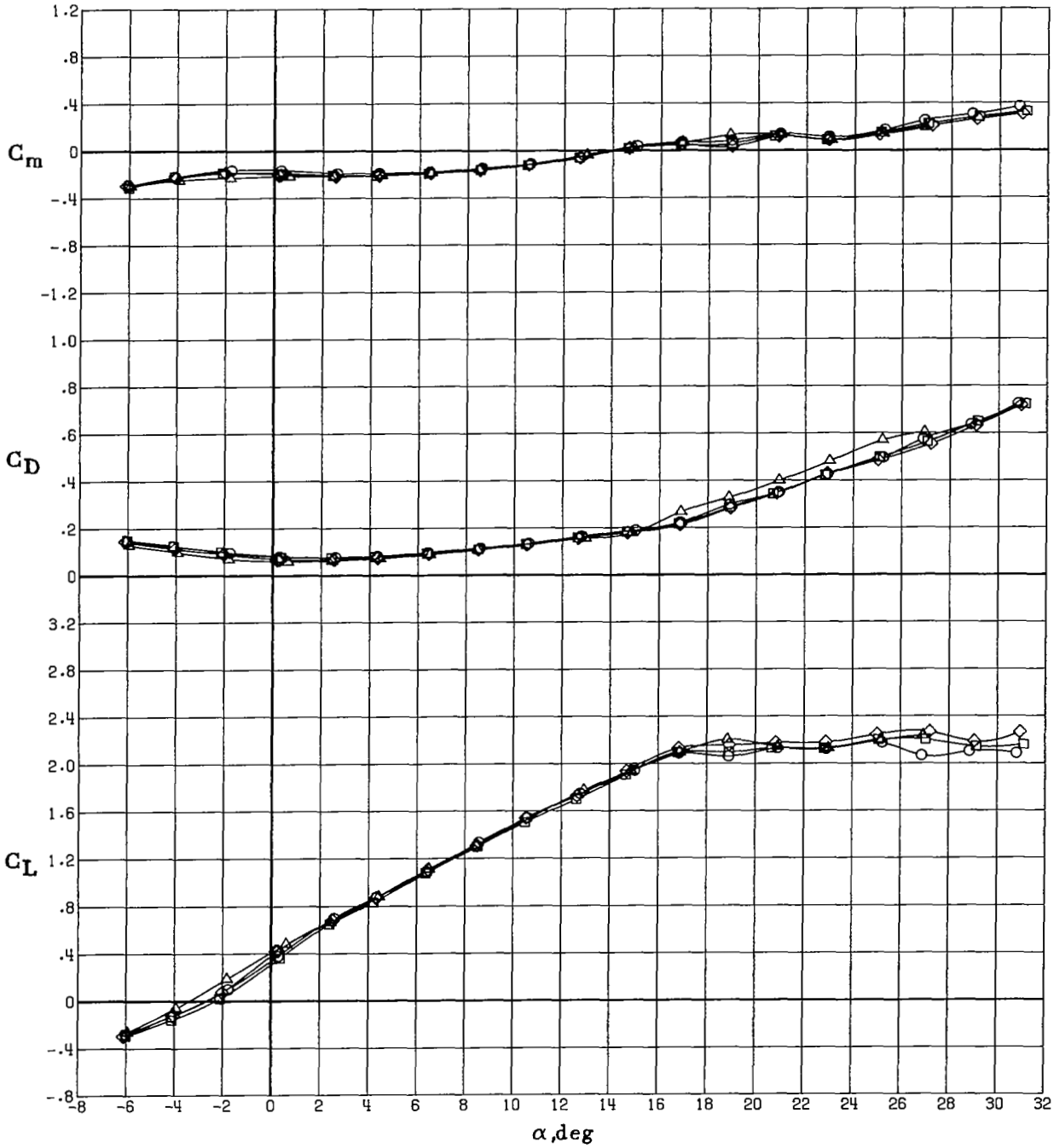
Symbol	Run	$R_{\bar{c}}$
○	35	0.91×10^6
□	33	1.4
◇	32	2.8
△	31	4.2



(d) Aspect-ratio-10 climb wing configuration with slats deflected -60°.

Figure 14.- Concluded.

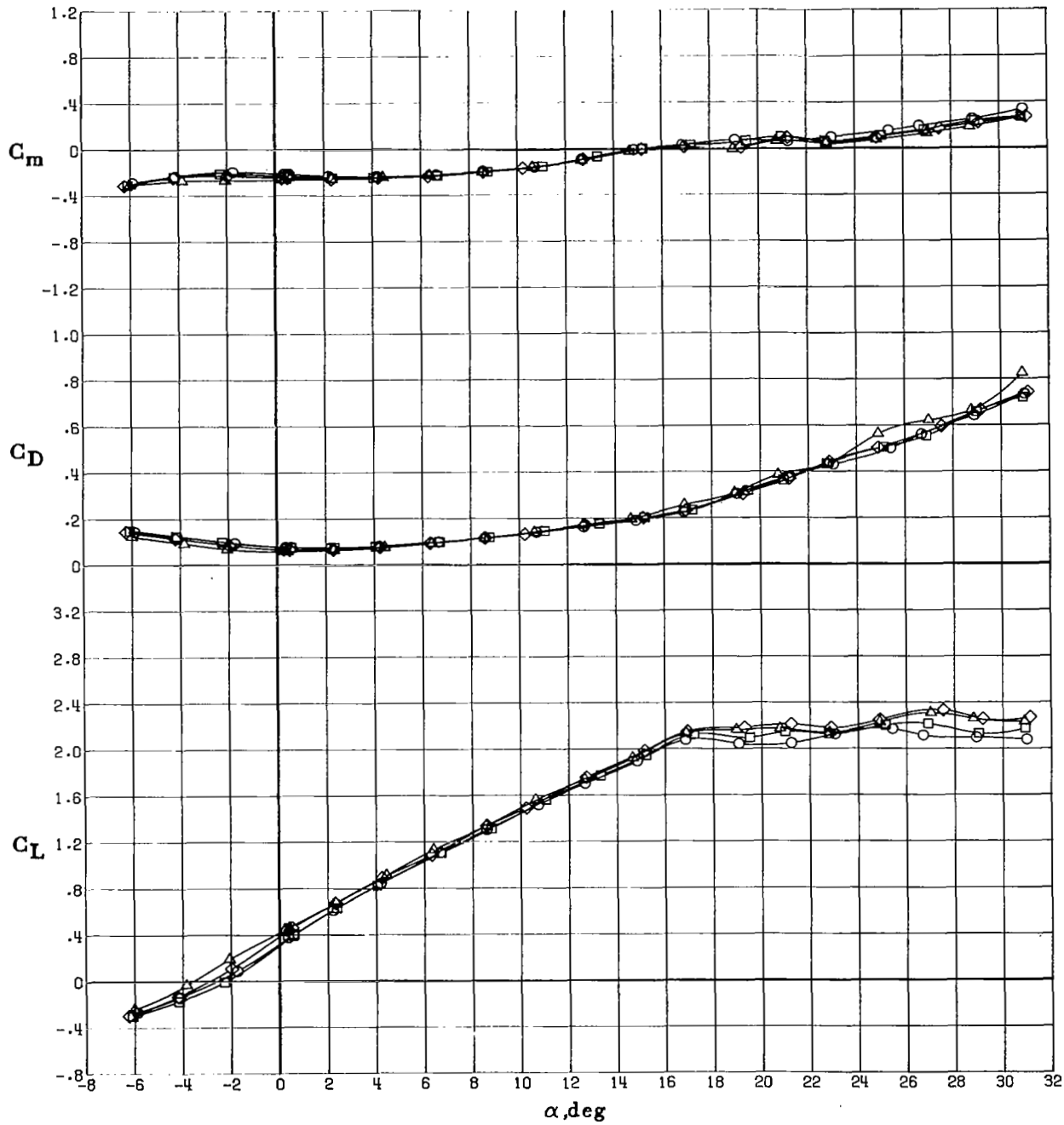
Symbol	Run	$R_{\bar{c}}$
○	83	0.88×10^6
□	82	1.35
◇	81	2.71
△	80	4.06



(a) Aspect-ratio-12, 15° take-off wing configuration with slats deflected -50°.

Figure 15.- Effect of Reynolds number on longitudinal aerodynamic characteristics of 15° take-off wing configuration.

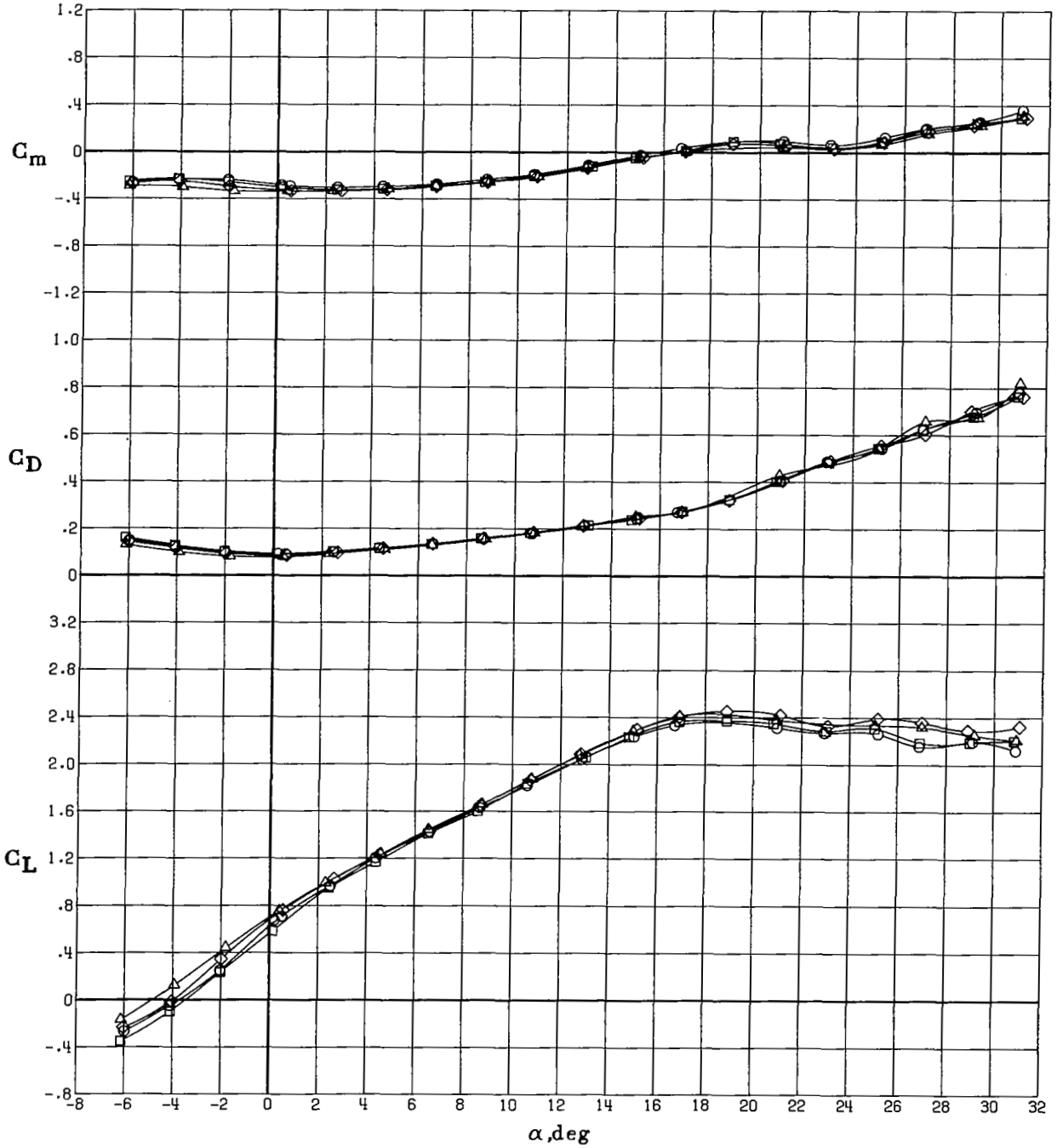
Symbol	Run	$R_{\bar{c}}$
○	79	0.91×10^6
□	78	1.4
◇	77	2.8
△	76	4.2



(b) Aspect-ratio-10, 15° take-off wing configuration with slats deflected -50°.

Figure 15.- Concluded.

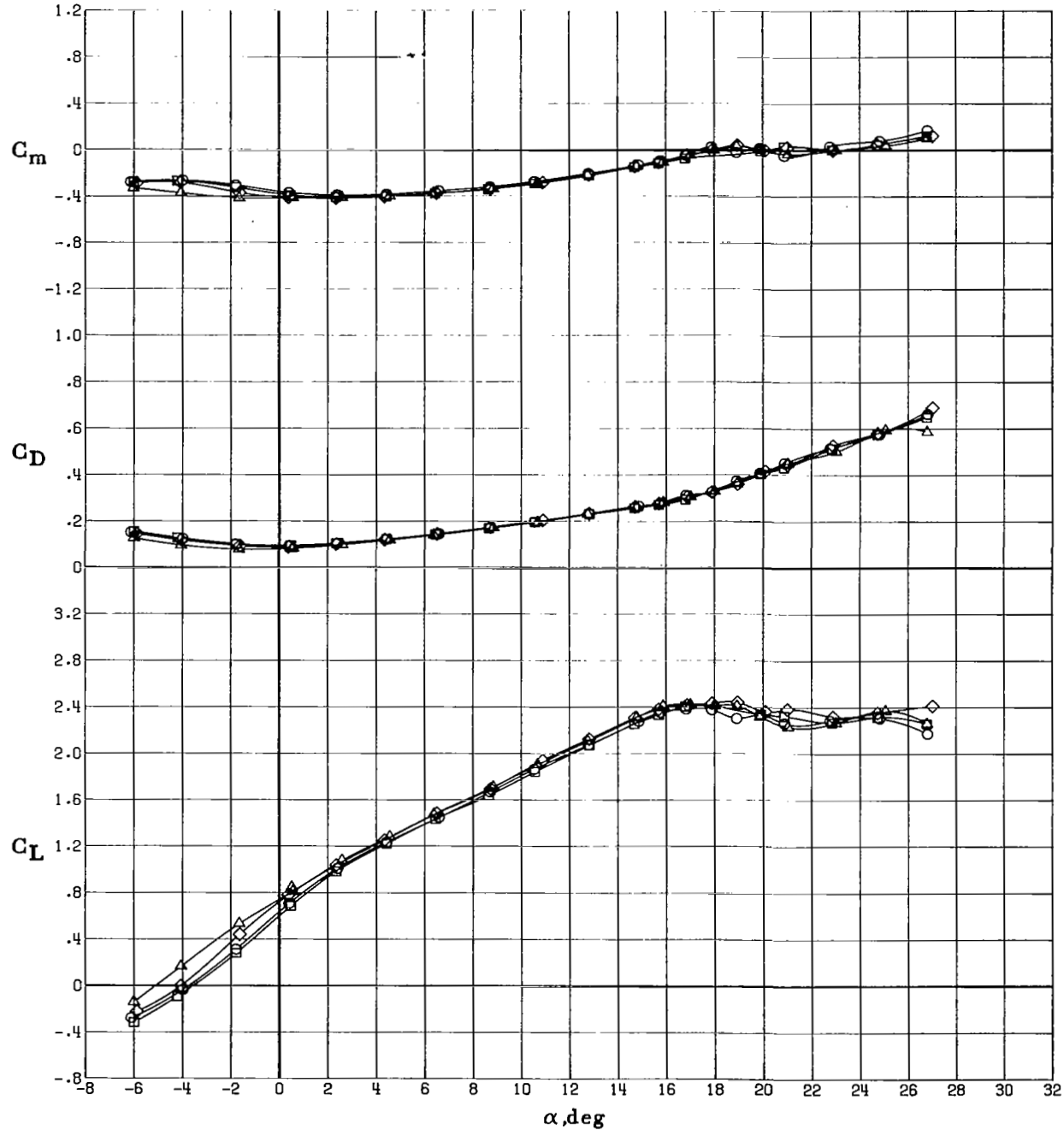
Symbol	Run	$R_{\bar{c}}$
○	87	0.88×10^6
□	86	1.35
◇	85	2.71
△	84	4.06



(a) Aspect-ratio-12, 30° take-off wing configuration with slats deflected -50°.

Figure 16.- Effect of Reynolds number on longitudinal aerodynamic characteristics of 30° take-off wing configuration.

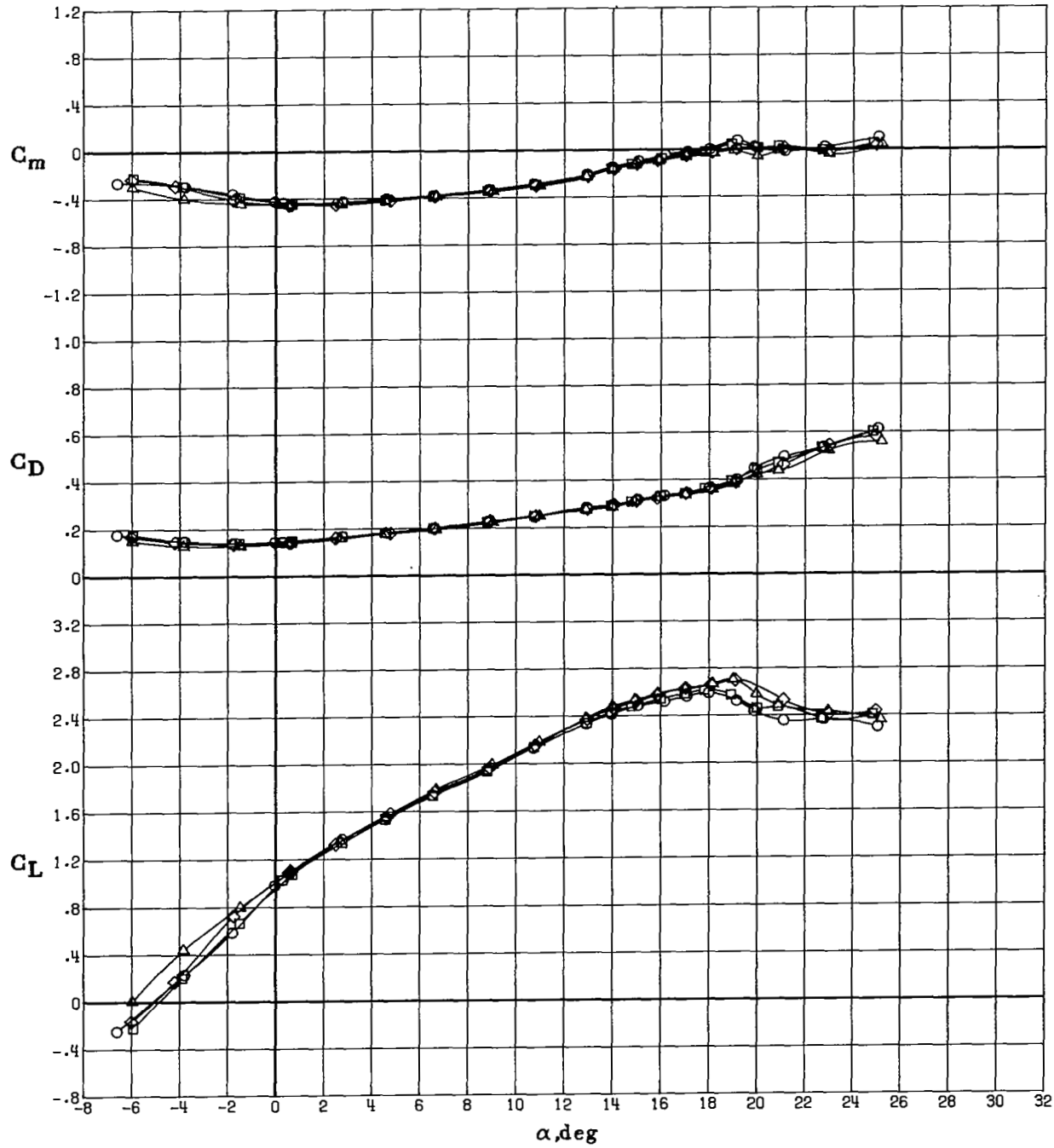
Symbol	Run	$R_{\bar{c}}$
○	245	0.91×10^6
□	244	1.4
◇	243	2.8
△	242	4.2



(b) Aspect-ratio-10, 30° take-off wing configuration with slats deflected -50°.

Figure 16.- Concluded.

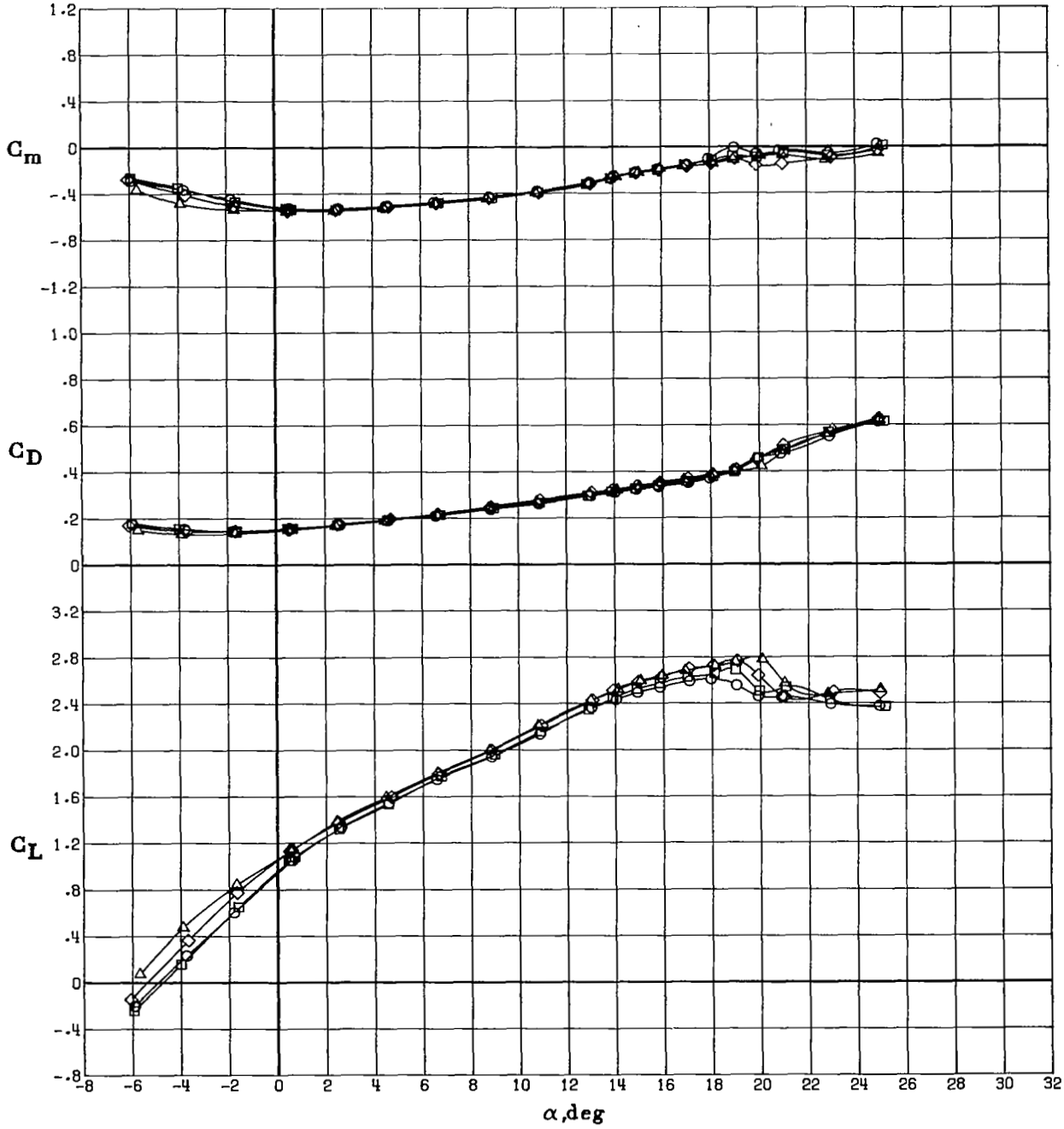
Symbol	Run	$R_{\bar{c}}$
○	210	0.88×10^6
⧉	209	1.35
◇	208	2.71
△	207	4.06



(a) Aspect-ratio-12, 45° landing wing configuration with slats deflected -50°.

Figure 17.- Effect of Reynolds number on longitudinal aerodynamic characteristics of 45° landing wing configuration.

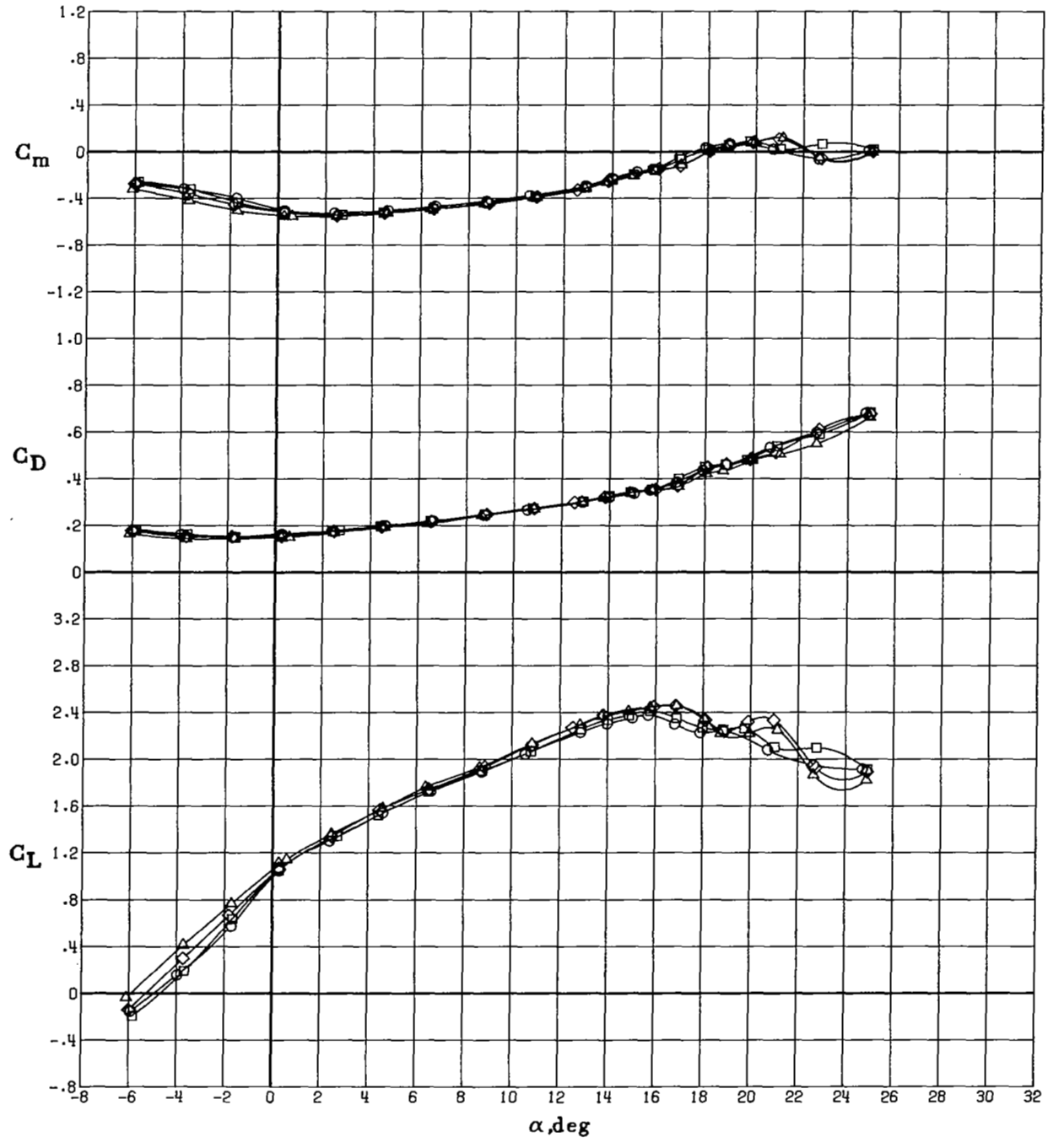
Symbol	Run	$R_{\bar{c}}$
○	206	0.91×10^6
□	205	1.4
◇	204	2.8
△	203	4.2



(b) Aspect-ratio-10, 45° landing wing configuration with slats deflected -50°.

Figure 17.- Continued.

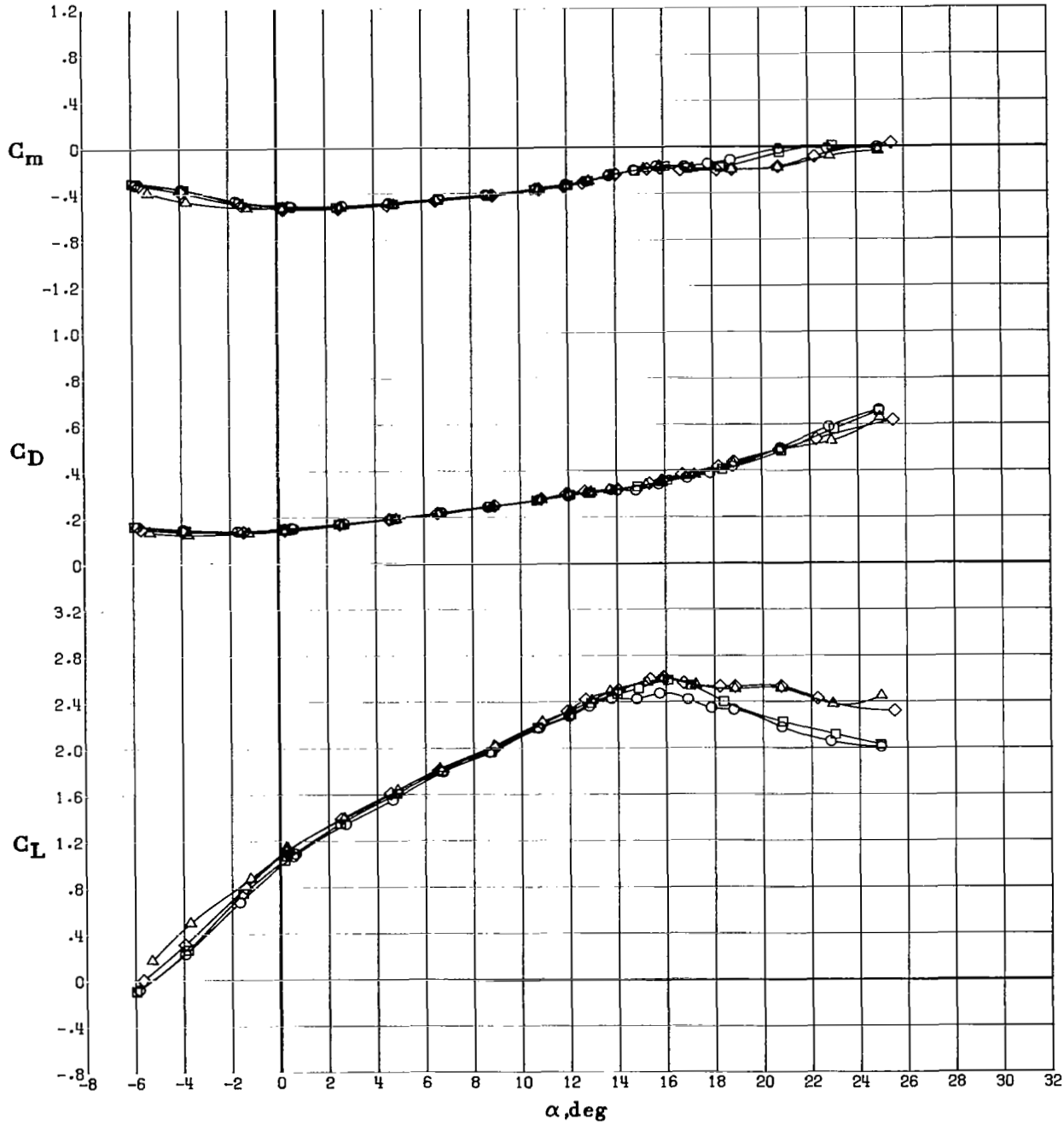
Symbol	Run	$R_{\bar{c}}$
○	231	0.91×10^6
□	230	1.4
◇	229	2.8
△	228	4.2



(c) Aspect-ratio-10, 45° landing wing configuration with slats deflected -60°.

Figure 17.- Continued.

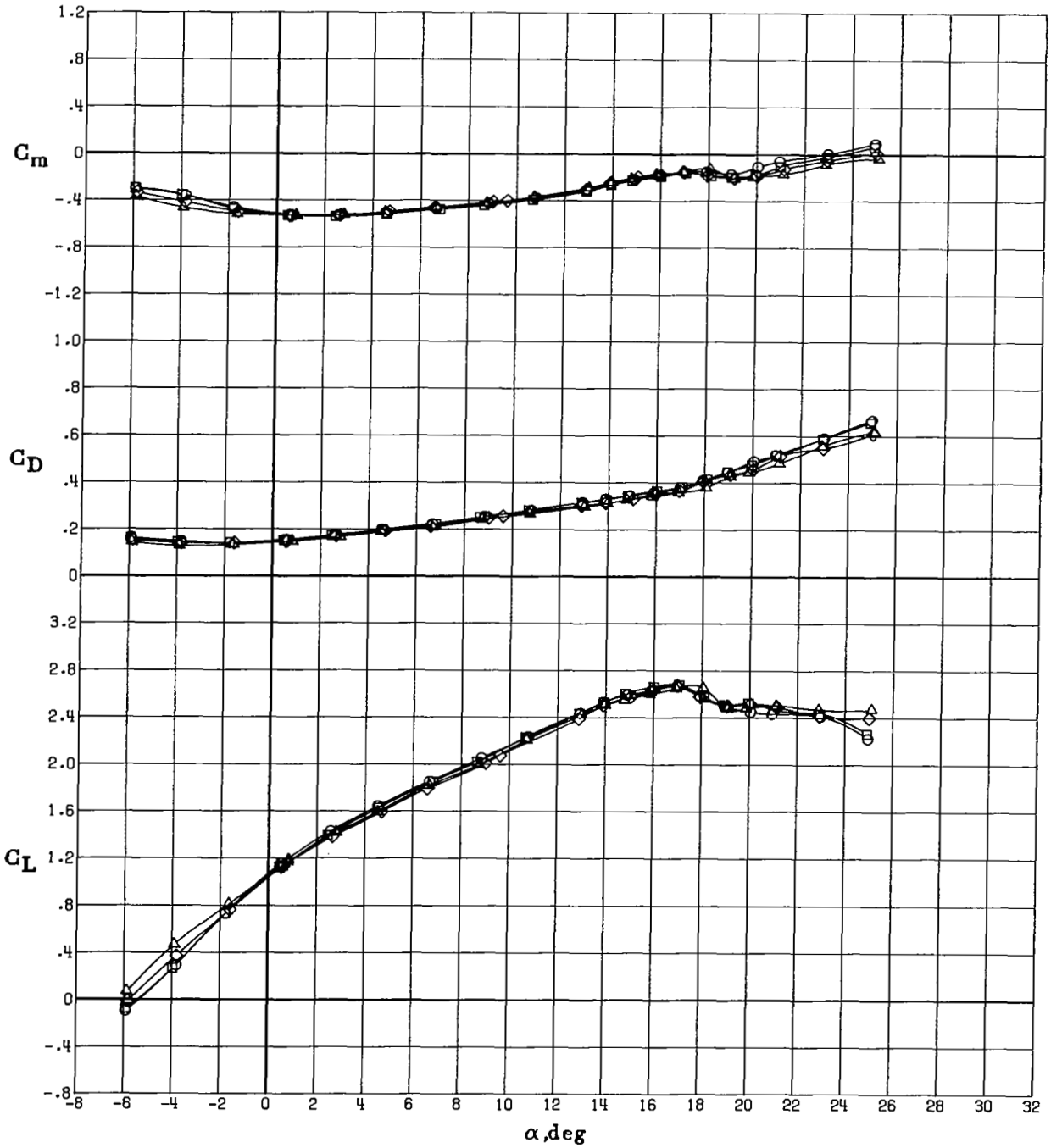
Symbol	Run	$R_{\bar{c}}$
○	198	0.91×10^6
□	197	1.4
◇	196	2.8
△	195	4.2



(d) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -30° and outboard slats deflected -50°.

Figure 17.- Continued.

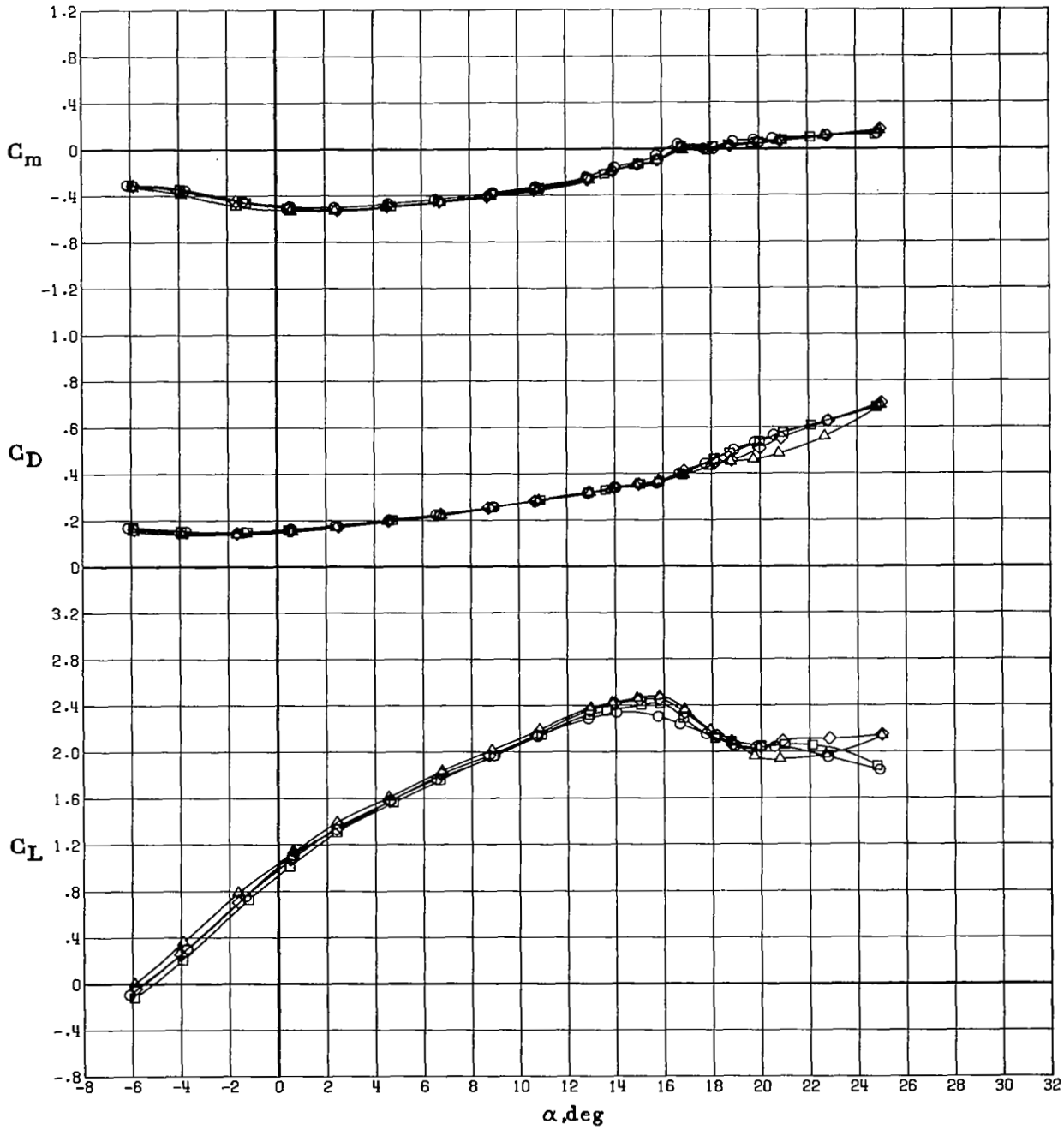
Symbol	Run	$R_{\bar{c}}$
○	202	0.91×10^6
□	201	1.4
◇	200	2.8
△	199	4.2



(e) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -40° and outboard slats deflected -50°.

Figure 17.- Continued.

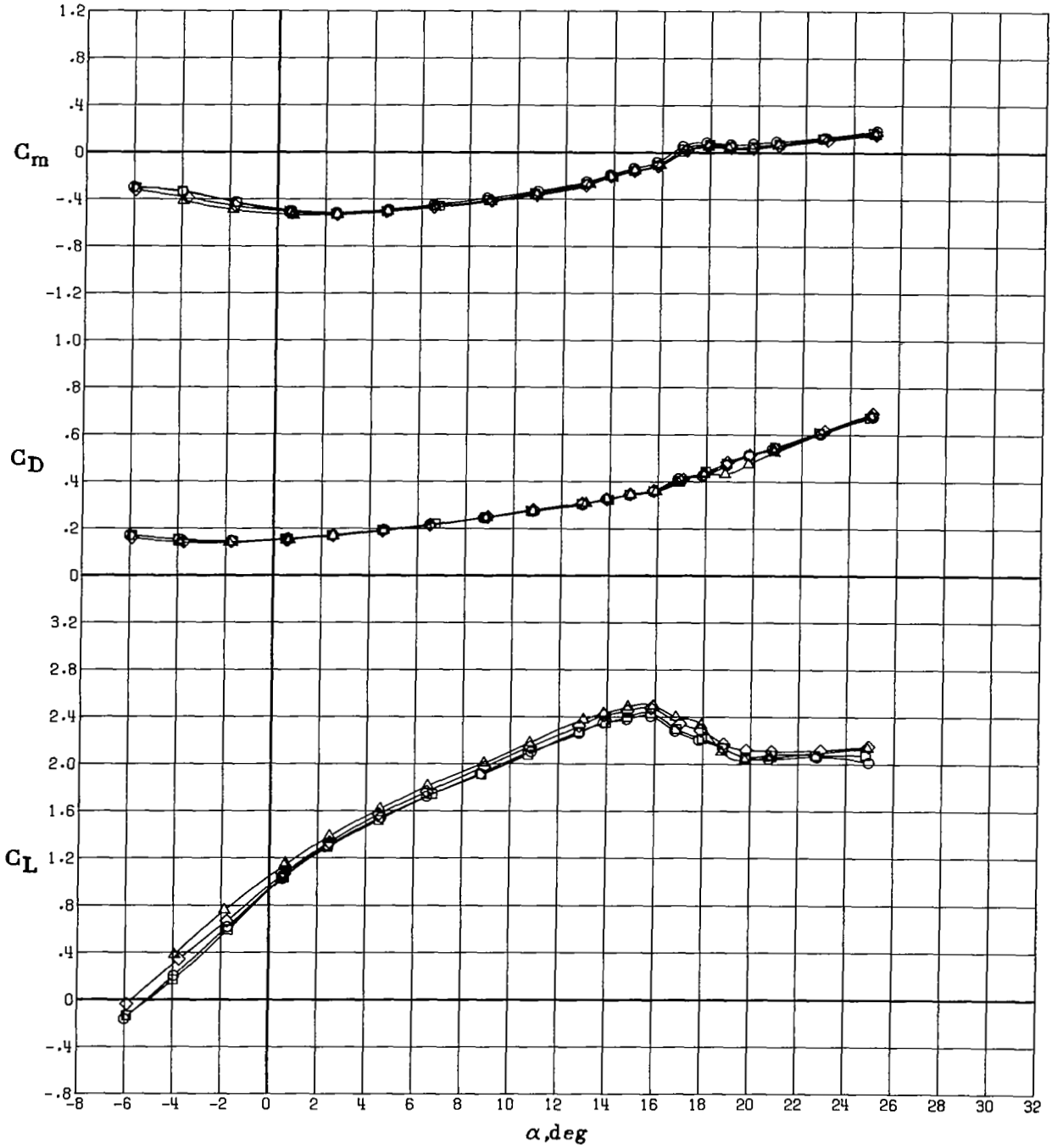
Symbol	Run	$R_{\bar{c}}$
○	227	0.91×10^6
□	226	1.4
◇	225	2.8
△	224	4.2



(f) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -30° and outboard slats deflected -60°.

Figure 17.- Continued.

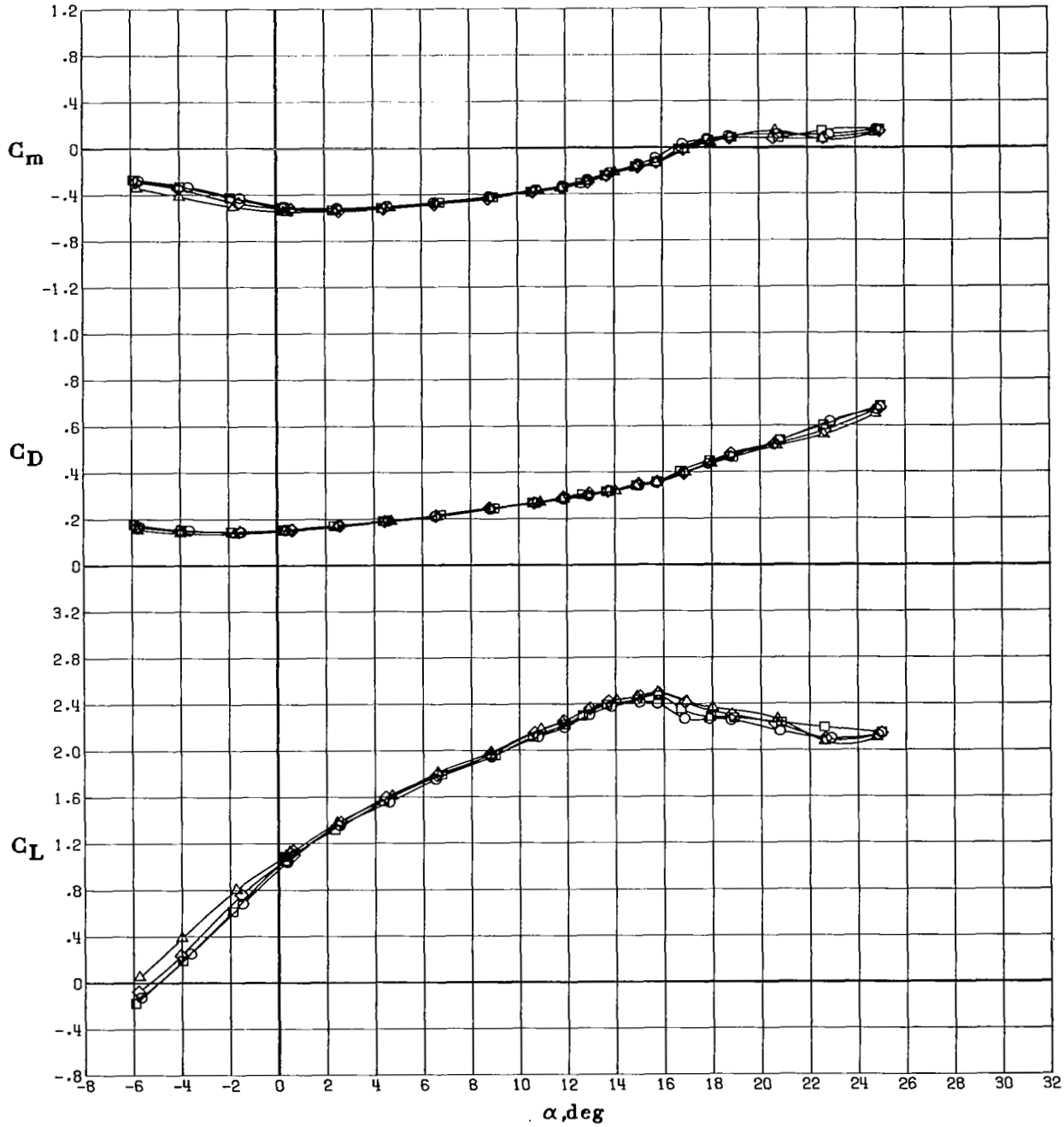
Symbol	Run	$R_{\bar{c}}$
○	223	0.91×10^6
□	222	1.4
◇	221	2.8
△	220	4.2



(g) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -40° and outboard slats deflected -60°.

Figure 17.- Continued.

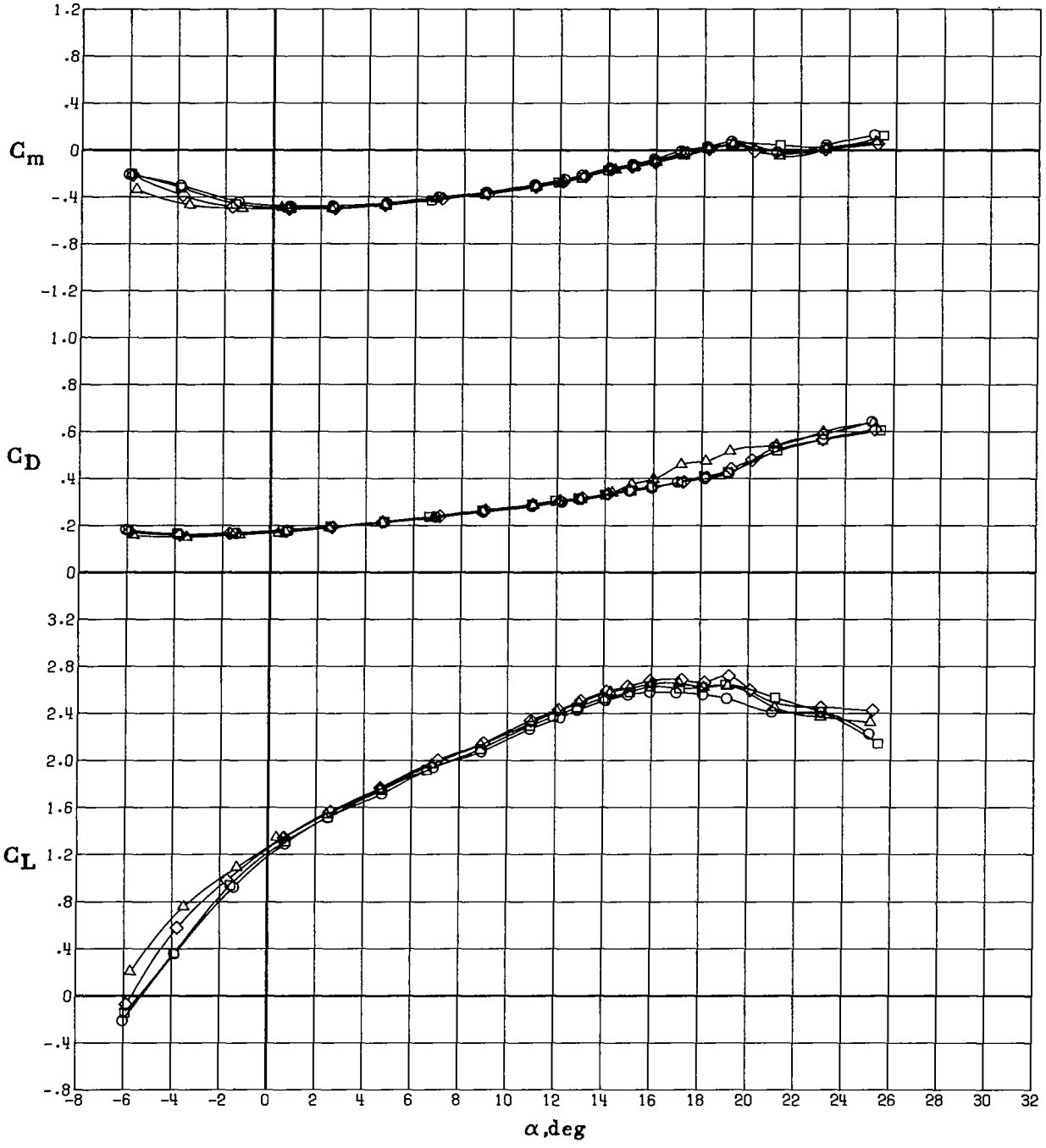
Symbol	Run	$R_{\bar{c}}$
○	219	0.91×10^6
□	218	1.4
◇	217	2.8
△	216	4.2



(h) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -50° and outboard slats deflected -60°.

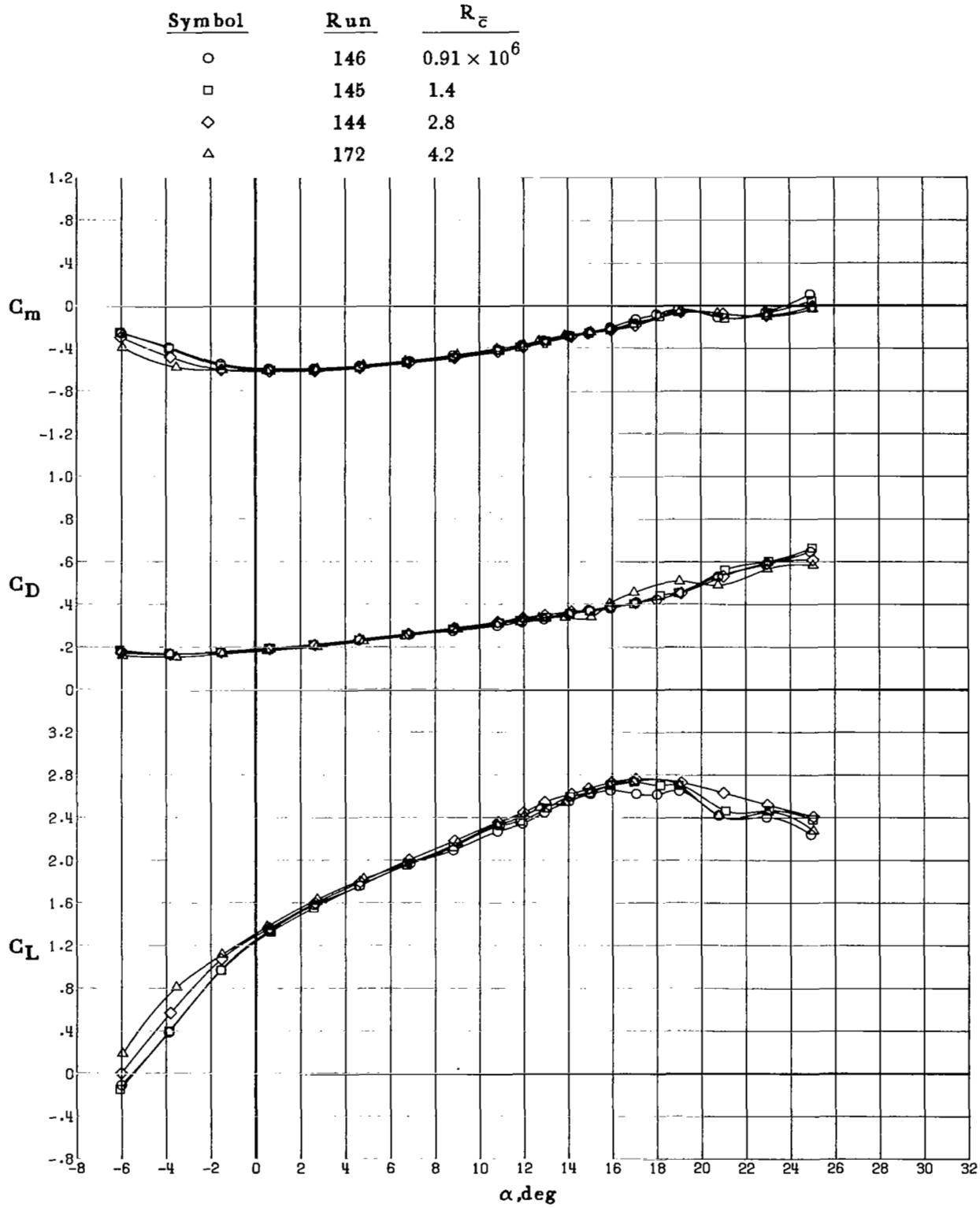
Figure 17.- Concluded.

Symbol	Run	$R_{\bar{c}}$
○	142	0.88×10^6
□	141	1.35
◇	140	2.71
△	139	4.06



(a) Aspect-ratio-12, 60° landing wing configuration with slats deflected -50°.

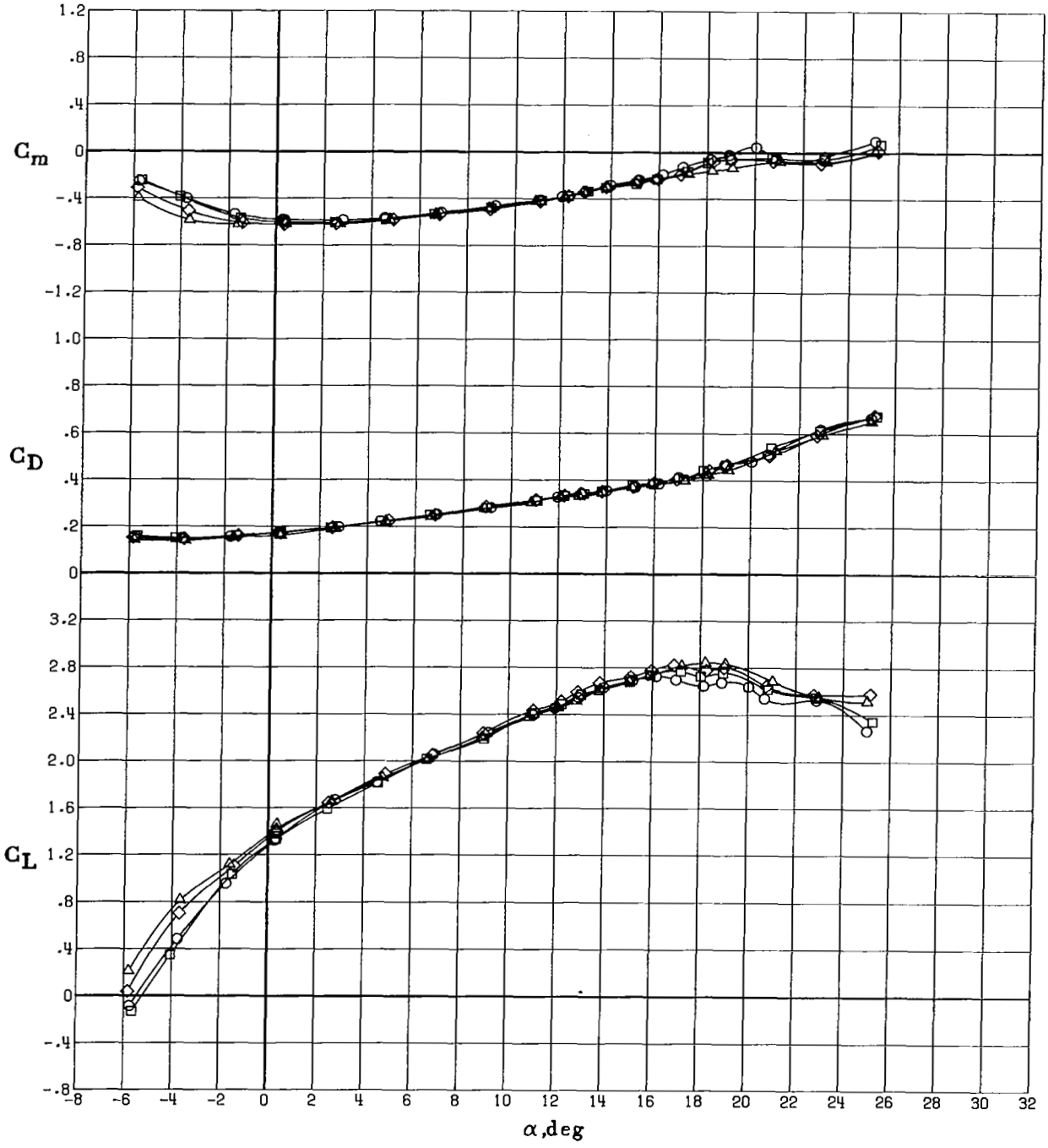
Figure 18.- Effect of Reynolds number on longitudinal aerodynamic characteristics of 60° landing wing configuration.



(b) Aspect-ratio-10, 60° landing wing configuration with slats deflected -50°.

Figure 18.- Continued.

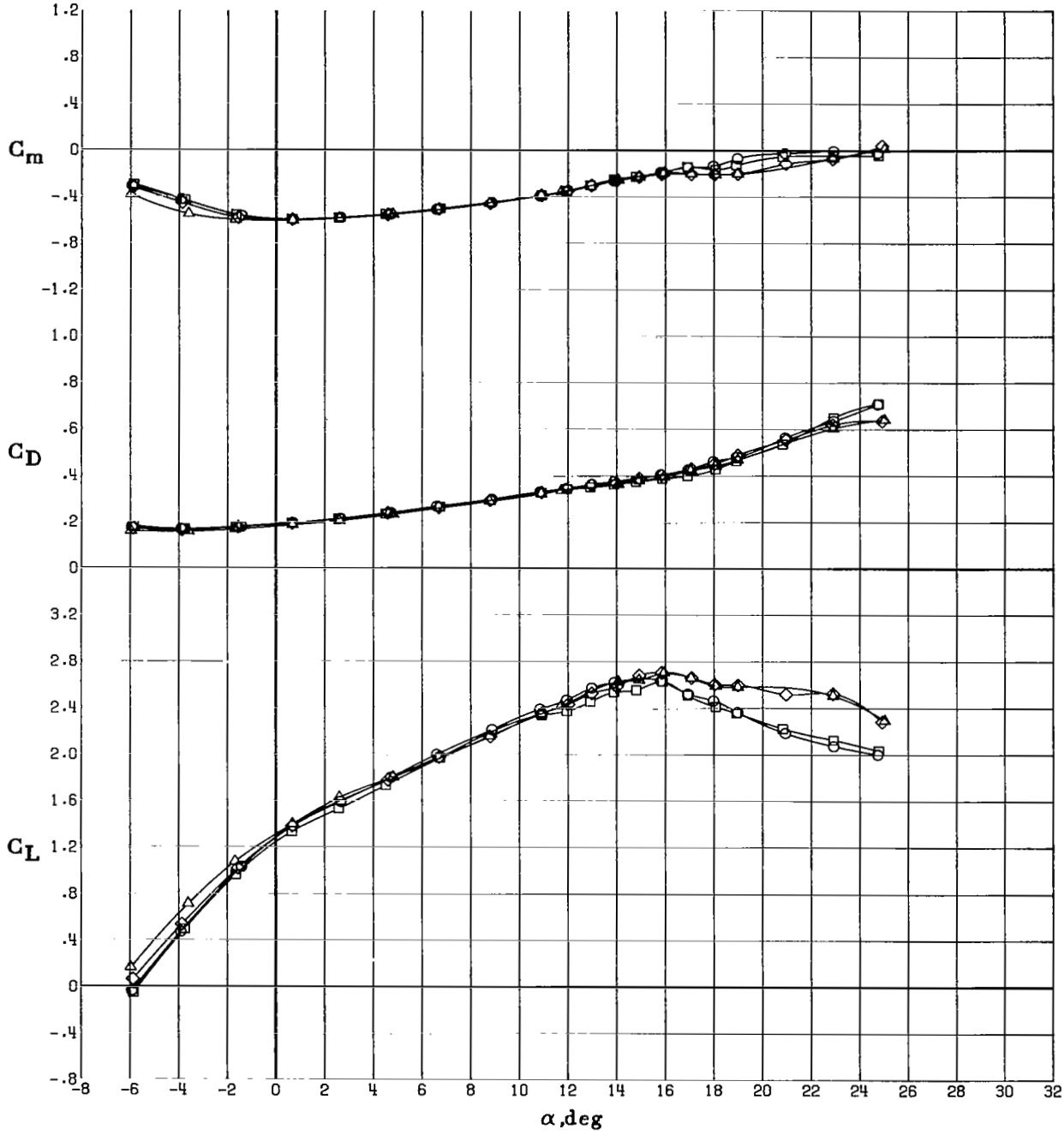
Symbol	Run	$R_{\bar{c}}$
○	151	0.91×10^6
□	150	1.4
◇	149	2.8
△	182	4.2



(c) Aspect-ratio-10, 60° landing wing configuration with slats deflected -50° and landing gear off.

Figure 18.- Continued.

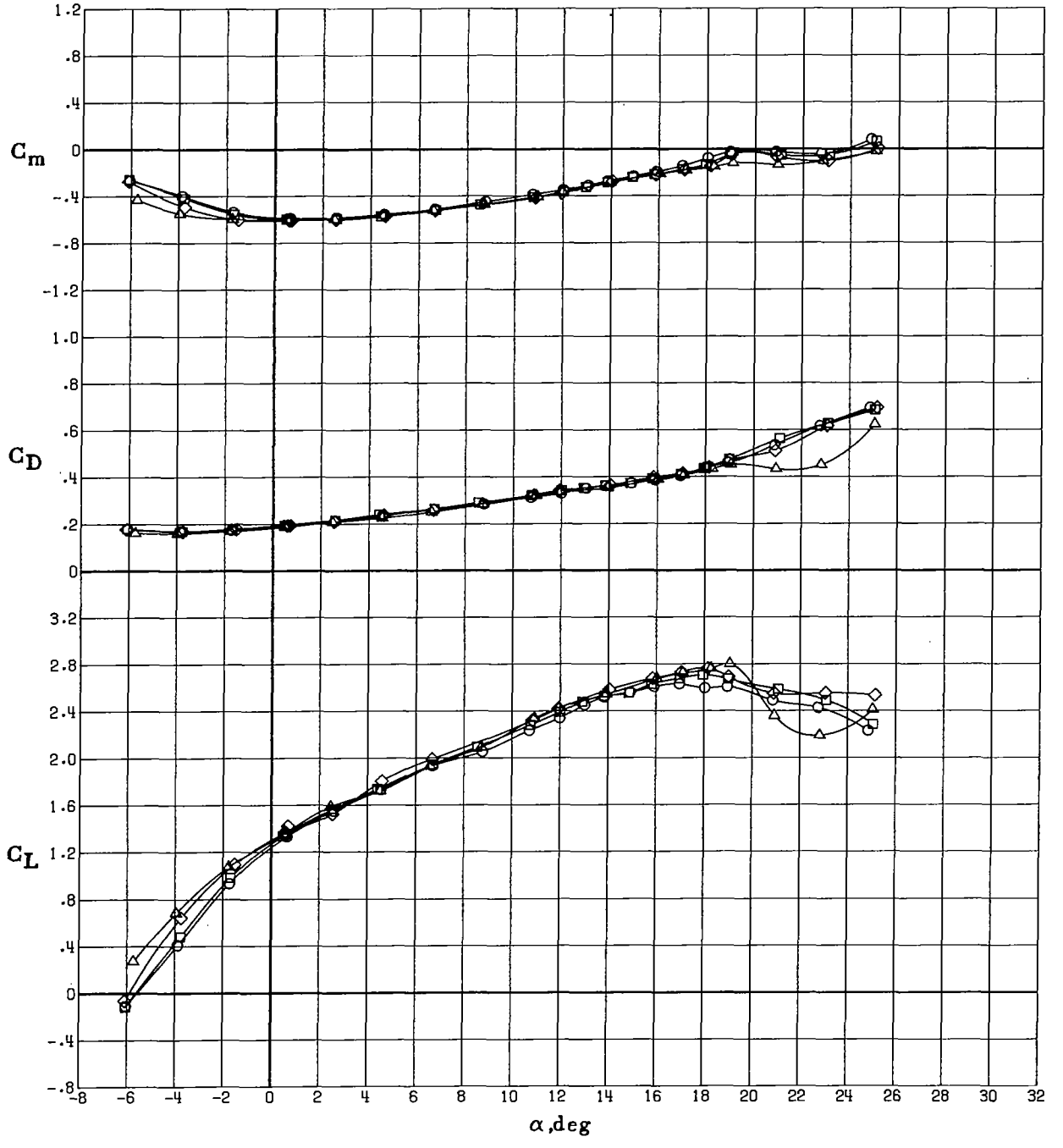
Symbol	Run	$R_{\bar{c}}$
○	191	0.91×10^6
□	194	1.4
◇	193	2.8
△	192	4.2



(d) Aspect-ratio-10, 60° landing wing configuration with inboard slats deflected -30° and outboard slats deflected -50°.

Figure 18.- Continued.

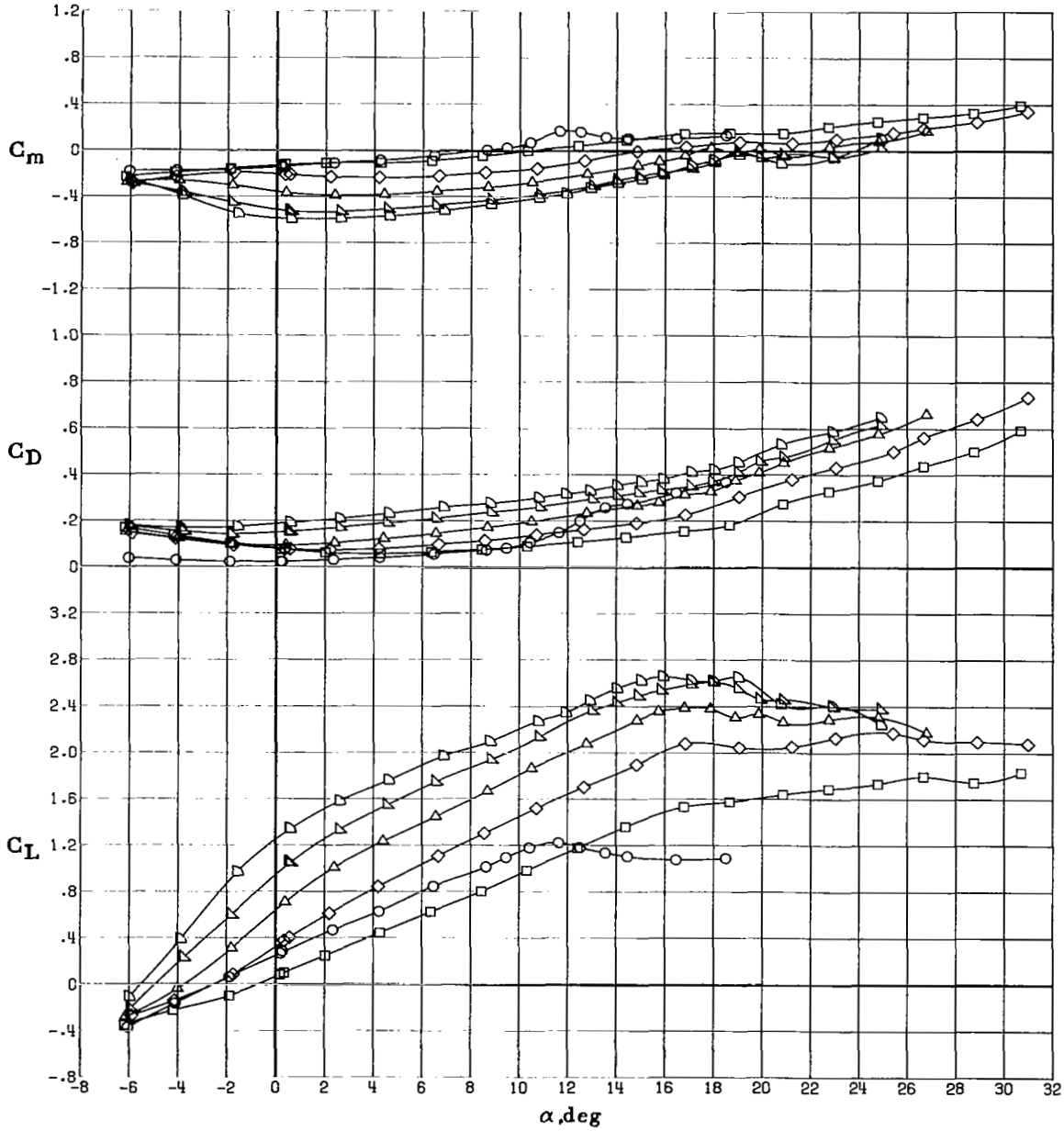
Symbol	Run	$R_{\bar{c}}$
○	181	0.91×10^6
□	180	1.4
◇	179	2.8
△	178	4.2



(e) Aspect-ratio-10, 60° landing wing configuration with slats deflected -50° and high-speed ailerons deflected 20°.

Figure 18.- Concluded.

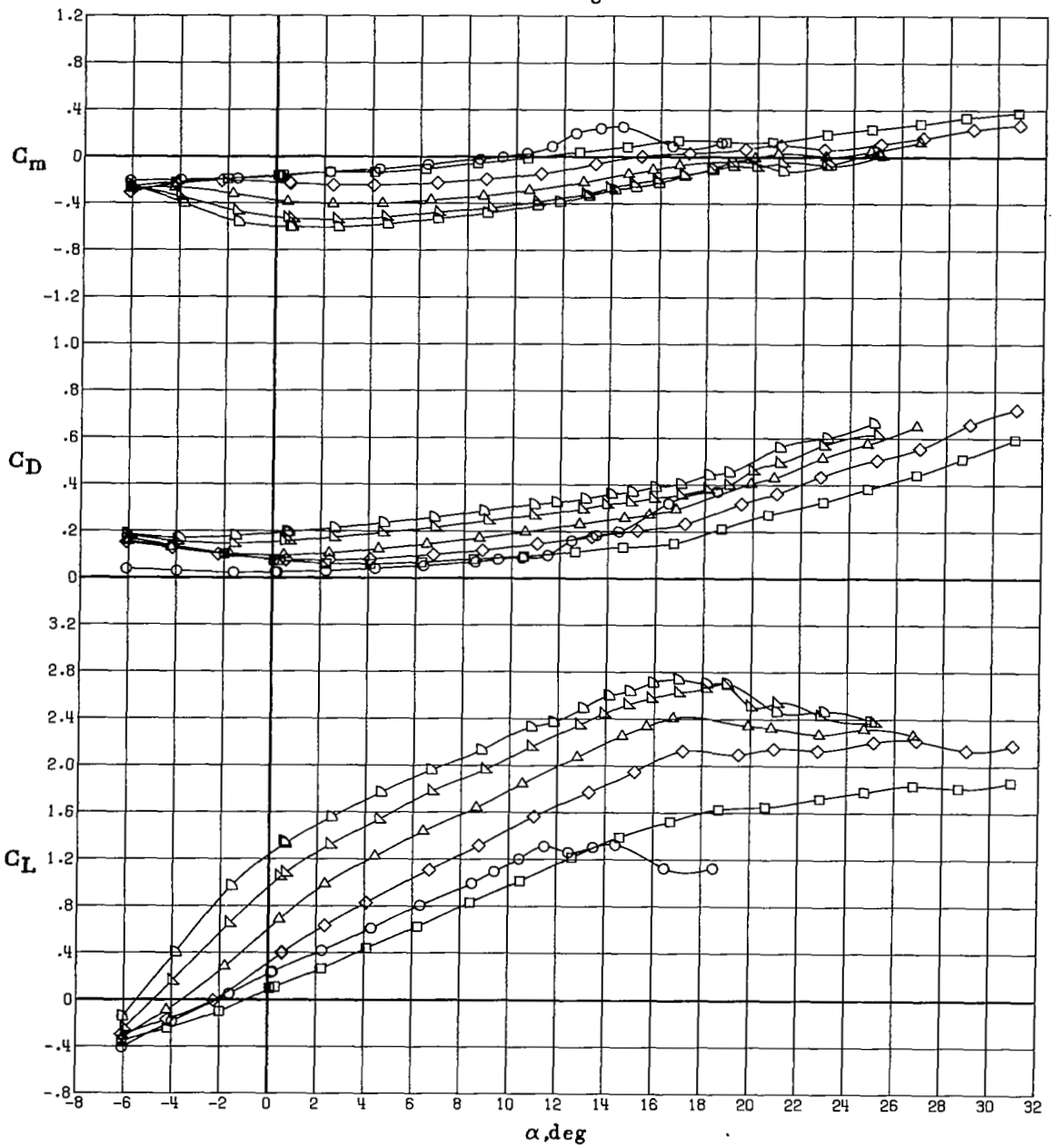
Symbol	Run	Configuration
○	241	Cruise
□	39	Climb
◇	79	15° Take-Off
△	245	30° Take-Off
◺	206	45° Landing
◺	146	60° Landing



(a) $R_c = 0.91 \times 10^6$.

Figure 19.- Summary of tail-off longitudinal aerodynamic characteristics of aspect-ratio-10 cruise, climb, take-off, and landing wing configurations. For climb, take-off, and landing wing configurations, slats were deflected -50°.

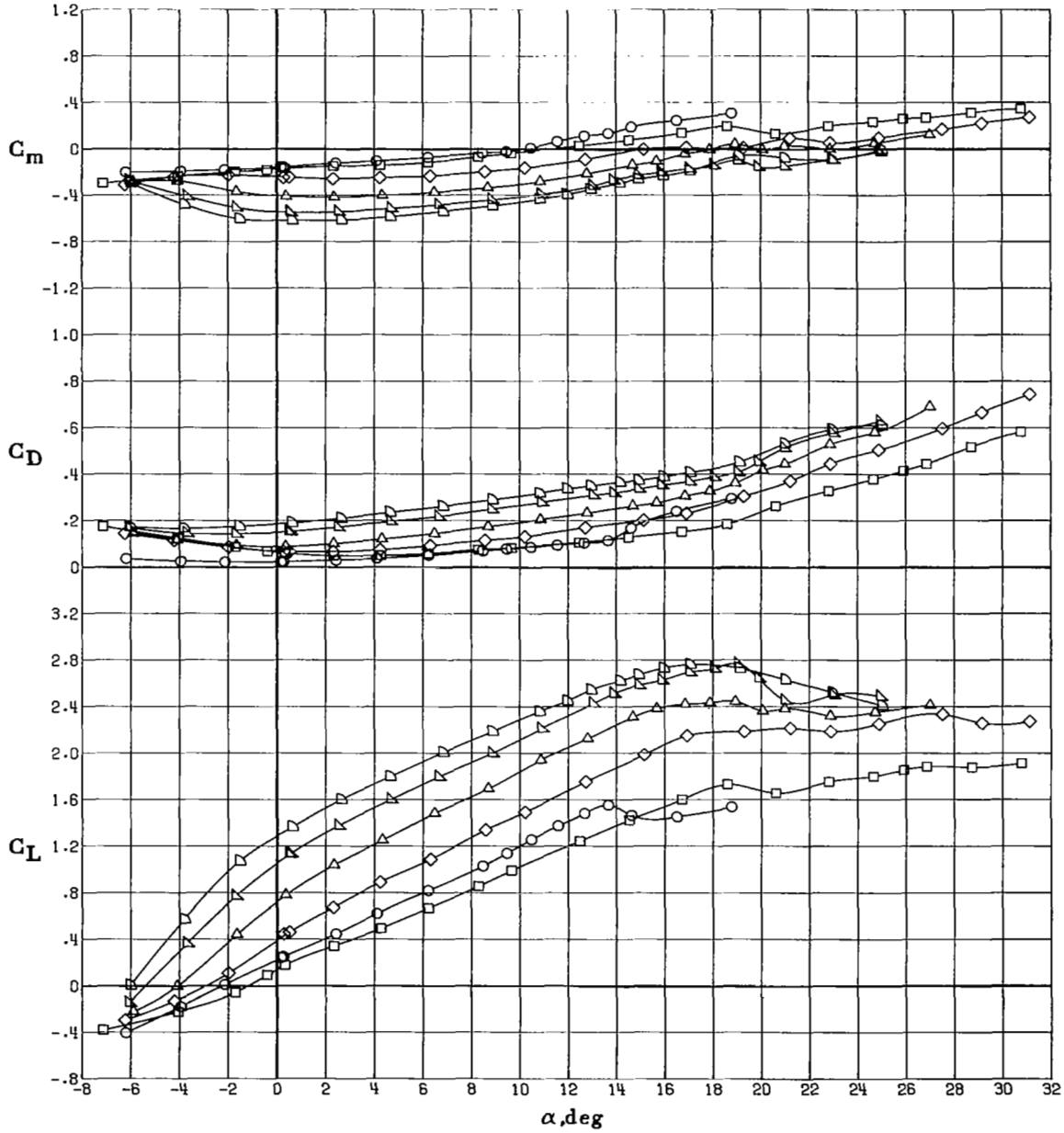
Symbol	Run	Configuration
○	240	Cruise
□	38	Climb
◇	78	15° Take-Off
△	244	30° Take-Off
◺	205	45° Landing
◺	145	60° Landing



(b) $R_{\frac{-}{c}} = 1.4 \times 10^6$.

Figure 19.- Continued.

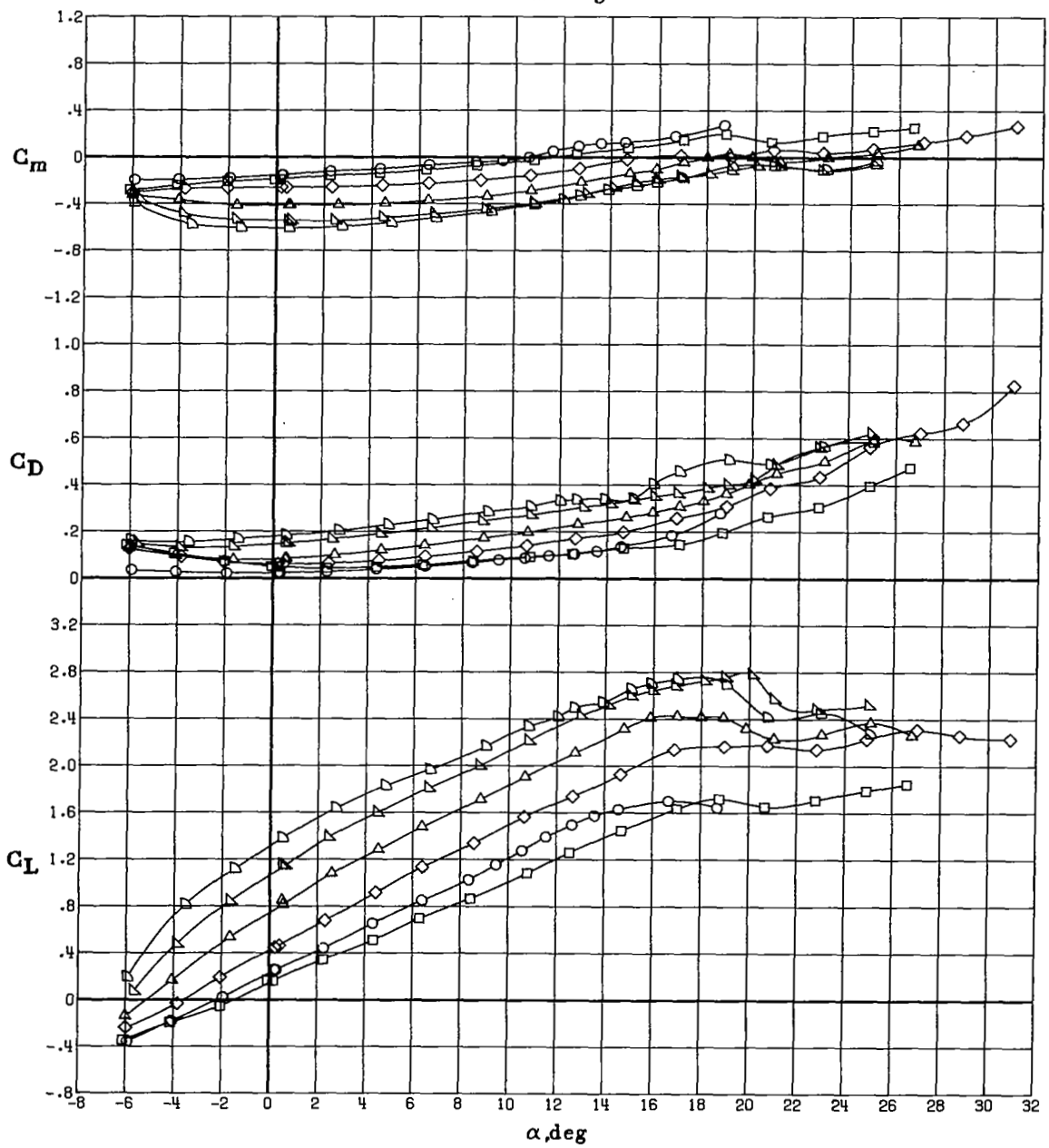
Symbol	Run	Configuration
○	238	Cruise
□	37	Climb
◇	77	15° Take-Off
△	243	30° Take-Off
◺	204	45° Landing
◺	144	60° Landing



(c) $R_{\frac{}{c}} = 2.8 \times 10^6$.

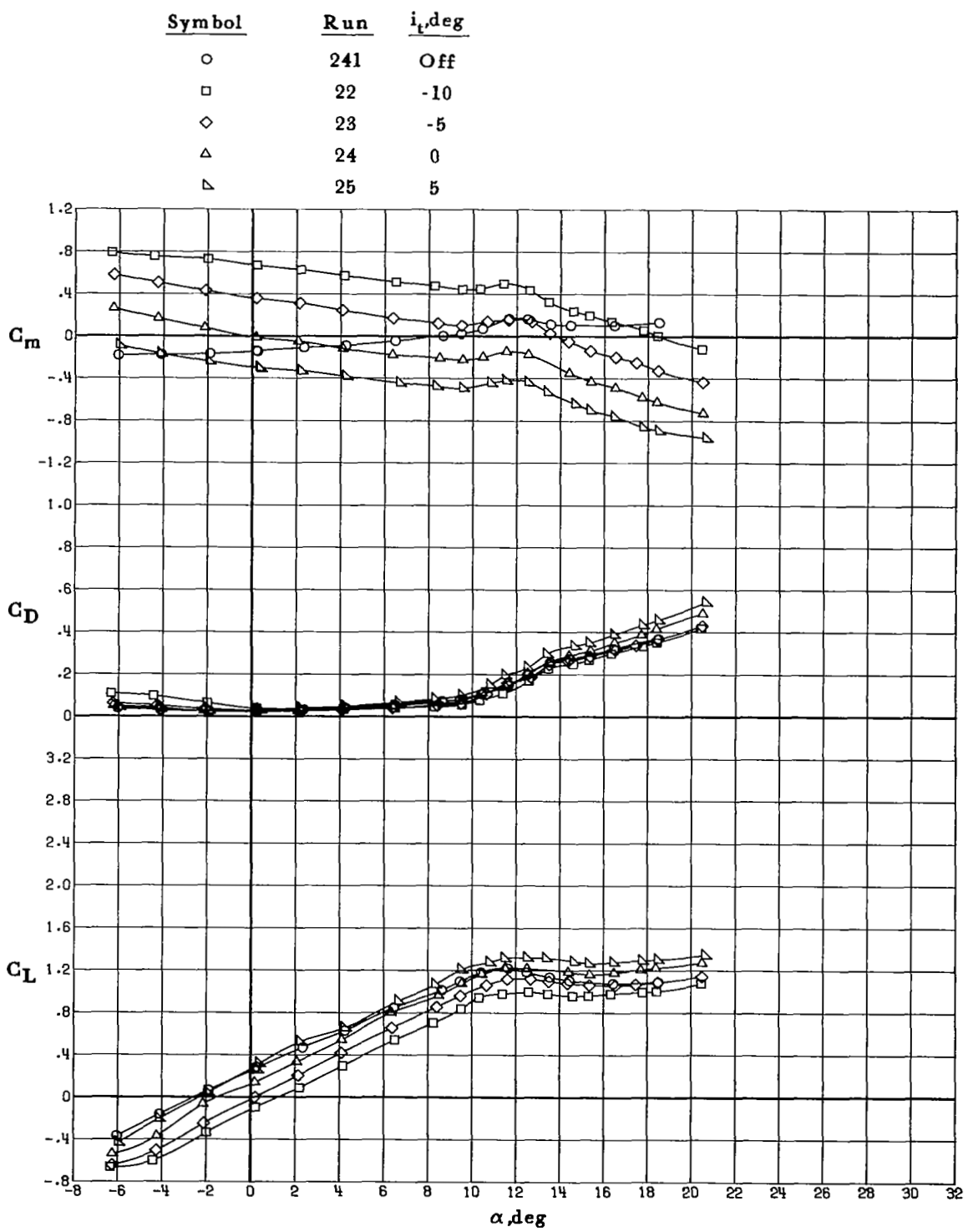
Figure 19.- Continued.

Symbol	Run	Configuration
○	236	Cruise
□	36	Climb
◇	76	15° Take-Off
△	242	30° Take-Off
◺	203	45° Landing
◺	172	60° Landing



(d) $R_{\bar{c}} = 4.2 \times 10^6$.

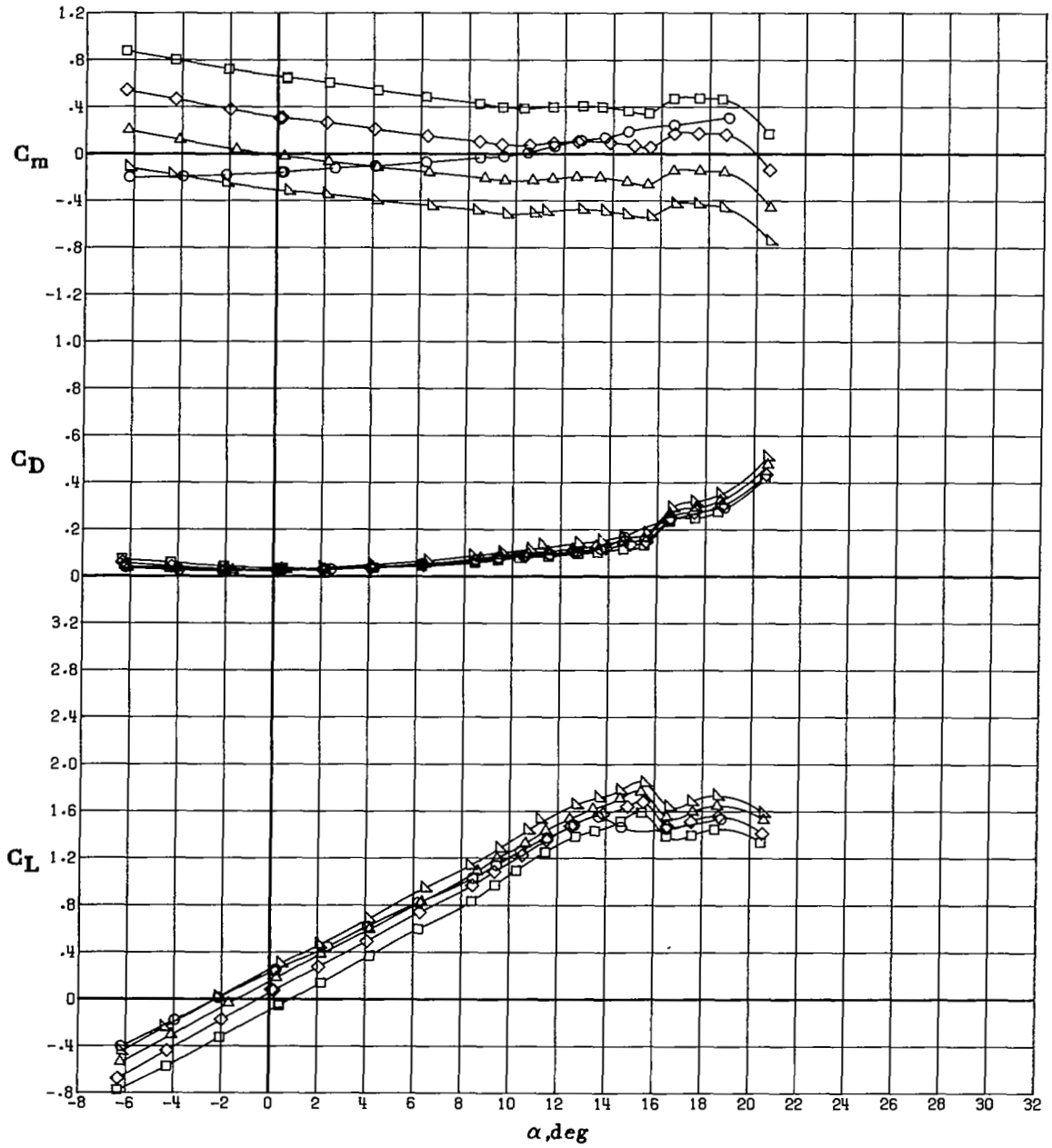
Figure 19.- Concluded.



(a) $R_c = 0.91 \times 10^6$.

Figure 20.- Effect of horizontal-tail deflection on longitudinal aerodynamic characteristics of aspect-ratio-10 cruise wing configuration.

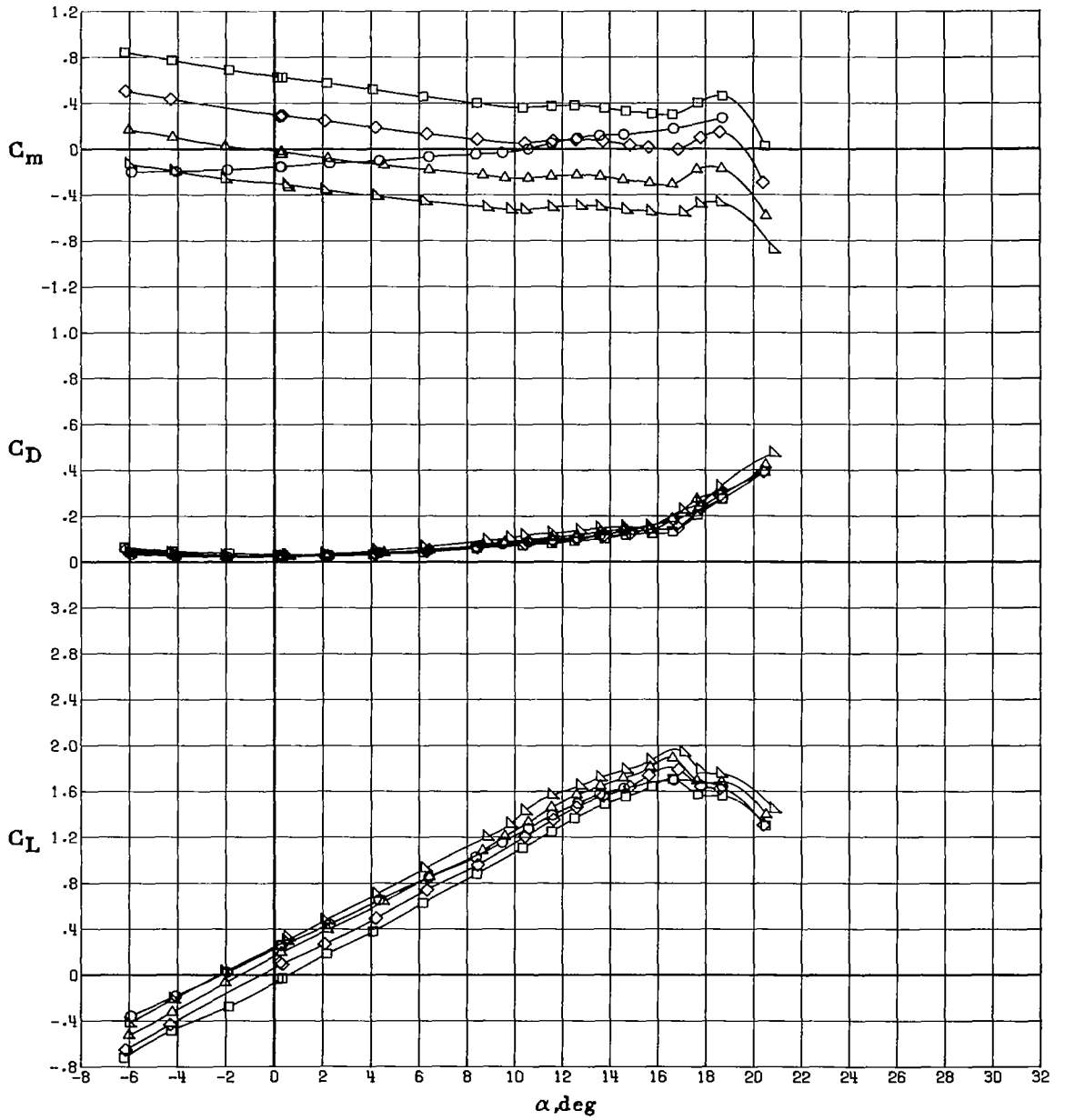
Symbol	Run	i_t,deg
○	238	Off
□	18	-10
◇	19	-5
△	20	0
◺	21	5



(b) $R_{\frac{-}{c}} = 2.8 \times 10^6$.

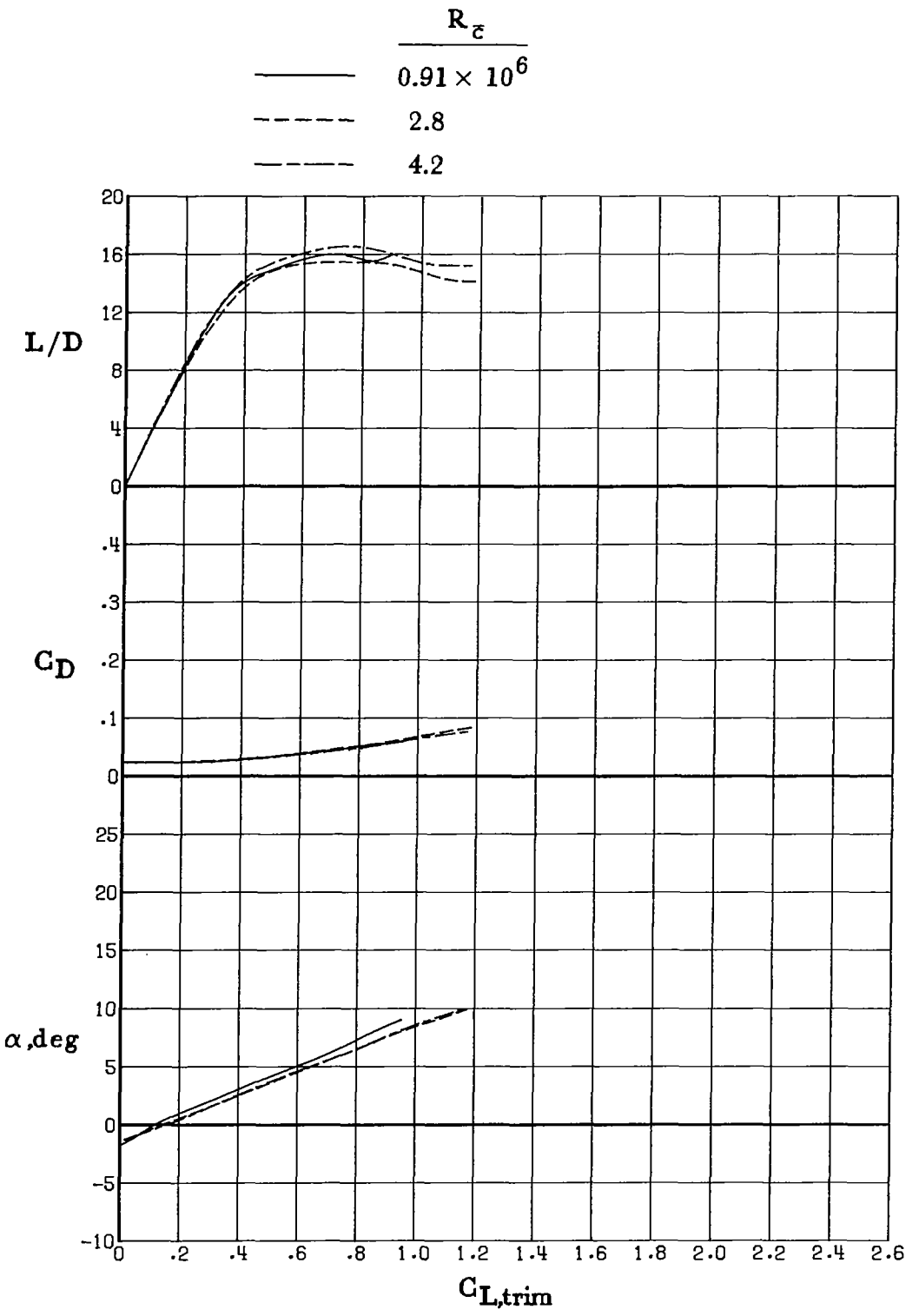
Figure 20.- Continued.

Symbol	Run	i_t,deg
○	236	Off
□	14	-10
◇	15	-5
△	16	0
◺	17	5



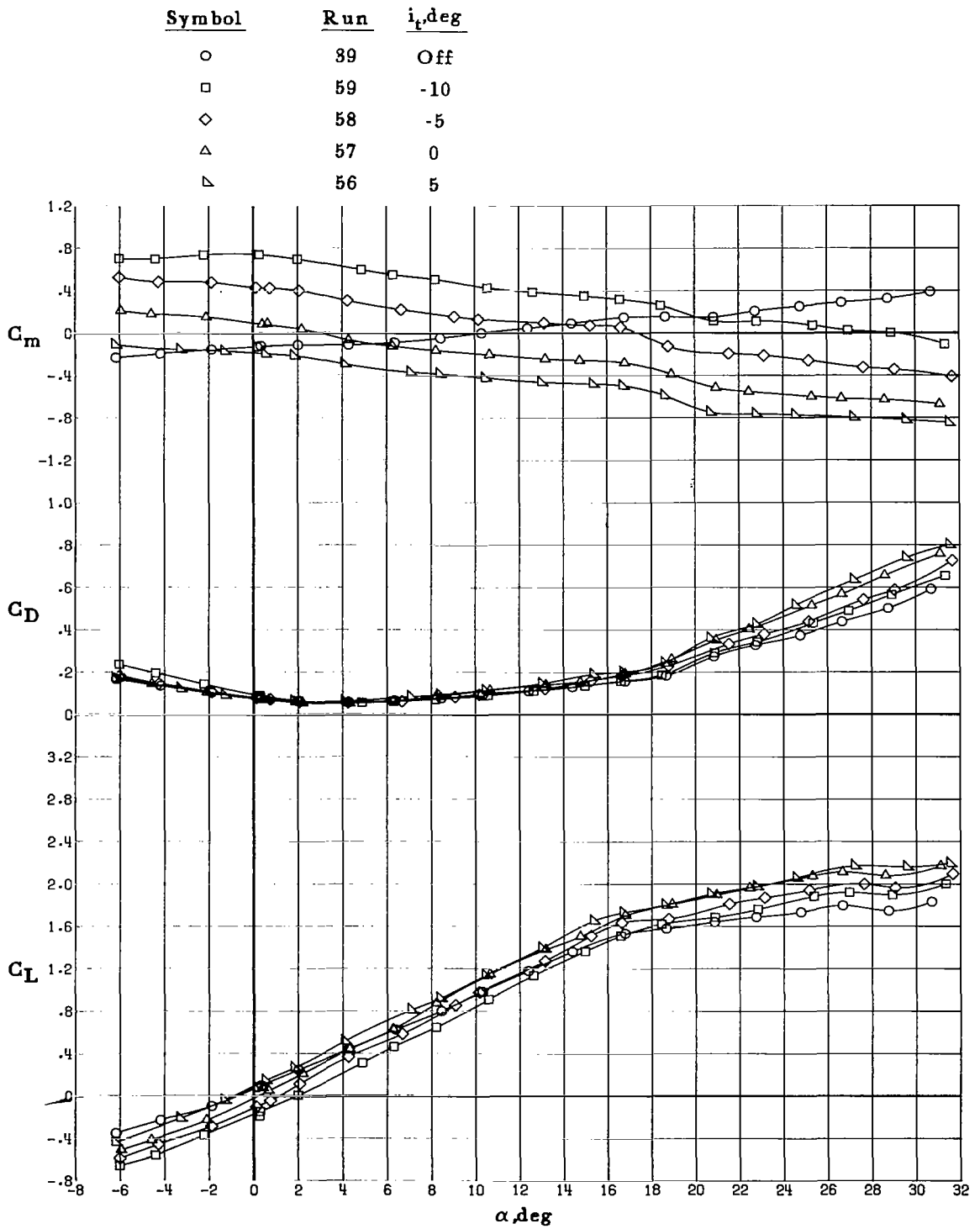
(c) $R_{\bar{c}} = 4.2 \times 10^6$.

Figure 20.- Continued.



(d) Trim performance of aspect-ratio-10 cruise wing configuration.

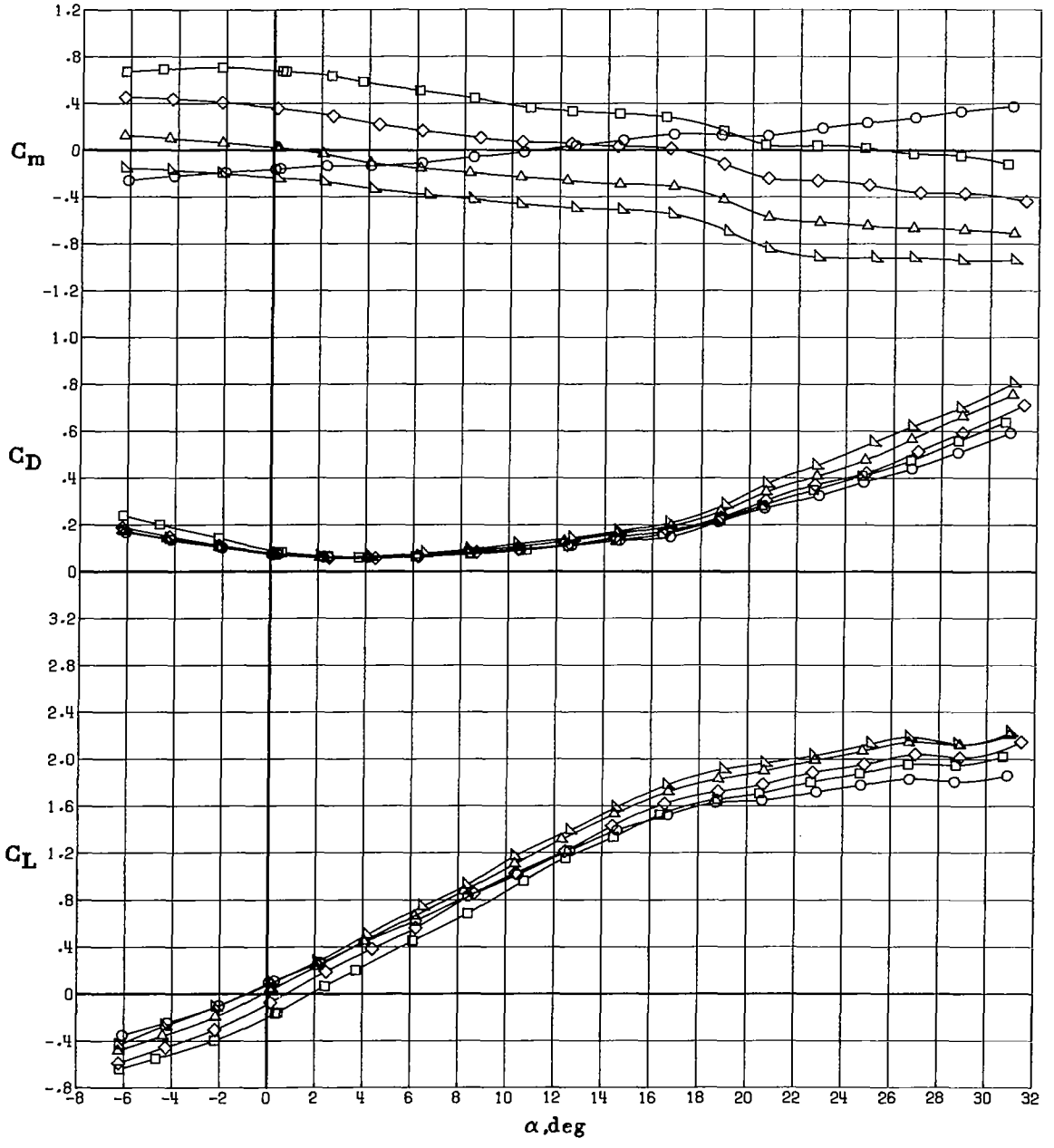
Figure 20.- Concluded.



(a) $R_{\frac{-}{c}} = 0.91 \times 10^6$.

Figure 21.- Effect of horizontal-tail deflection on longitudinal aerodynamic characteristics of aspect-ratio-10 climb wing configuration with slats deflected -50°.

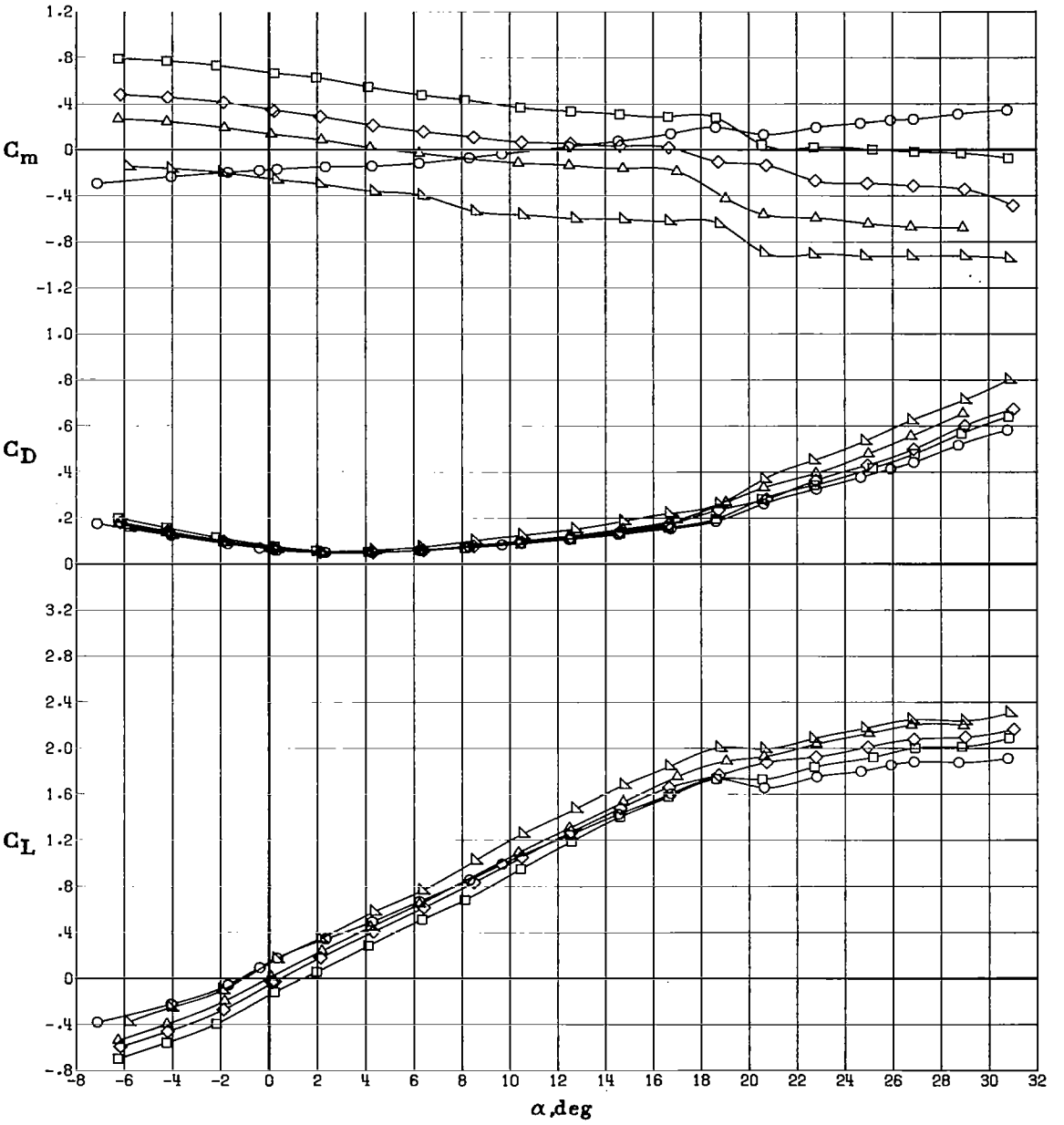
Symbol	Run	i_t,deg
○	38	Off
□	55	-10
◇	54	-5
△	53	0
◺	52	5



(b) $R_{\frac{-}{c}} = 1.4 \times 10^6$.

Figure 21.- Continued.

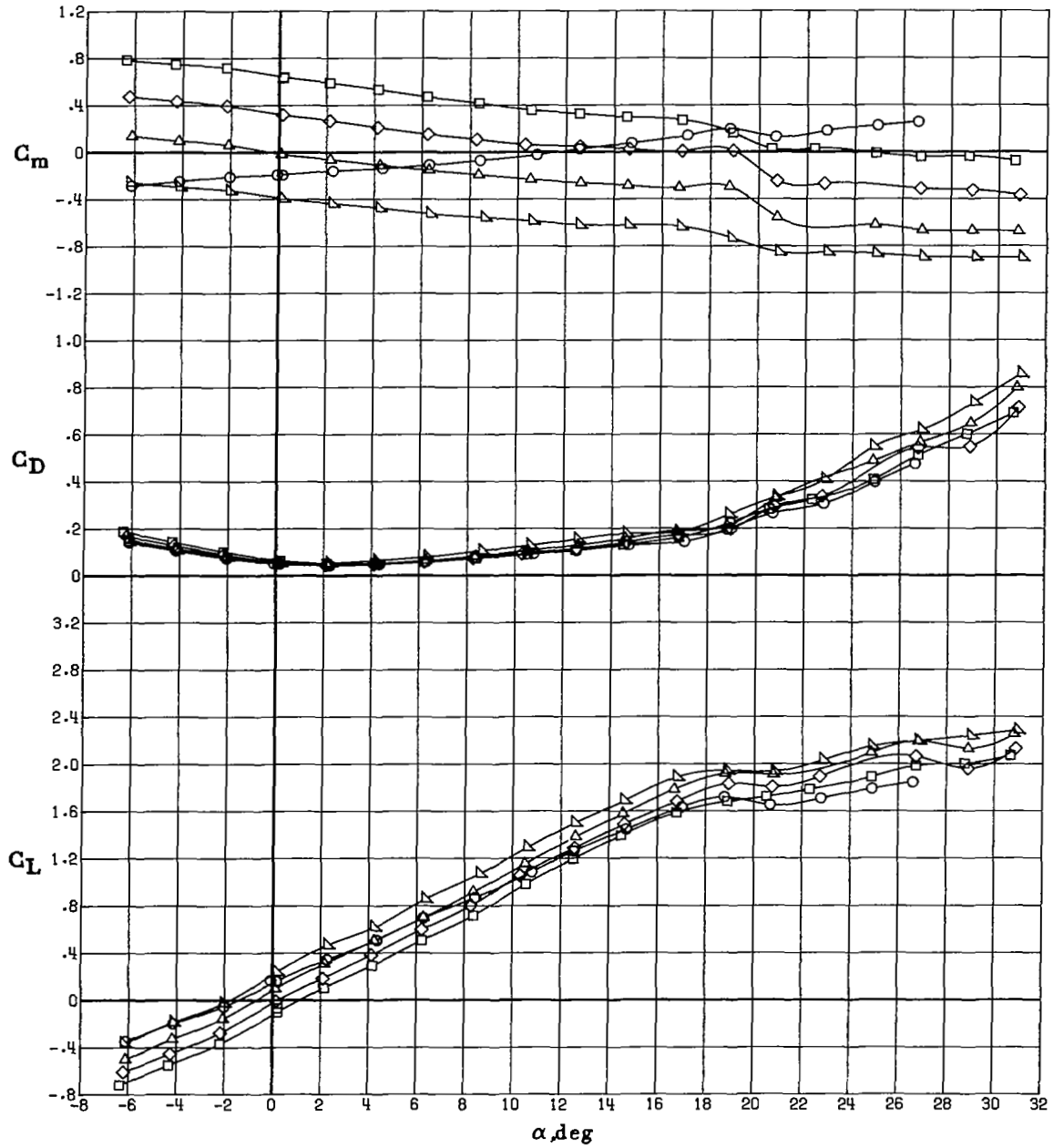
Symbol	Run	i_t,deg
○	37	Off
□	51	-10
◇	49	-5
△	50	0
◺	48	5



(c) $R_{\frac{-}{c}} = 2.8 \times 10^6$.

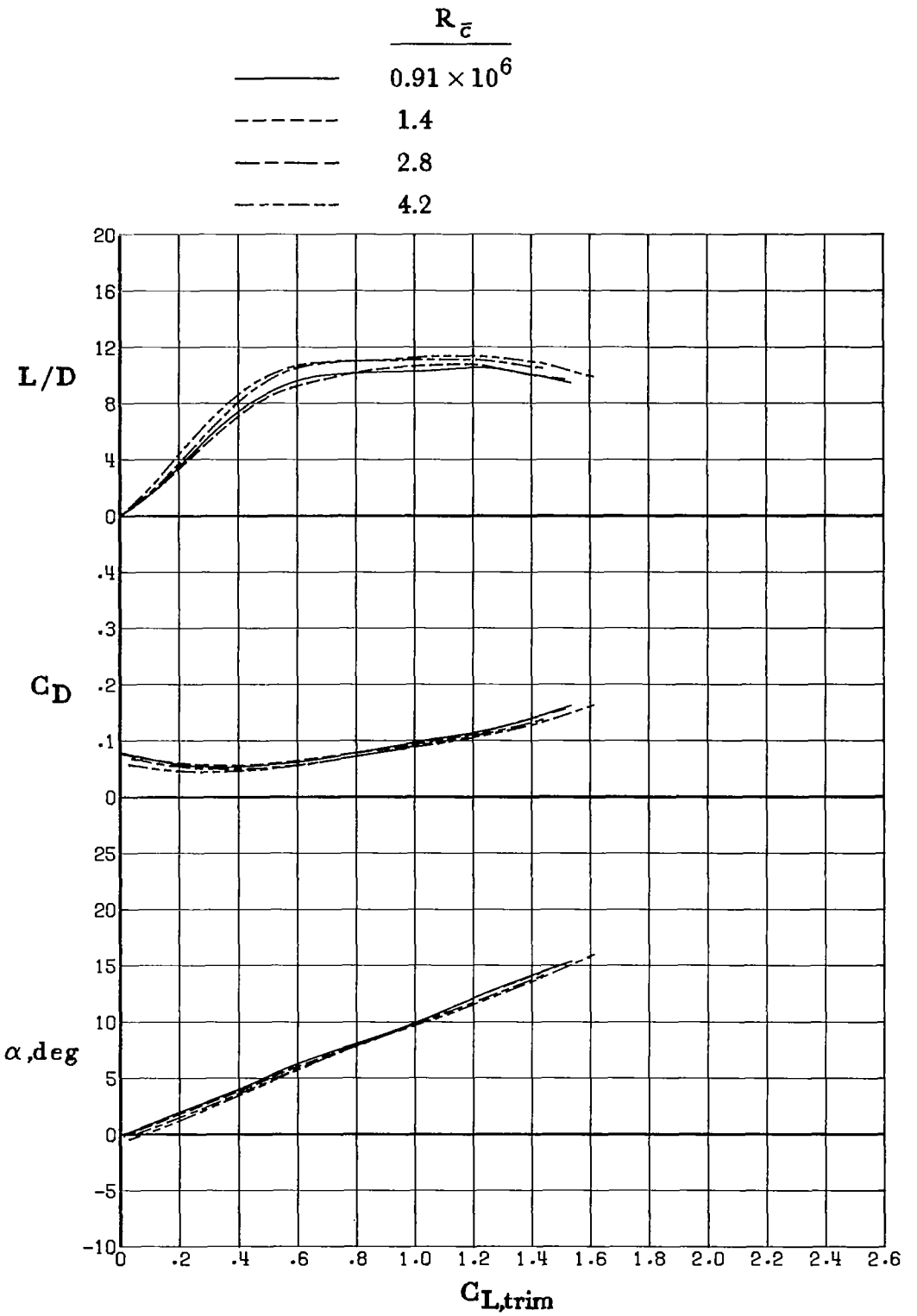
Figure 21.- Continued.

Symbol	Run	i_t,deg
○	36	Off
□	47	-10
◇	46	-5
△	45	0
◺	44	5



(d) $R_{\frac{-}{c}} = 4.2 \times 10^6$.

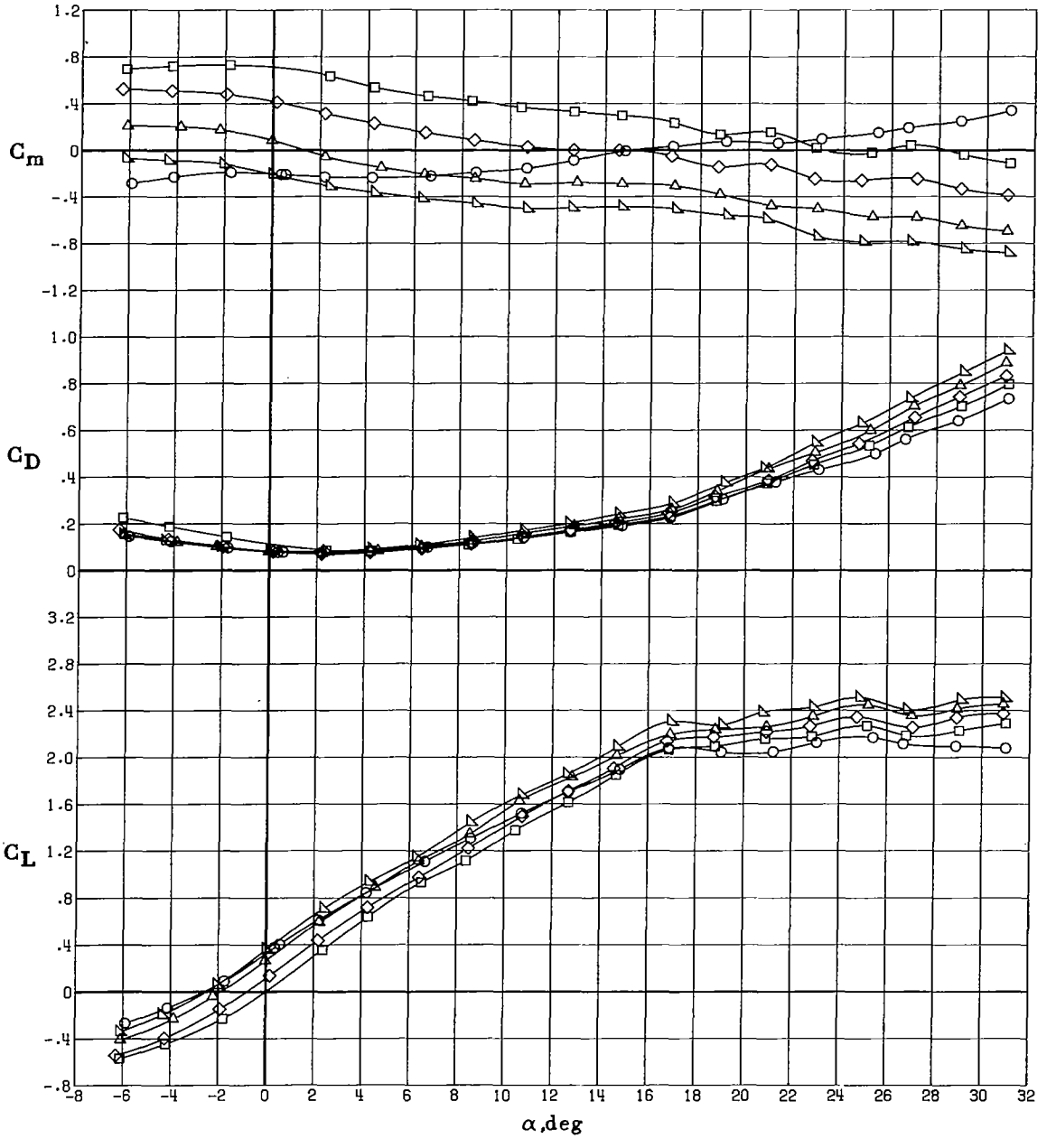
Figure 21.- Continued.



(e) Trim performance of aspect-ratio-10 climb wing configuration with slats deflected -50°.

Figure 21.- Concluded.

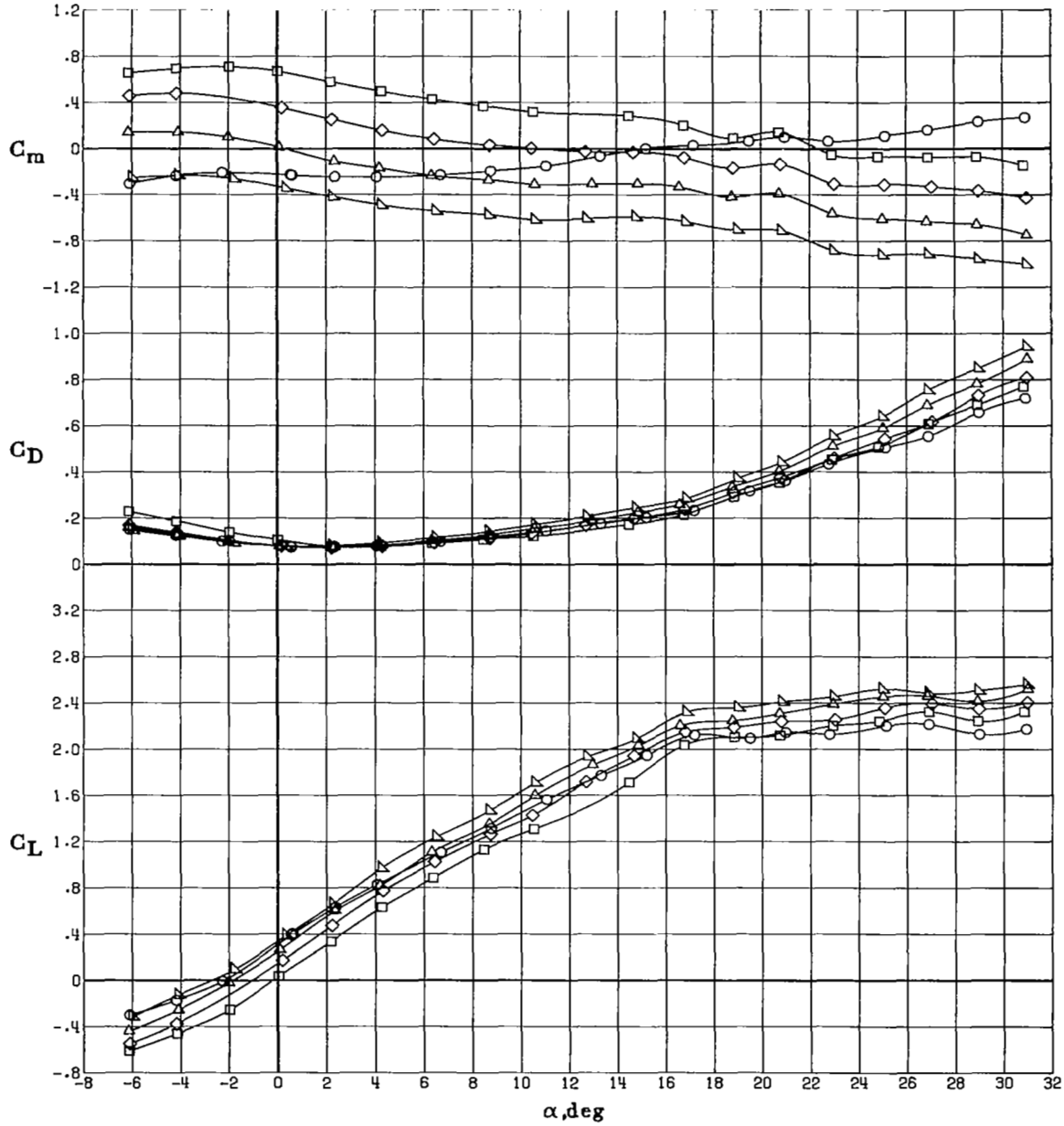
Symbol	Run	i_t,deg
○	79	Off
□	63	-10
◇	62	-5
△	61	0
◺	60	5



(a) $R_c = 0.91 \times 10^6$.

Figure 22.- Effect of horizontal-tail deflection on longitudinal aerodynamic characteristics of aspect-ratio-10, 15° take-off wing configuration with slats deflected -50°.

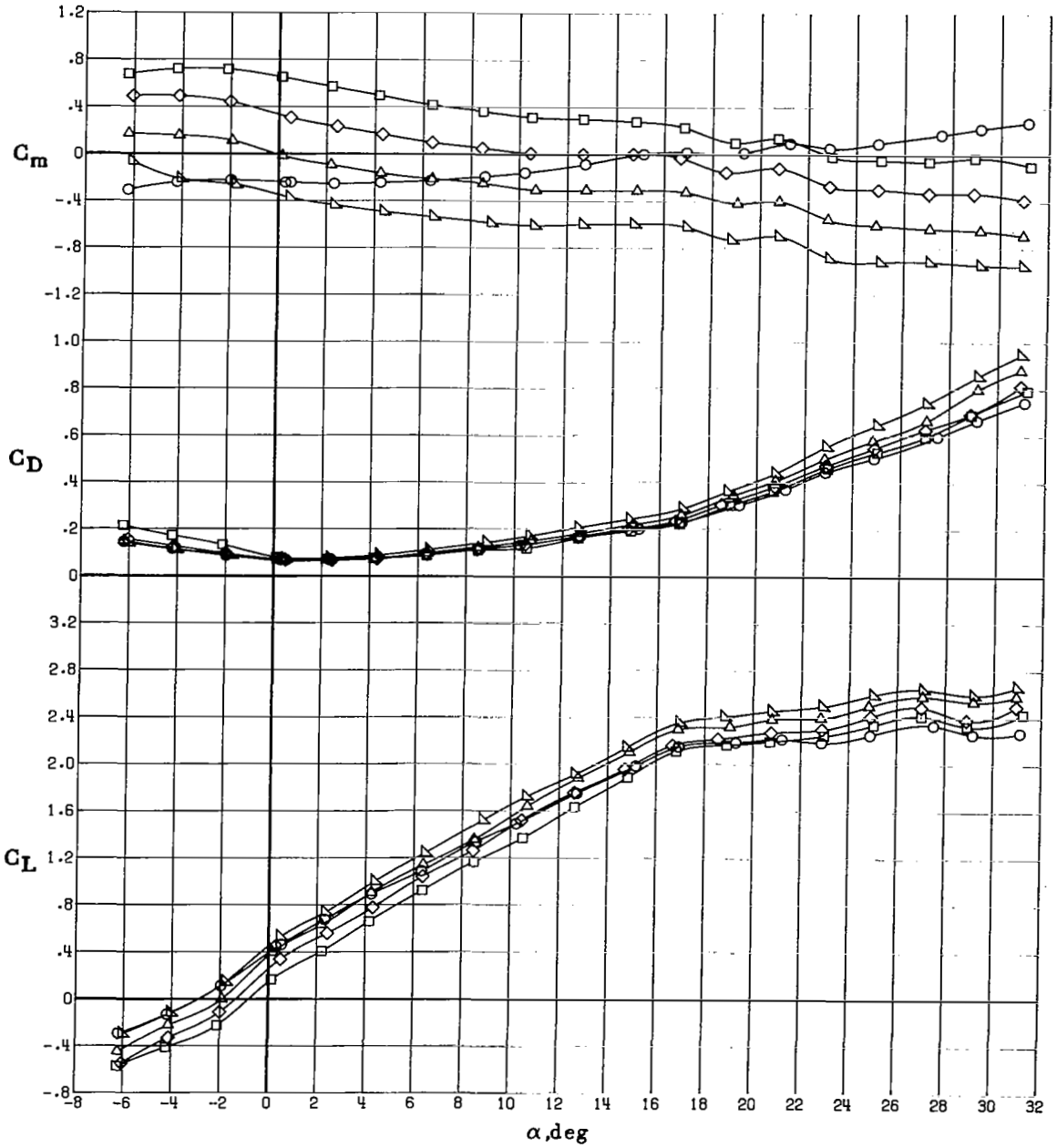
Symbol	Run	i_t, deg
○	78	Off
□	75	-10
◇	74	-5
△	72	0
◺	73	5



(b) $R_{\frac{}{c}} = 1.4 \times 10^6$.

Figure 22.- Continued.

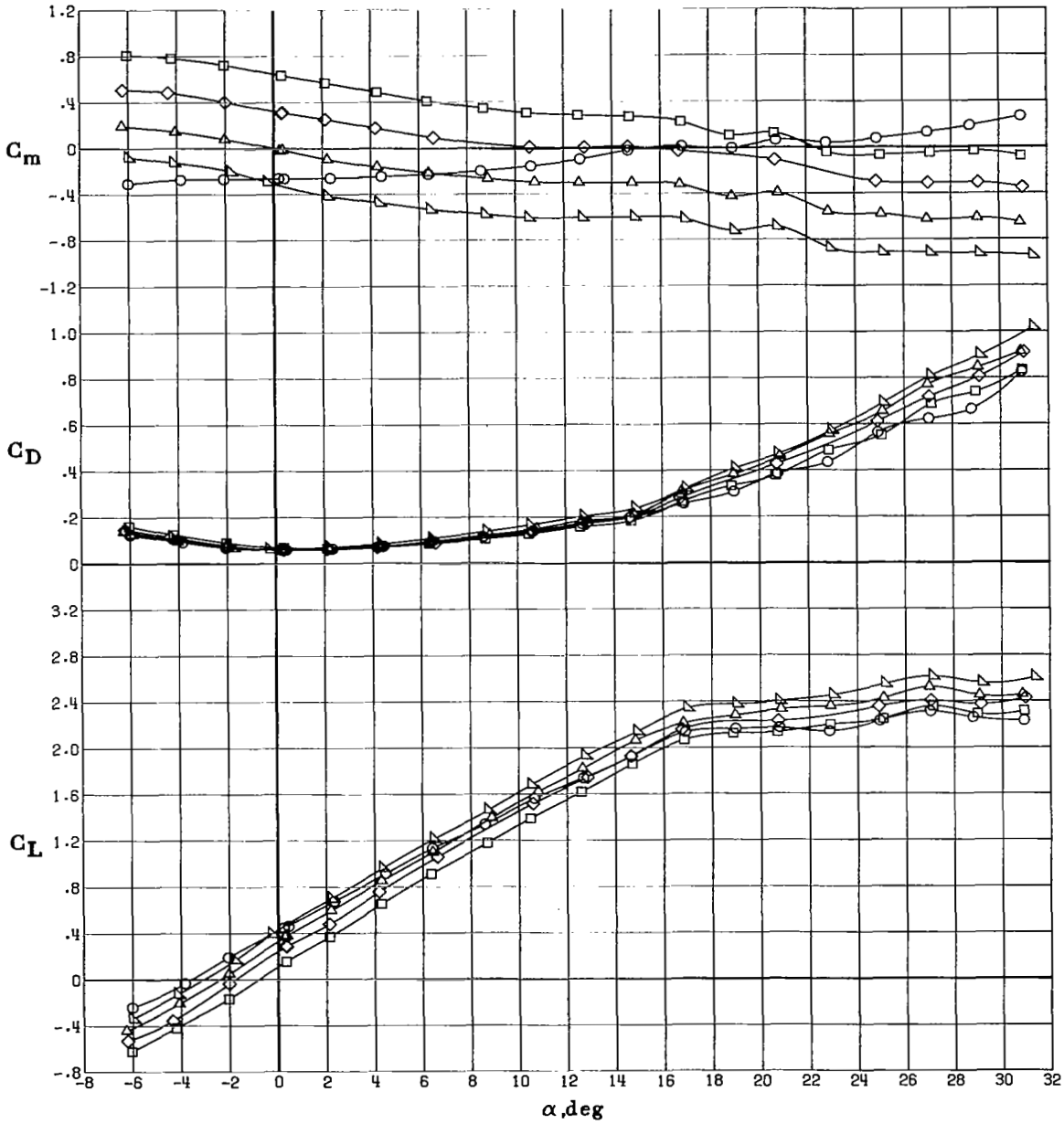
Symbol	Run	i_t,deg
○	77	Off
□	71	-10
◇	70	-5
△	69	0
◺	68	5



(c) $R_{\frac{-}{c}} = 2.8 \times 10^6$.

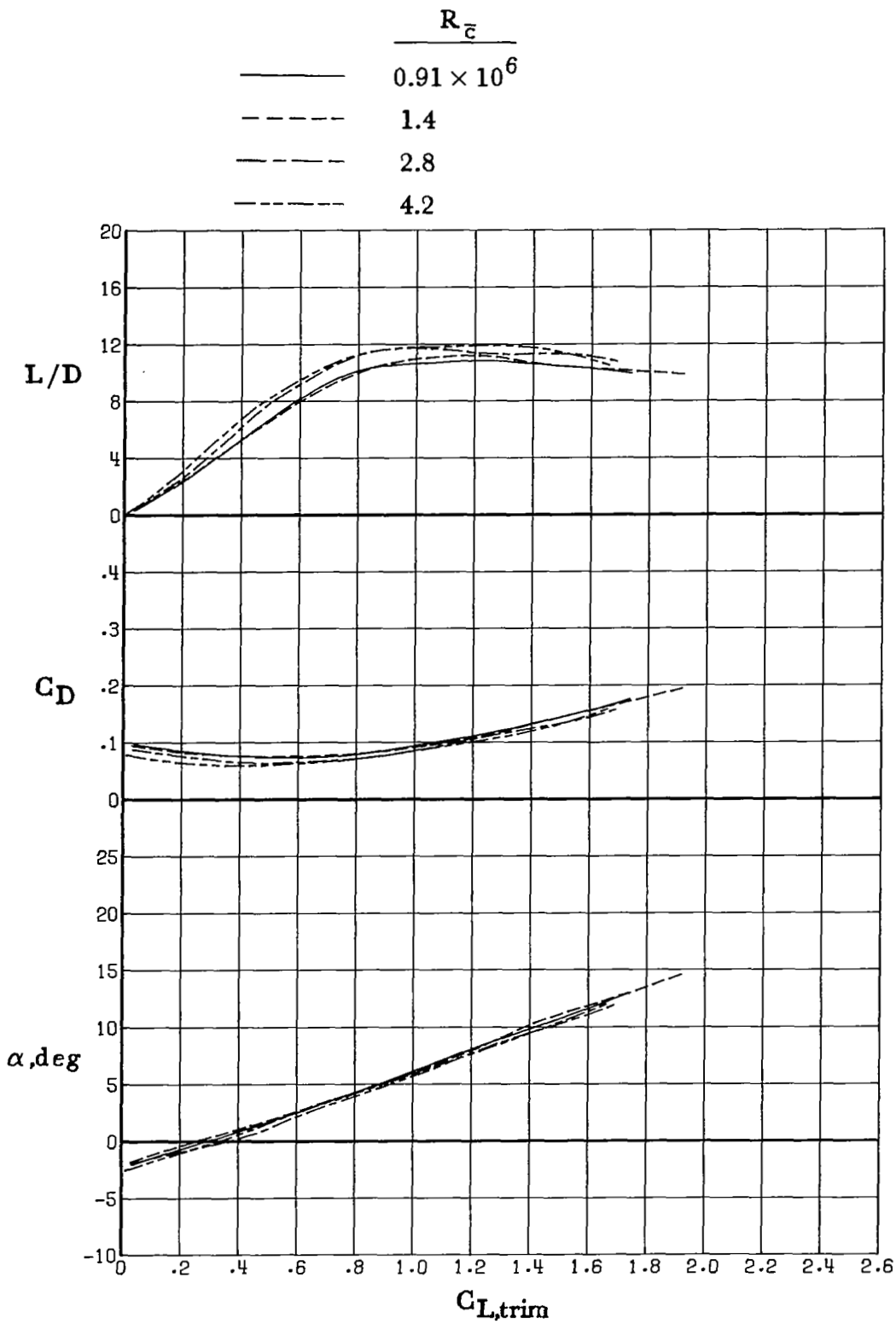
Figure 22.- Continued.

Symbol	Run	i_t,deg
○	76	Off
□	67	-10
◇	66	-5
△	65	0
◺	64	5



(d) $R_c = 4.2 \times 10^6$.

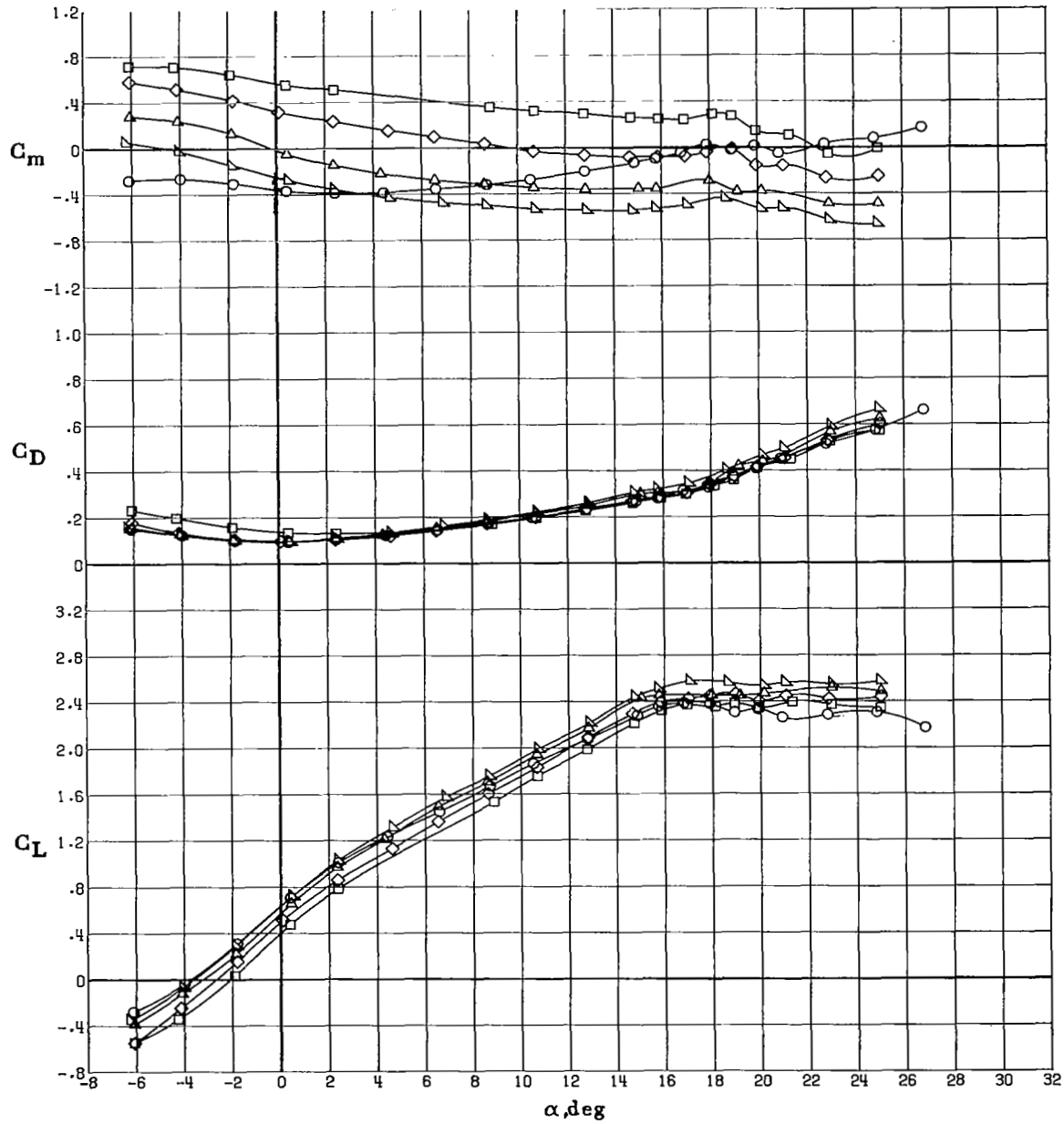
Figure 22.- Continued.



(e) Trim performance of aspect-ratio-10, 15° take-off wing configuration with slats deflected -50°.

Figure 22.- Concluded.

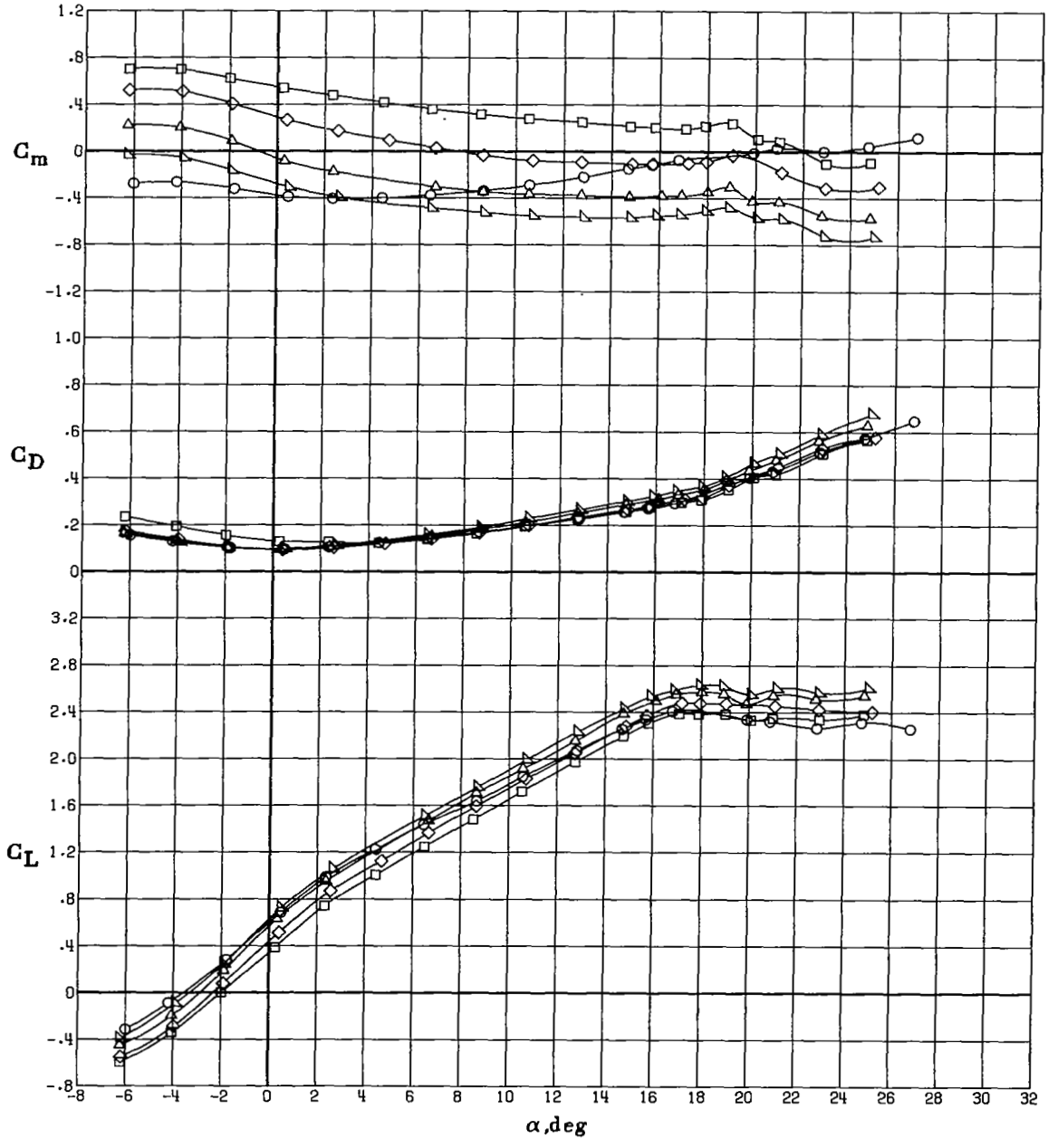
Symbol	Run	i_t, deg
○	245	Off
□	109	-10
◇	108	-5
△	107	0
◺	106	5



(a) $R_c = 0.91 \times 10^6$.

Figure 23.- Effect of horizontal-tail deflection on longitudinal aerodynamic characteristics of aspect-ratio-10, 30° take-off wing configuration with slats deflected -50°.

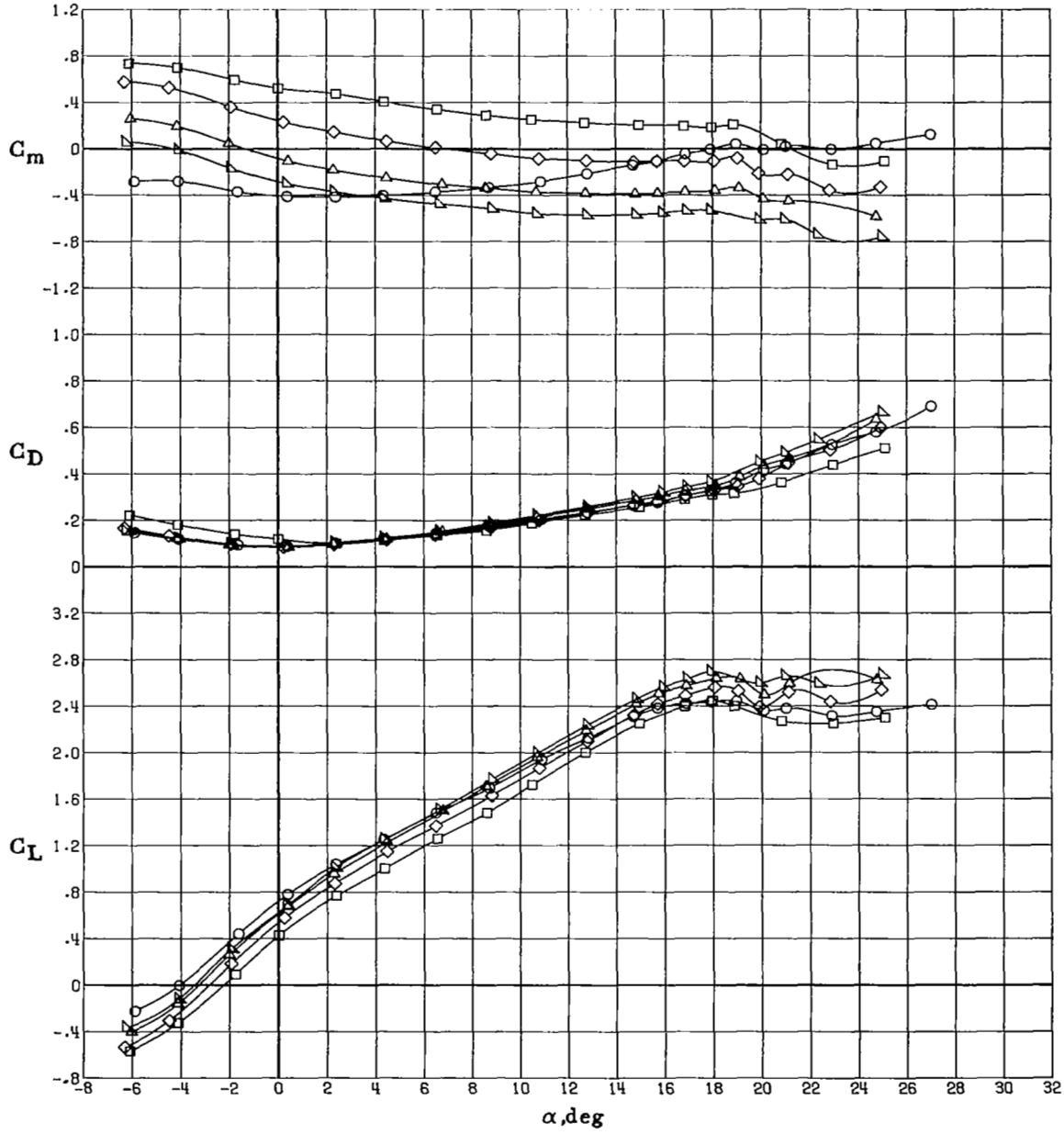
Symbol	Run	i_t,deg
○	244	Off
□	105	-10
◇	104	-5
△	103	0
◺	102	5



(b) $R_{\bar{c}} = 1.4 \times 10^6$.

Figure 23.- Continued.

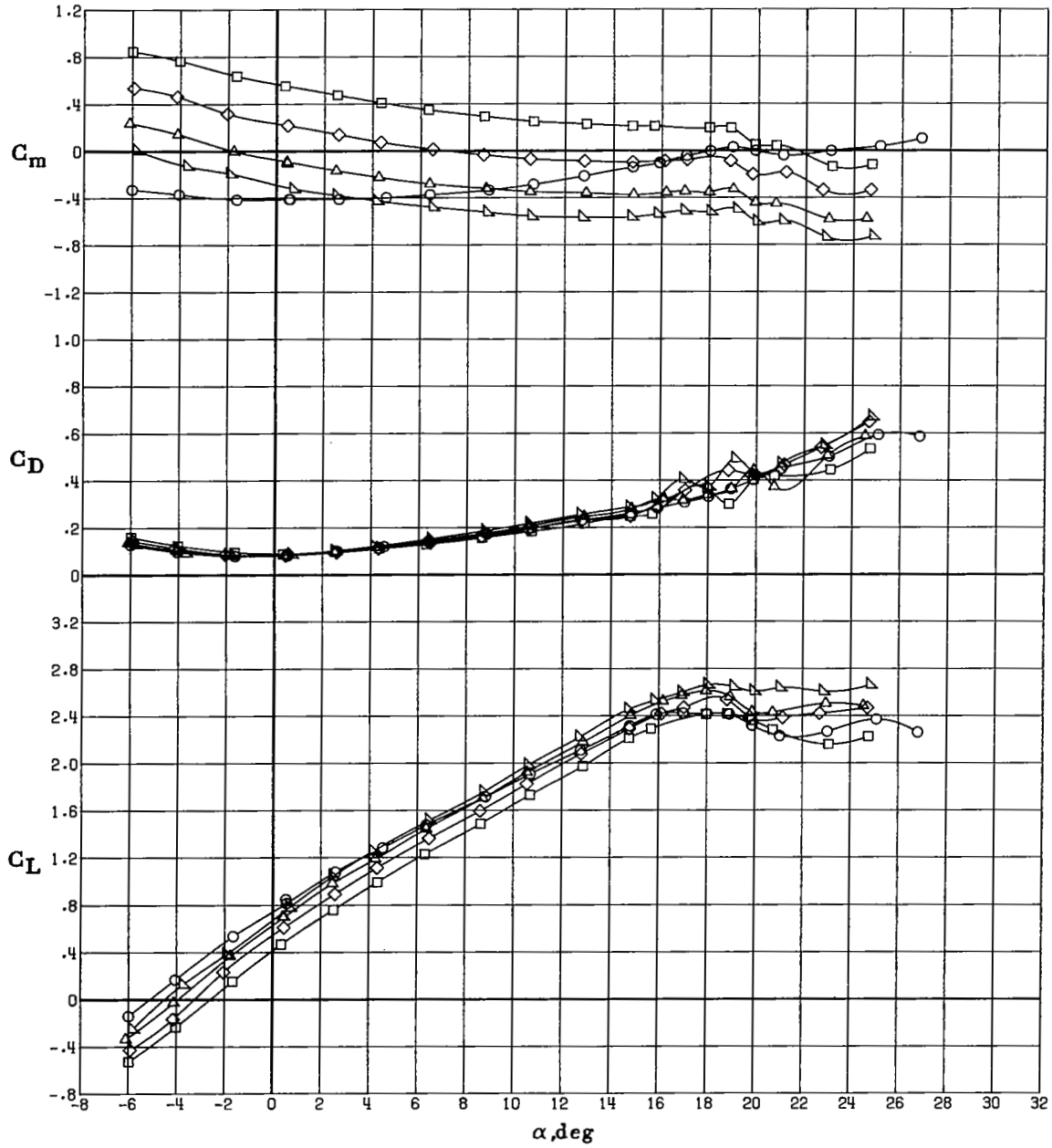
Symbol	Run	i_t,deg
○	243	Off
□	101	-10
◇	100	-5
△	99	0
◺	98	5



(c) $R_{\frac{}{c}} = 2.8 \times 10^6$.

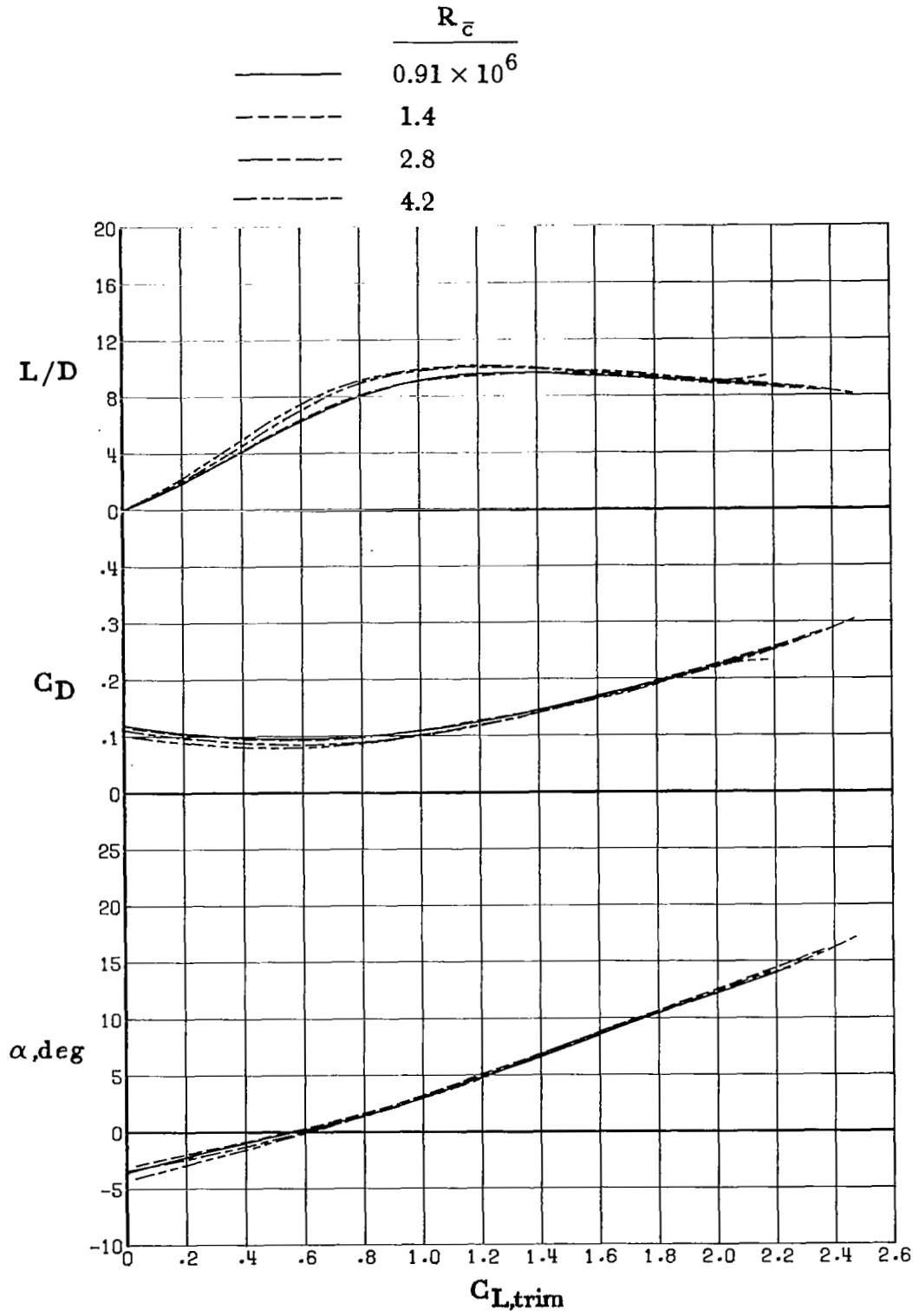
Figure 23.- Continued.

Symbol	Run	i_t,deg
○	242	Off
□	97	-10
◇	96	-5
△	95	0
◺	94	5



(d) $R_{\frac{-}{c}} = 4.2 \times 10^6$.

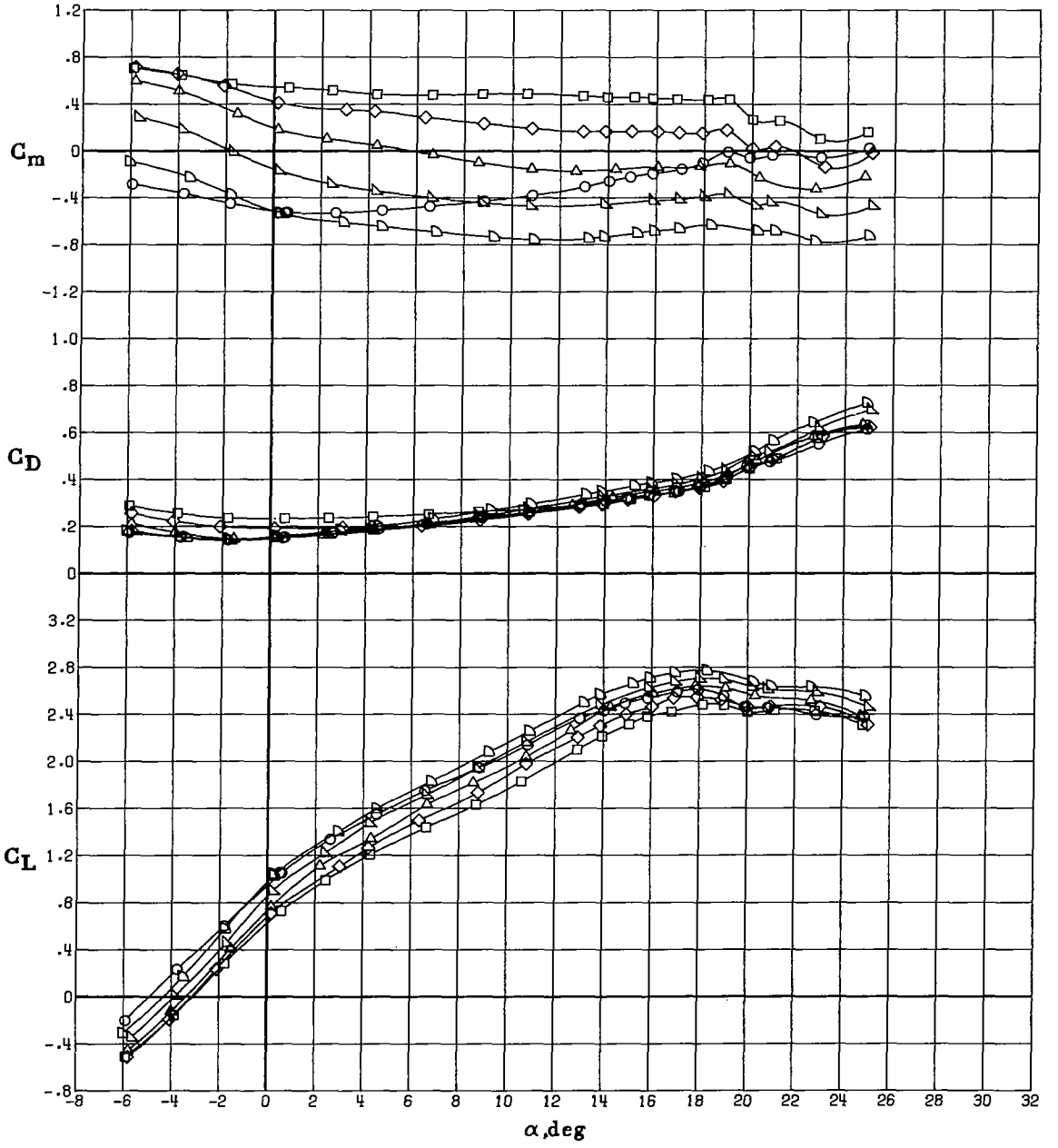
Figure 23.- Continued.



(e) Trim performance of aspect-ratio-10, 30° take-off wing configuration with slats deflected -50°.

Figure 23.- Concluded.

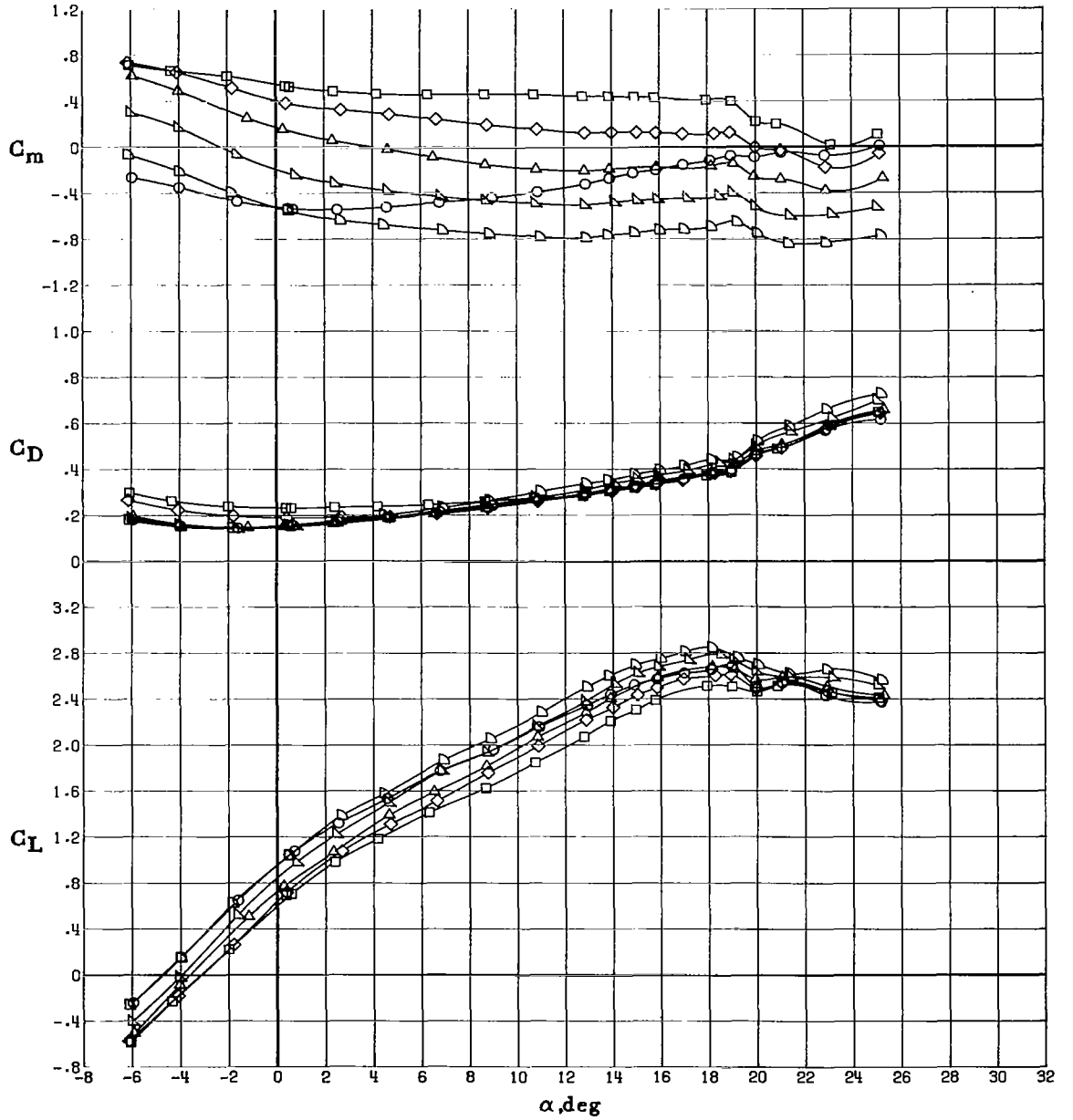
Symbol	Run	i_t,deg
○	206	Off
□	129	-15
◇	117	-10
△	116	-5
◺	115	0
◺	114	5



(a) $R_c = 0.91 \times 10^6$.

Figure 24.- Effect of horizontal-tail deflection on longitudinal aerodynamic characteristics of aspect-ratio-10, 45° landing wing configuration with slats deflected -50°.

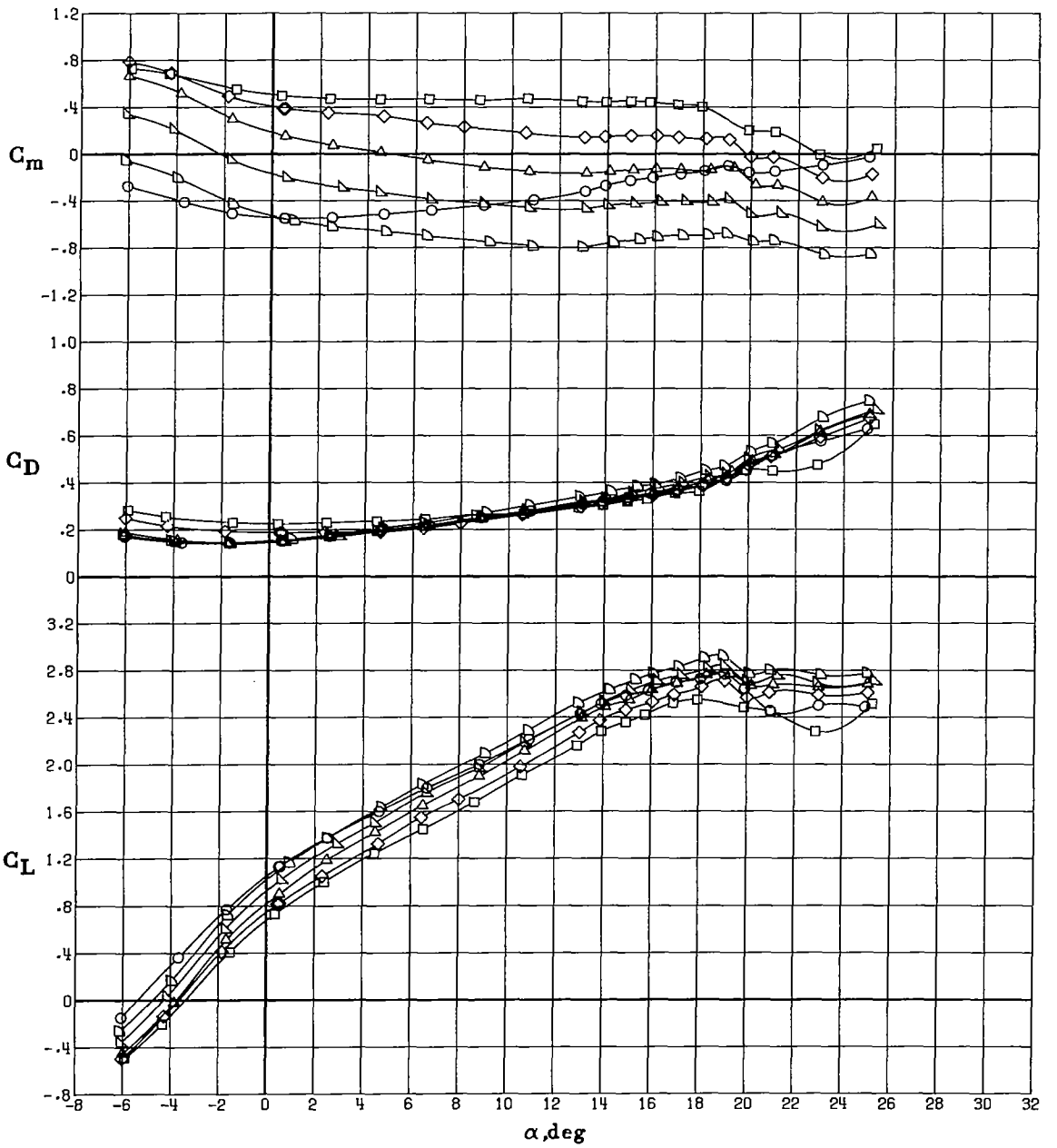
Symbol	Run	i_t,deg
○	205	Off
□	128	-15
◇	118	-10
△	112	-5
◺	111	0
◺	110	5



(b) $R_{\bar{c}} = 1.4 \times 10^6$.

Figure 24.- Continued.

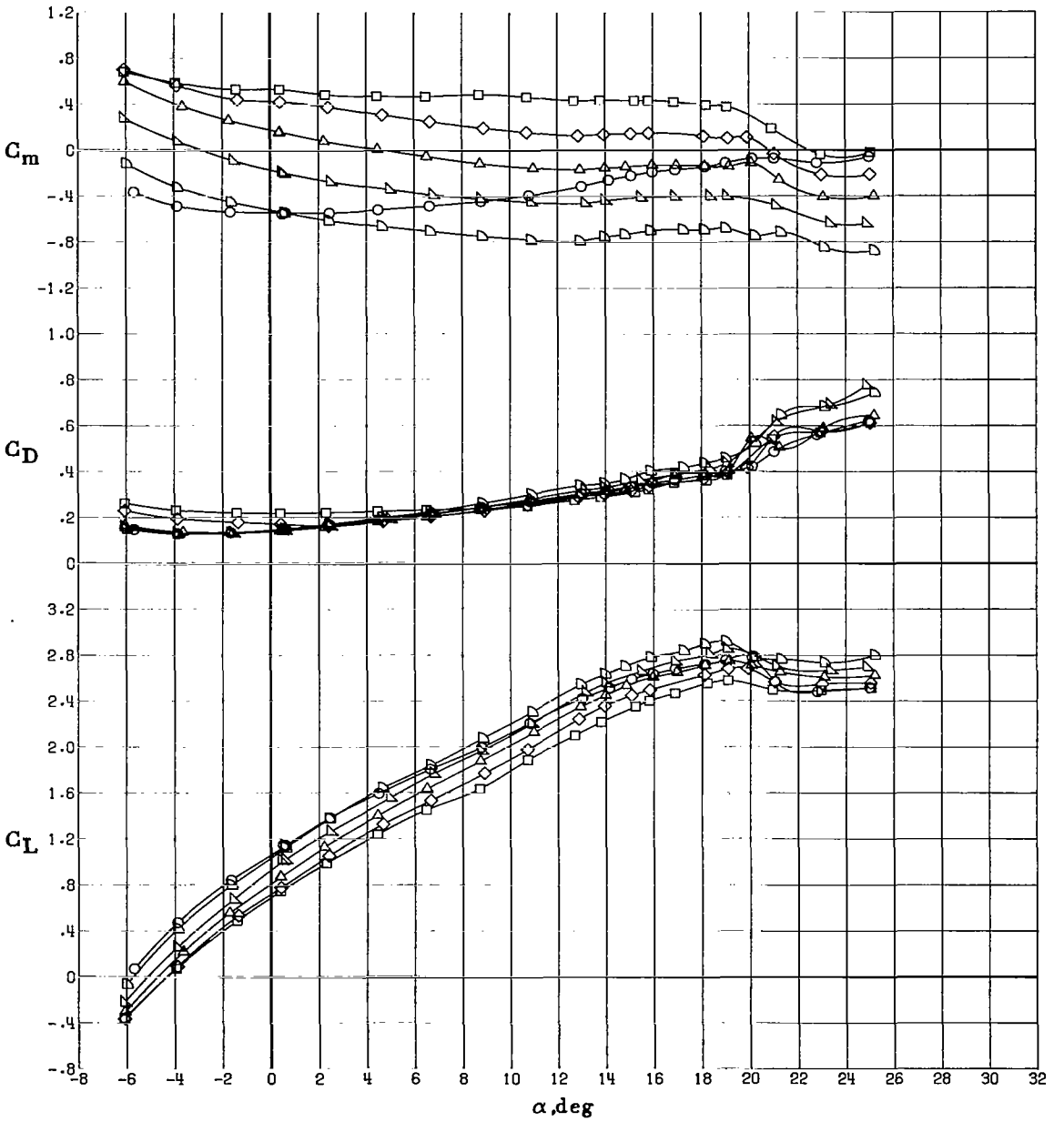
Symbol	Run	i_t,deg
○	204	Off
□	127	-15
◇	126	-10
△	125	-5
◺	124	0
◺	123	5



(c) $R_c = 2.8 \times 10^6$.

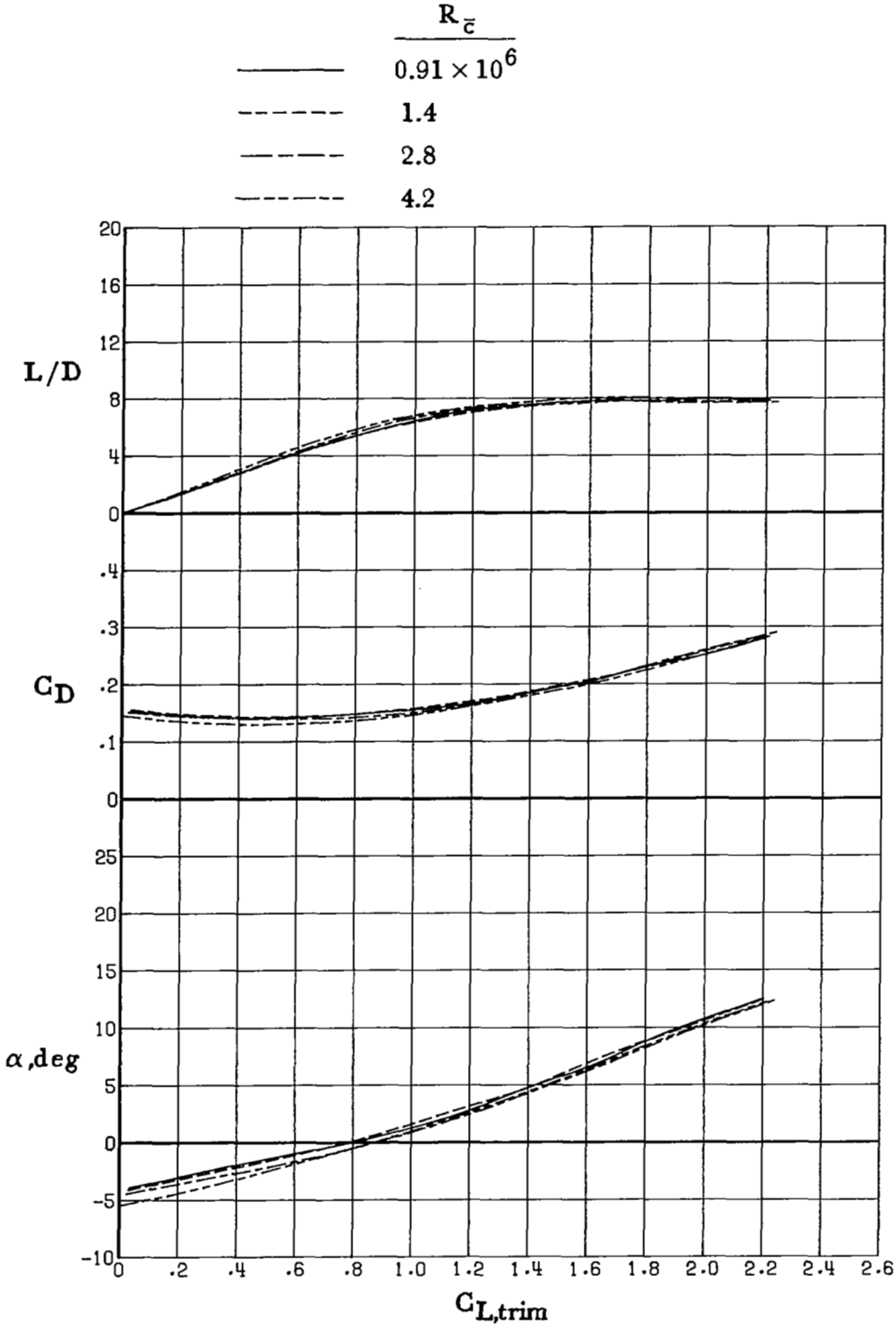
Figure 24.- Continued.

Symbol	Run	i_t,deg
○	203	Off
□	122	-15
◇	121	-10
△	120	-5
◺	119	0
◺	118	5



(d) $R_{\bar{c}} = 4.2 \times 10^6$.

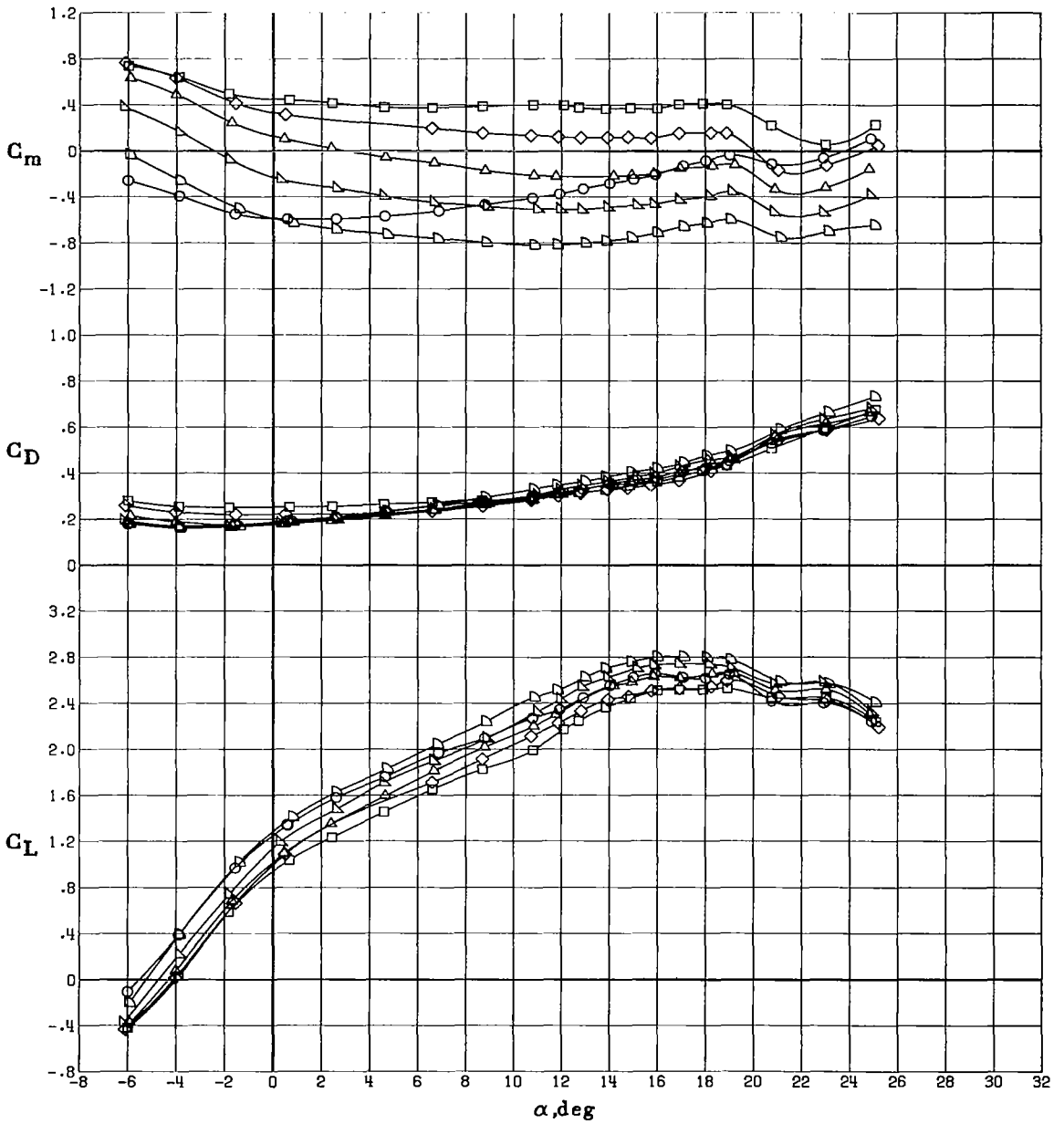
Figure 24.- Continued.



(e) Trim performance of aspect-ratio-10, 45° landing wing configuration with slats deflected -50°.

Figure 24.- Concluded.

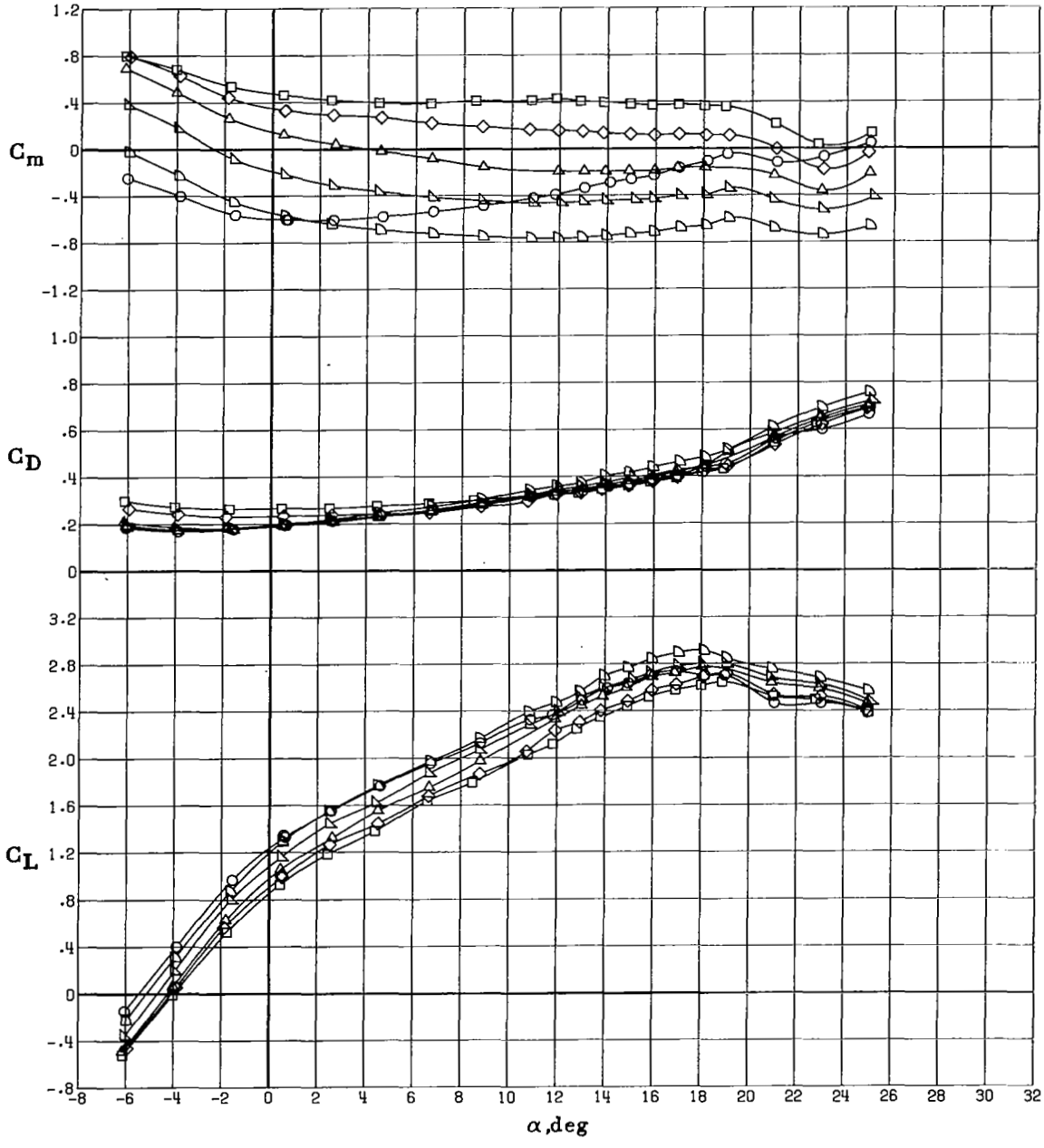
Symbol	Run	i_t,deg
○	146	Off
□	171	-15
◇	170	-10
△	169	-5
◺	168	0
◺	167	5



(a) $R_{\frac{-}{c}} = 0.91 \times 10^6$.

Figure 25.- Effect of horizontal-tail deflection on longitudinal aerodynamic characteristics of aspect-ratio-10, 60° landing wing configuration with slats deflected -50°.

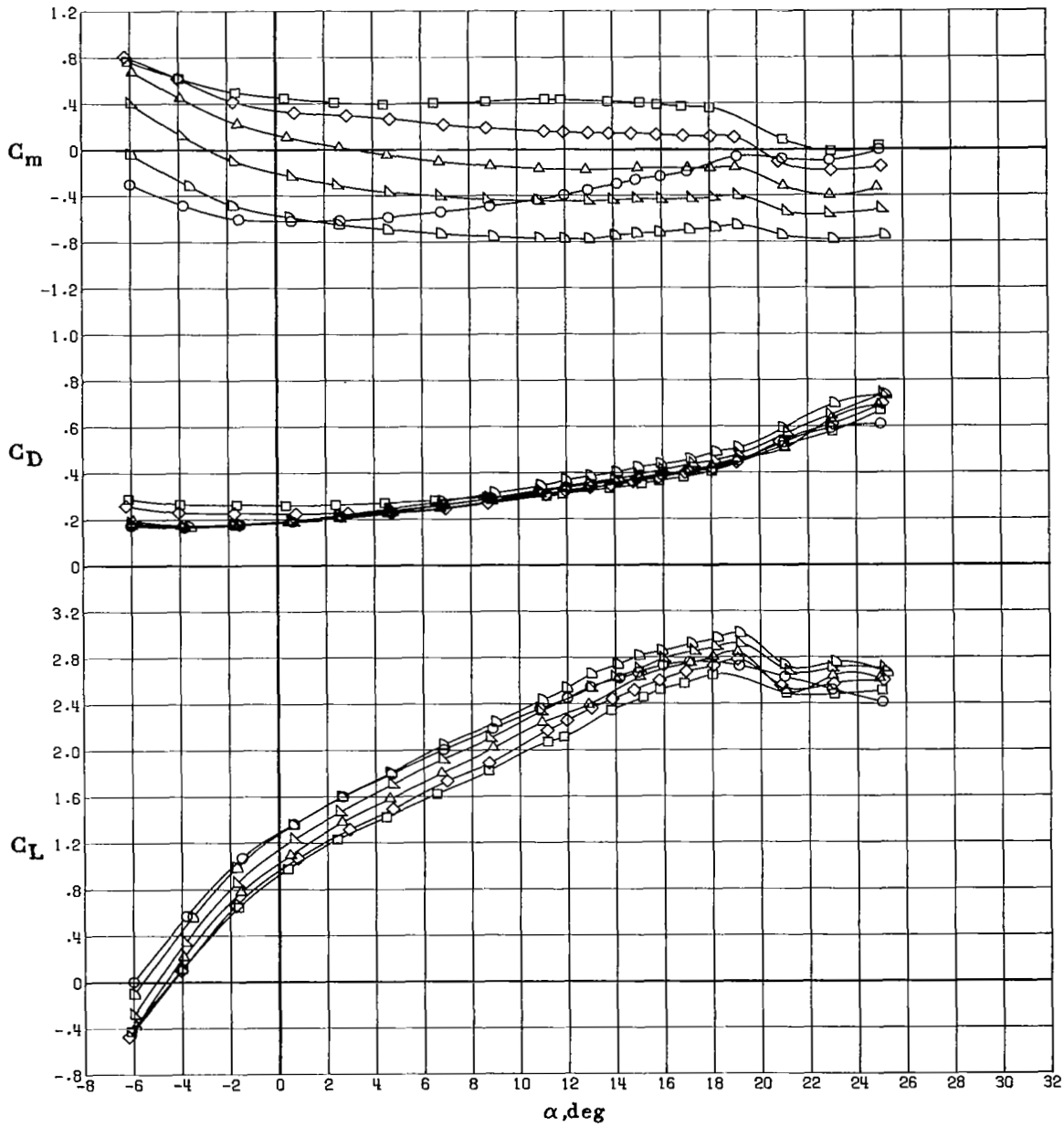
Symbol	Run	i_t,deg
○	145	Off
□	166	-15
◇	165	-10
△	164	-5
◺	163	0
◺	162	5



(b) $R_{\bar{c}} = 1.4 \times 10^6$.

Figure 25.- Continued.

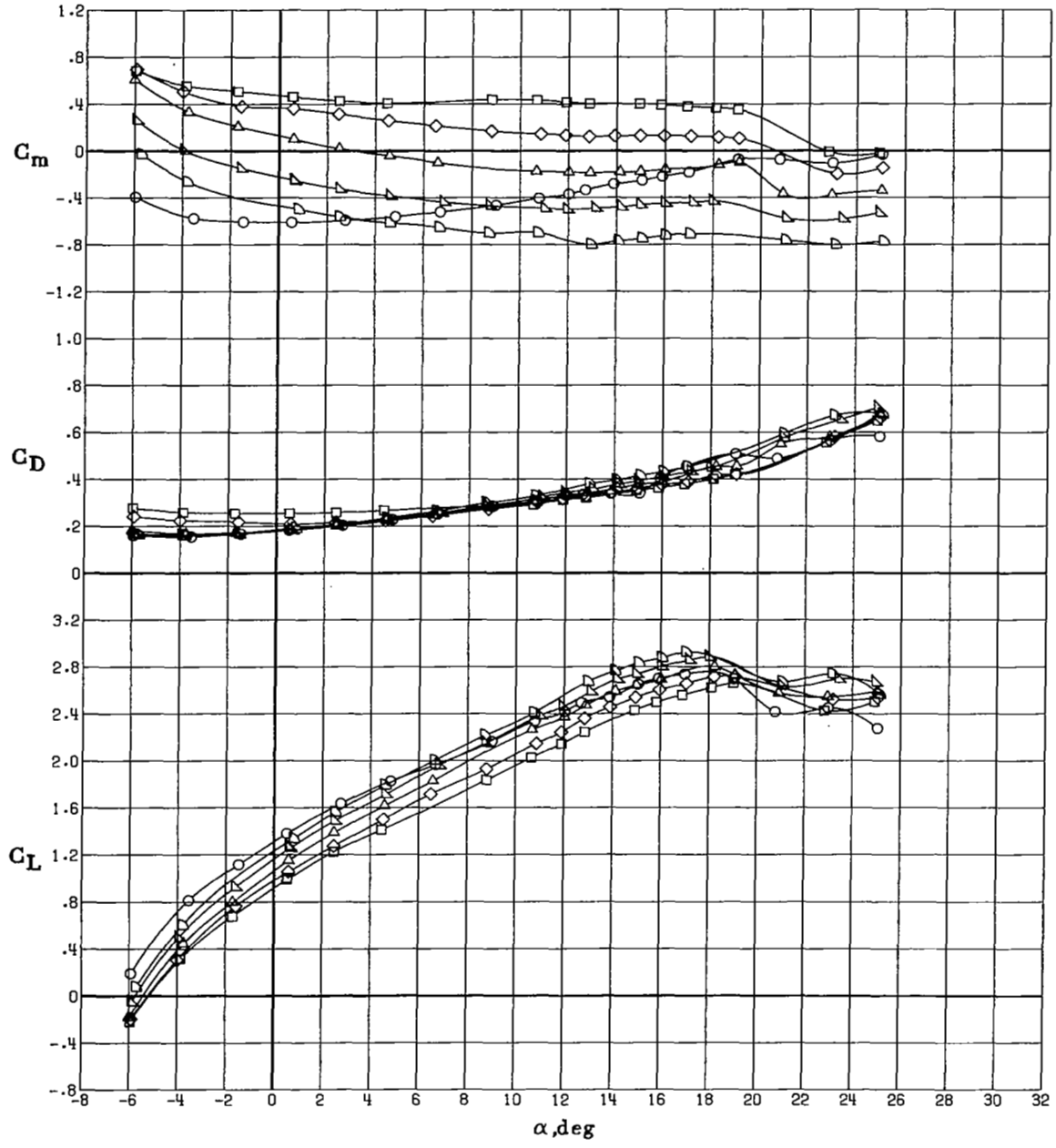
Symbol	Run	i_t,deg
○	144	Off
□	161	-15
◇	160	-10
△	159	-5
◺	158	0
◺	157	5



(c) $R_{\frac{-}{c}} = 2.8 \times 10^6$.

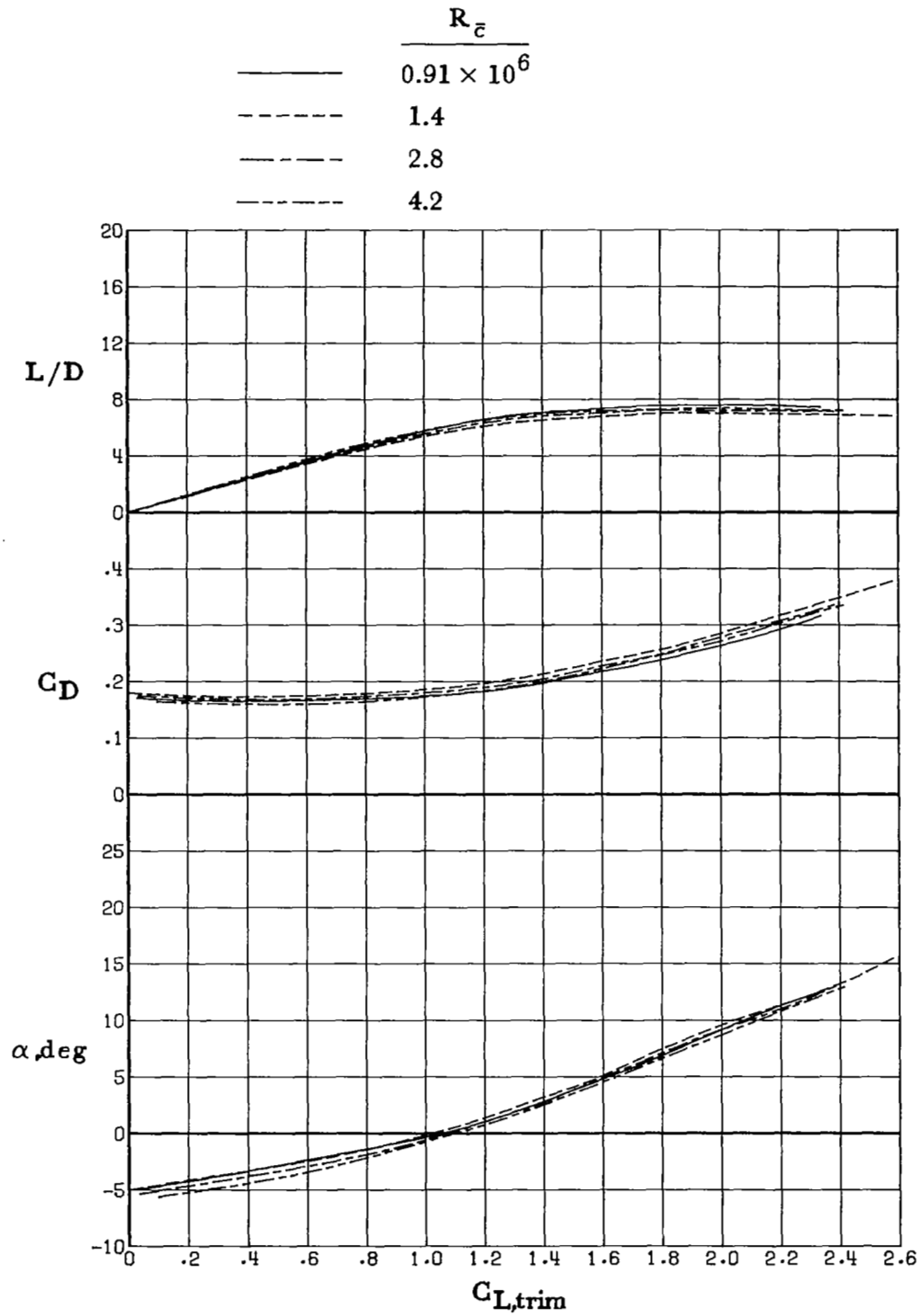
Figure 25.- Continued.

Symbol	Run	i_t,deg
○	172	Off
□	156	-15
◇	155	-10
△	154	-5
◺	153	0
◺	152	5



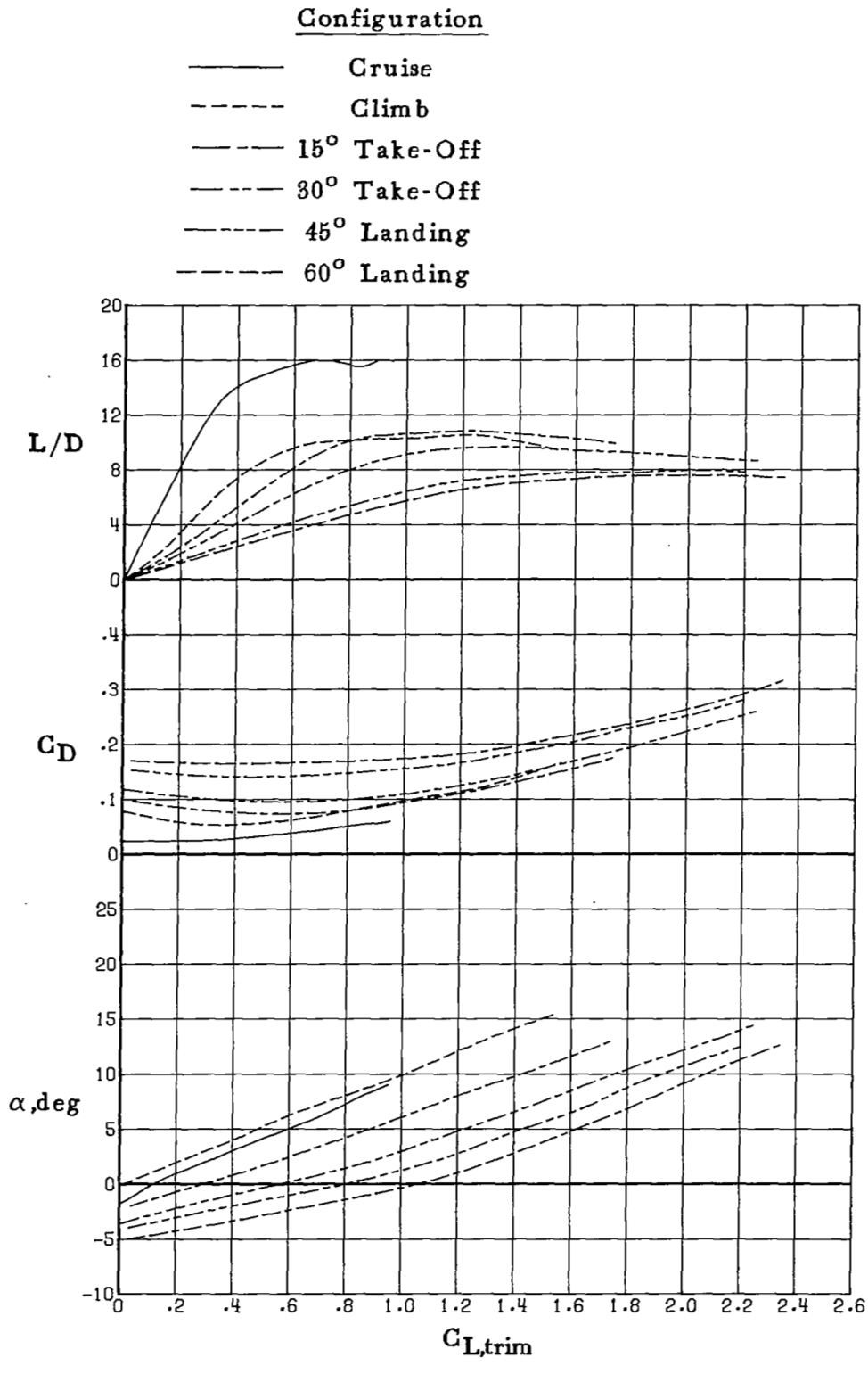
(d) $R_c = 4.2 \times 10^6$.

Figure 25.- Continued.



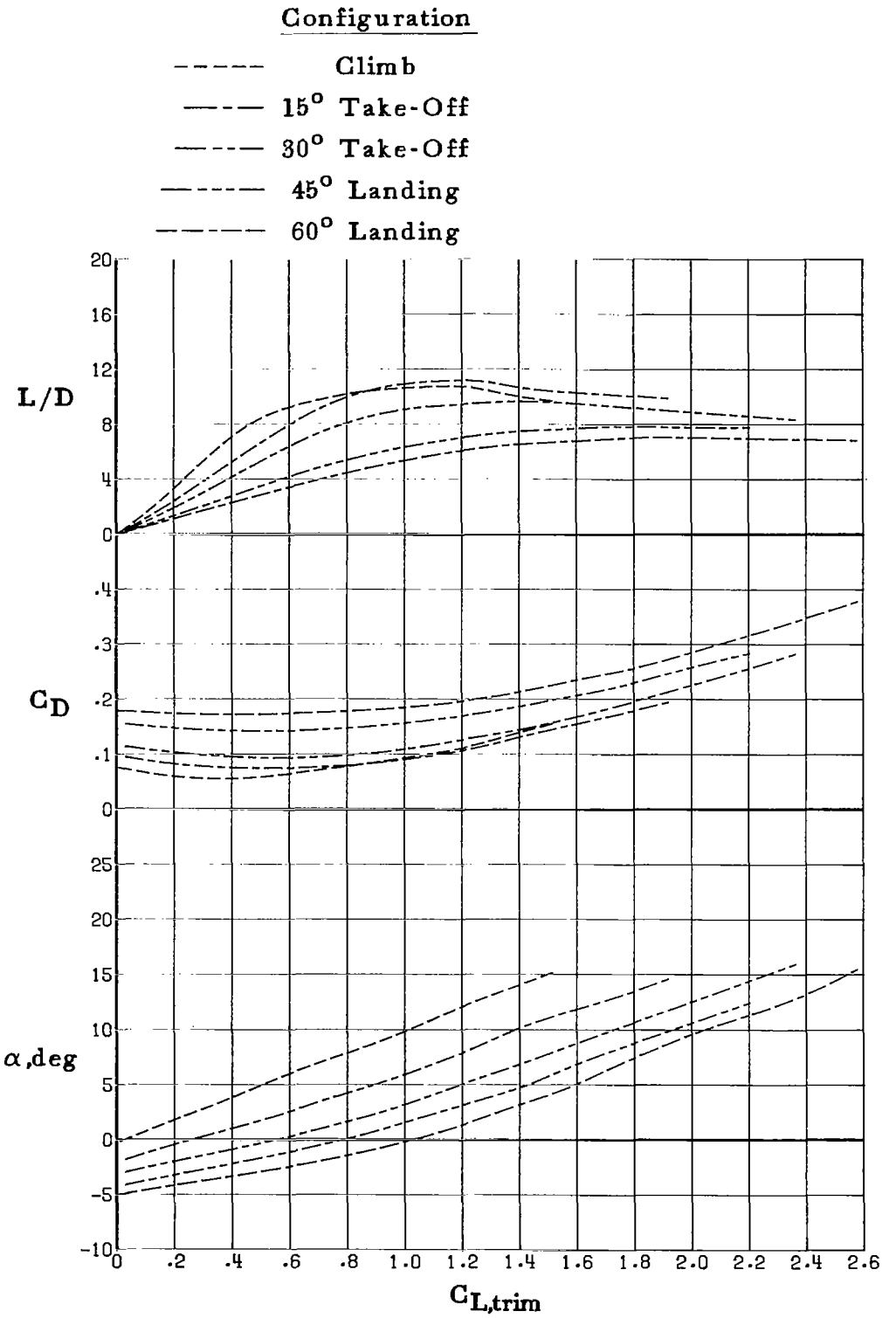
(e) Trim performance of aspect-ratio-10, 60° landing wing configuration with slats deflected -50°.

Figure 25.- Concluded.



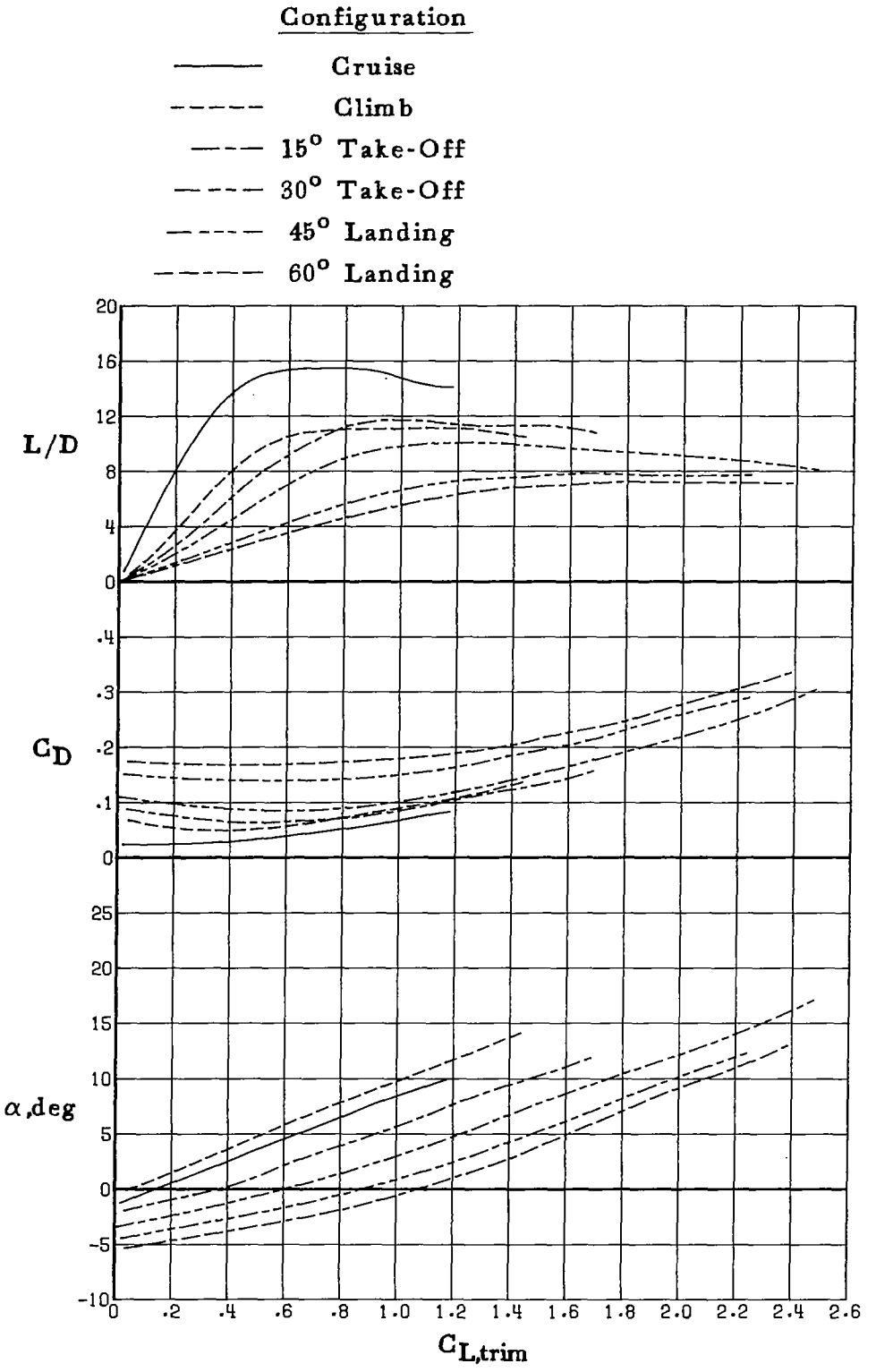
(a) $R_c = 0.91 \times 10^6$.

Figure 26.- Summary of trimmed longitudinal aerodynamic characteristics of aspect-ratio-10 cruise, climb, take-off, and landing wing configurations. For climb, take-off, and landing wing configurations, slats were deflected -50°.



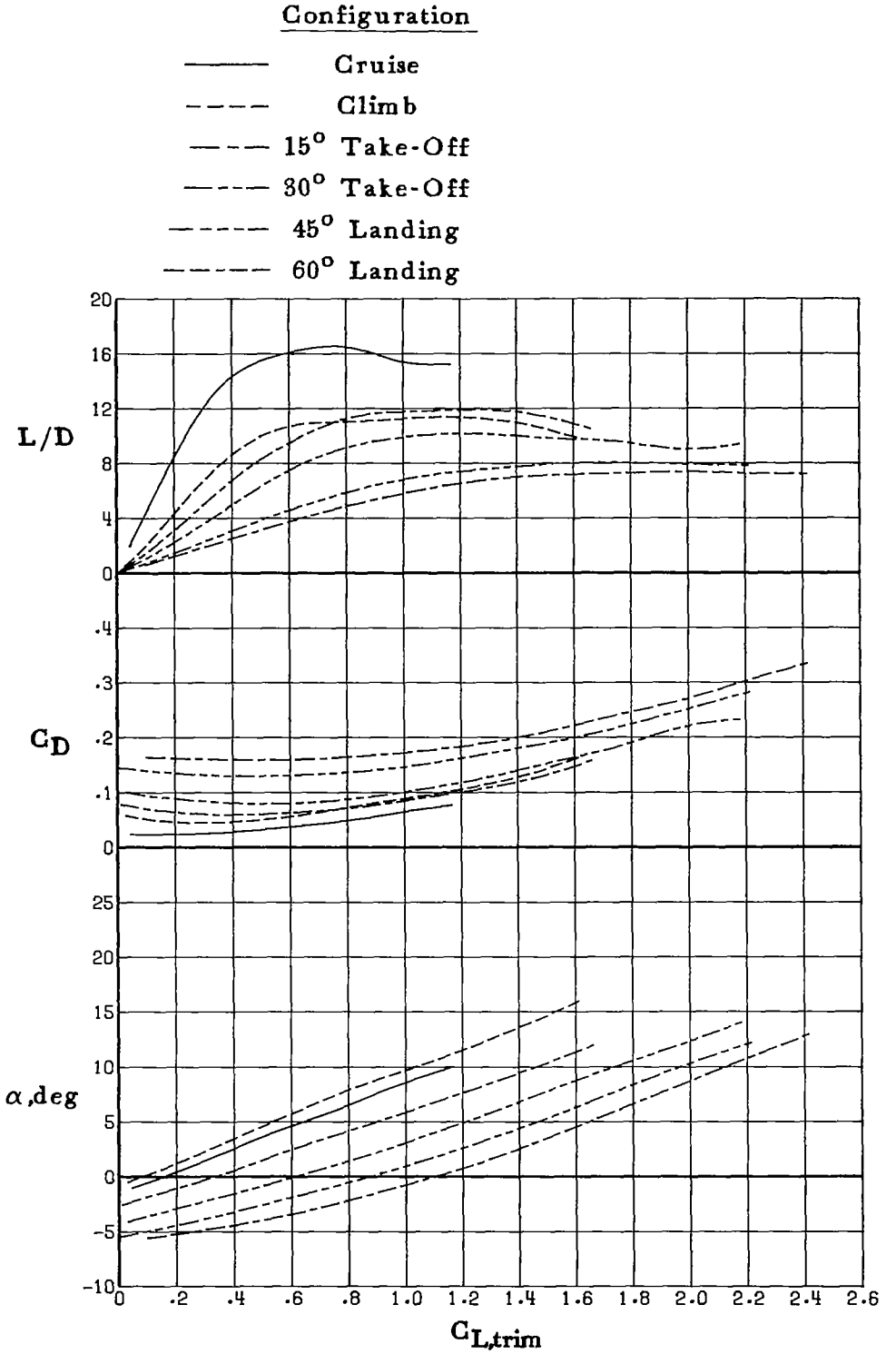
(b) $R_{\frac{}{c}} = 1.4 \times 10^6$.

Figure 26.- Continued.



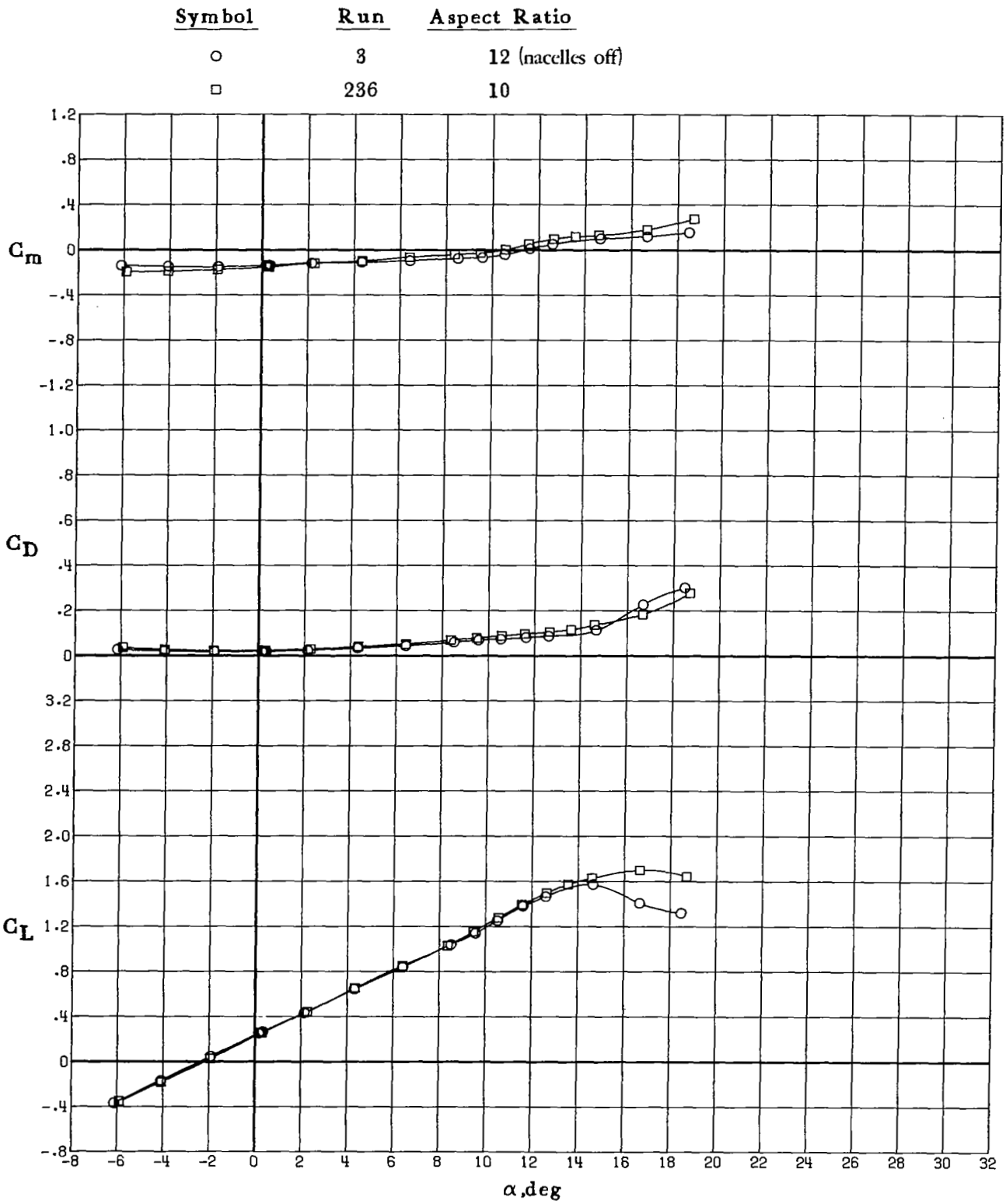
(c) $R_{\frac{}{c}} = 2.8 \times 10^6$.

Figure 26.- Continued.



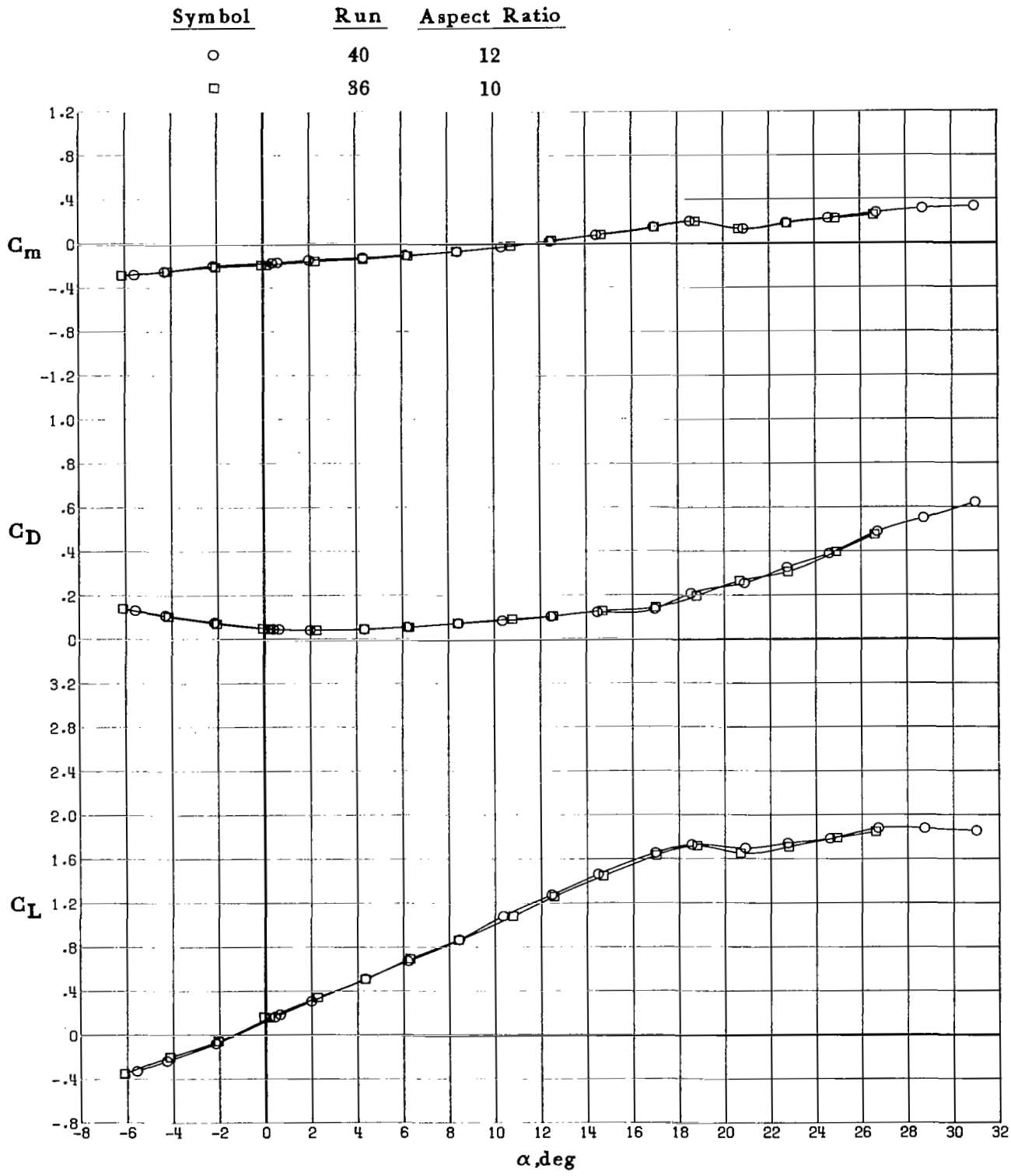
(d) $R_{\bar{c}} = 4.2 \times 10^6$.

Figure 26.- Concluded.



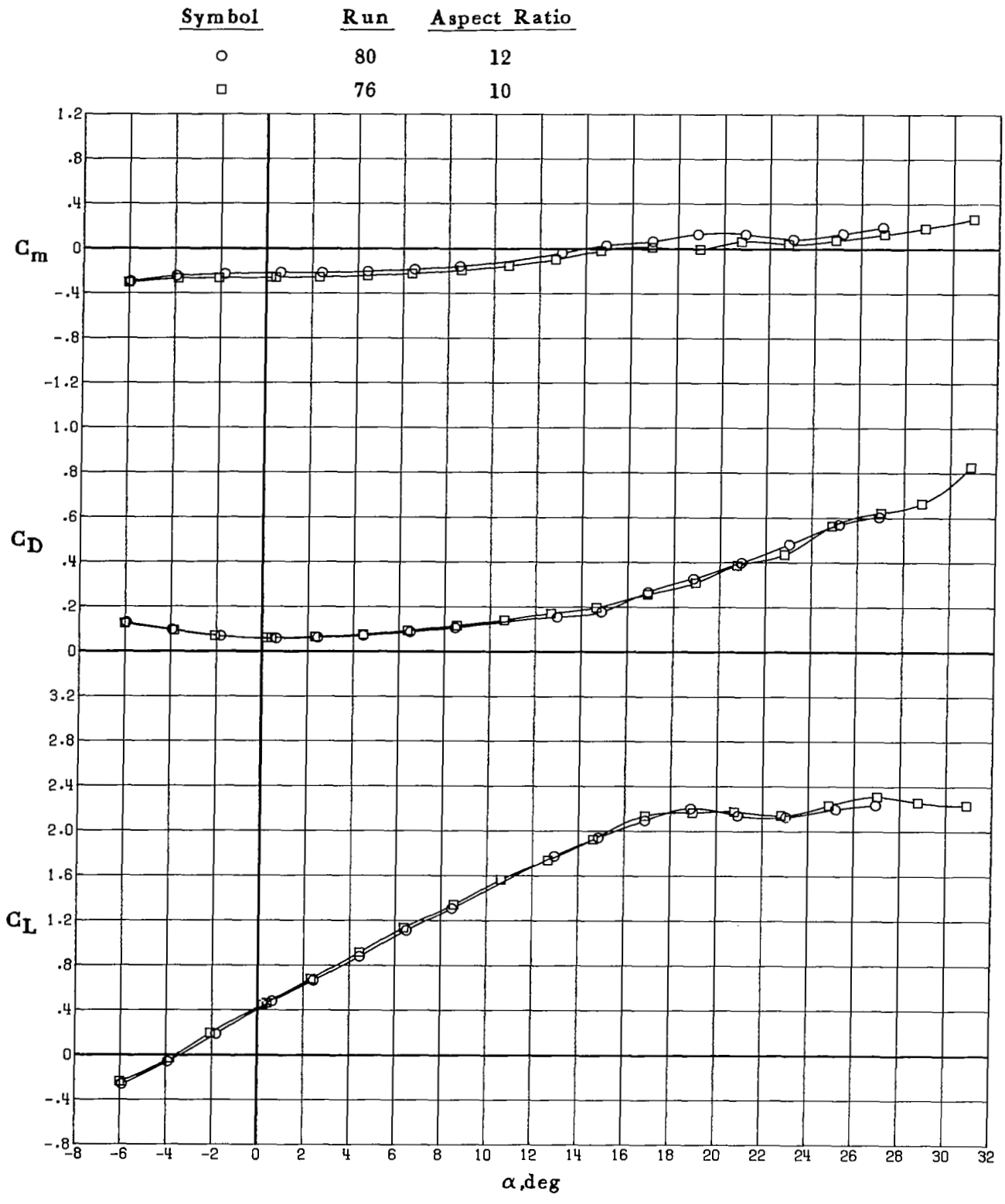
(a) Cruise wing configuration.

Figure 27.- Effect of aspect ratio on longitudinal aerodynamic characteristics of cruise, climb, take-off, and landing wing configurations. $R_{\bar{c}} = 6.0 \times 10^6$ per foot.



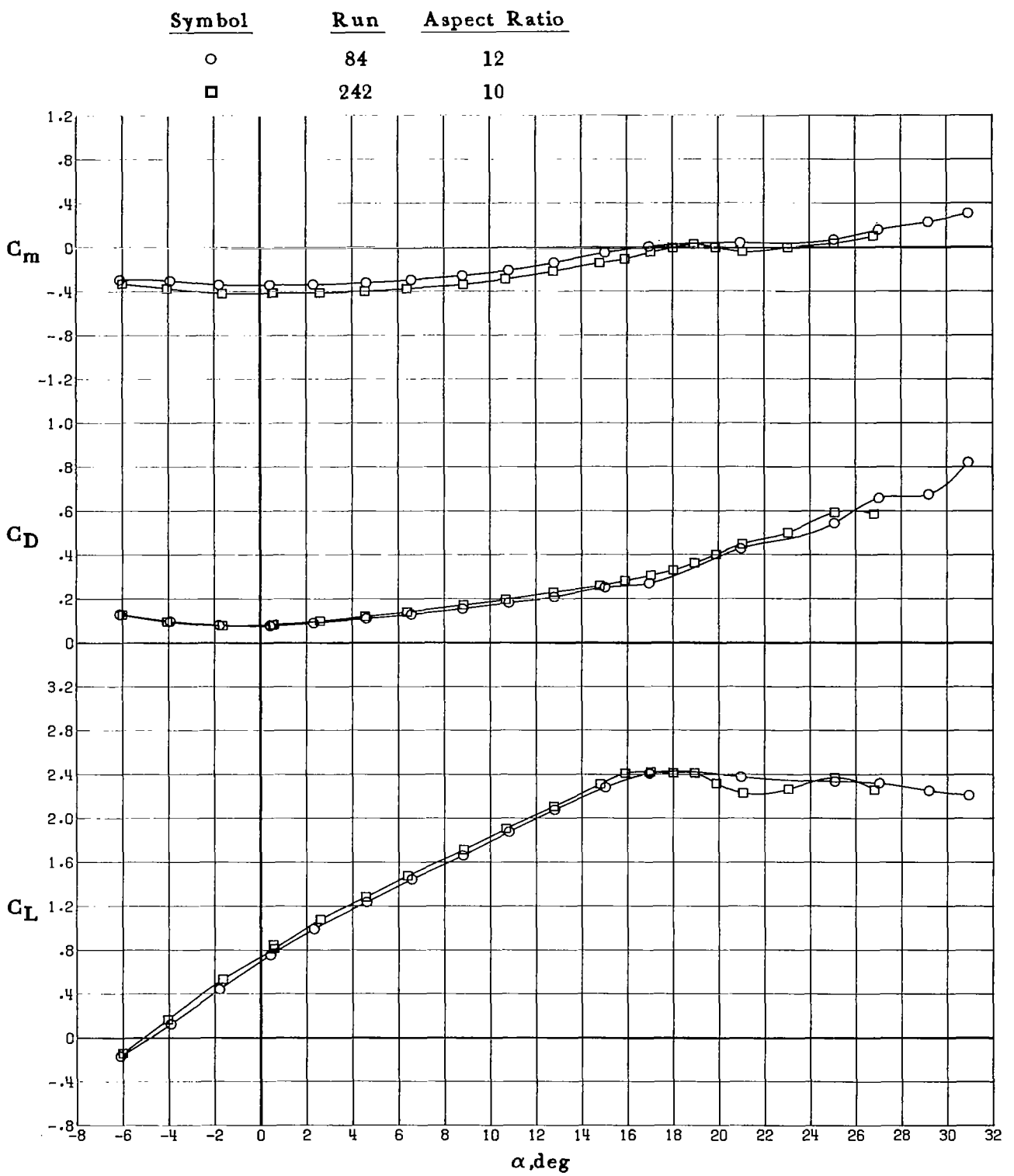
(b) Climb wing configuration.

Figure 27.- Continued.



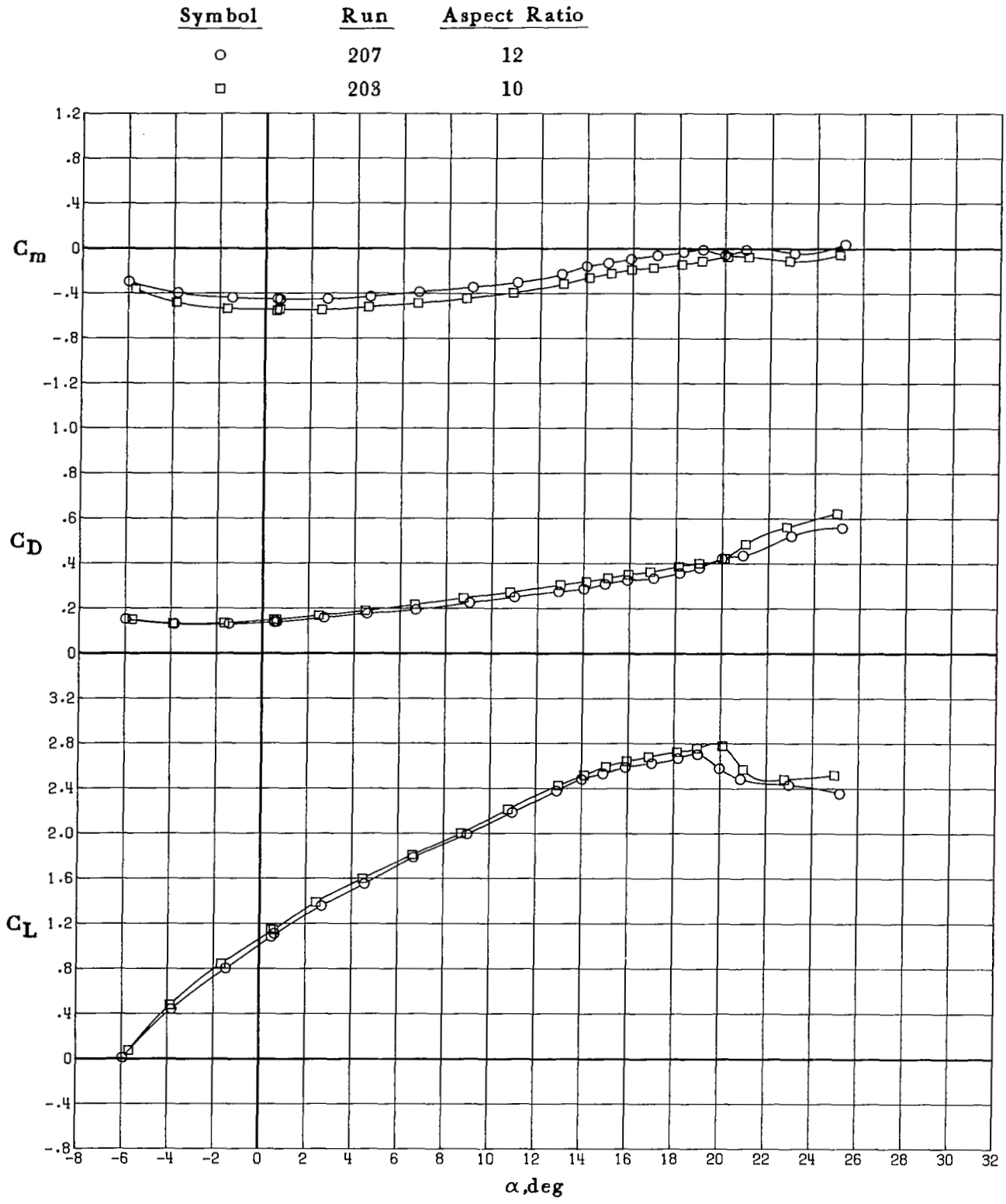
(c) 15° take-off wing configuration.

Figure 27.- Continued.



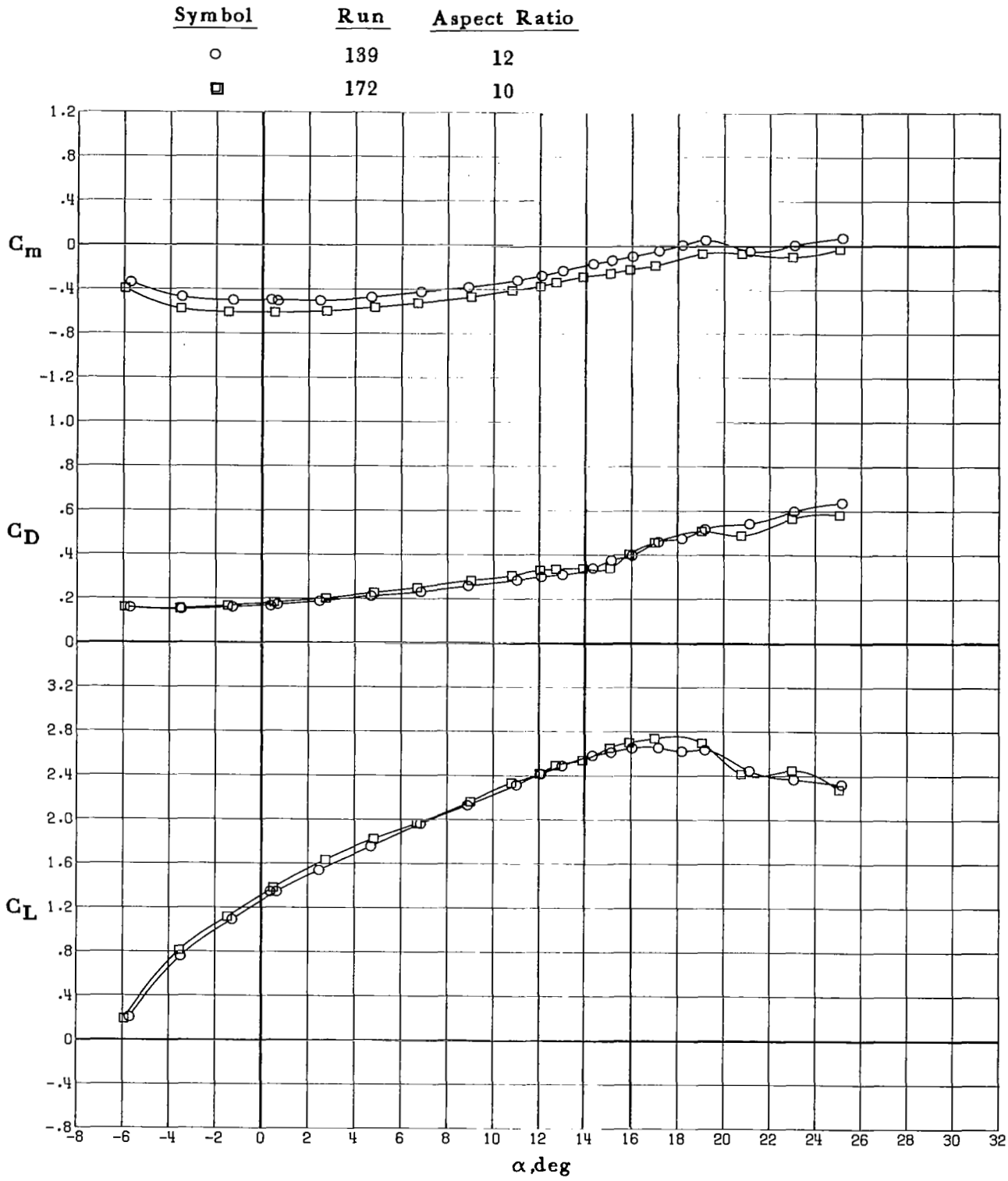
(d) 30° take-off wing configuration.

Figure 27.- Continued.



(e) 45° landing wing configuration.

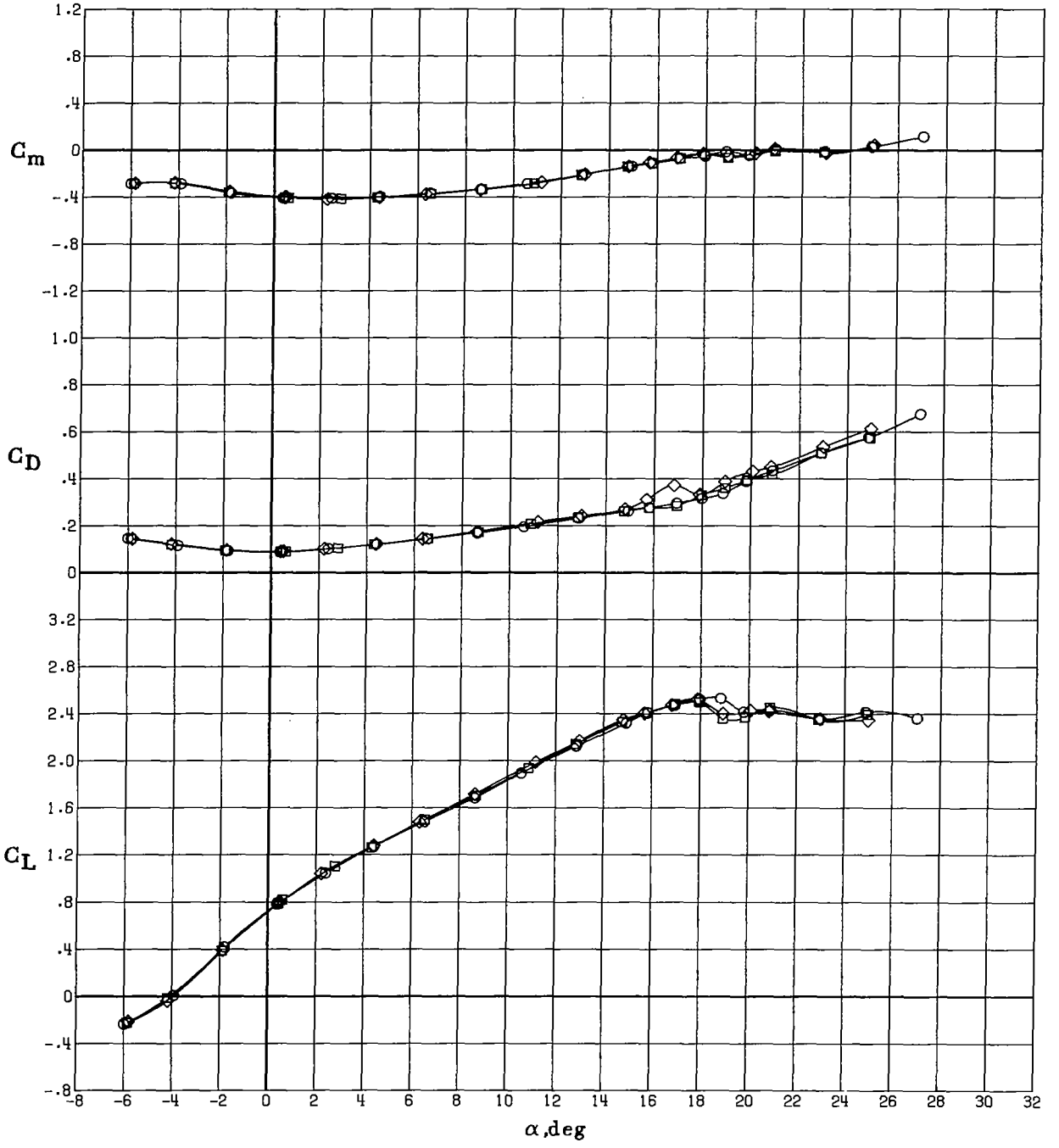
Figure 27.- Continued.



(f) 60° landing wing configuration.

Figure 27.- Concluded.

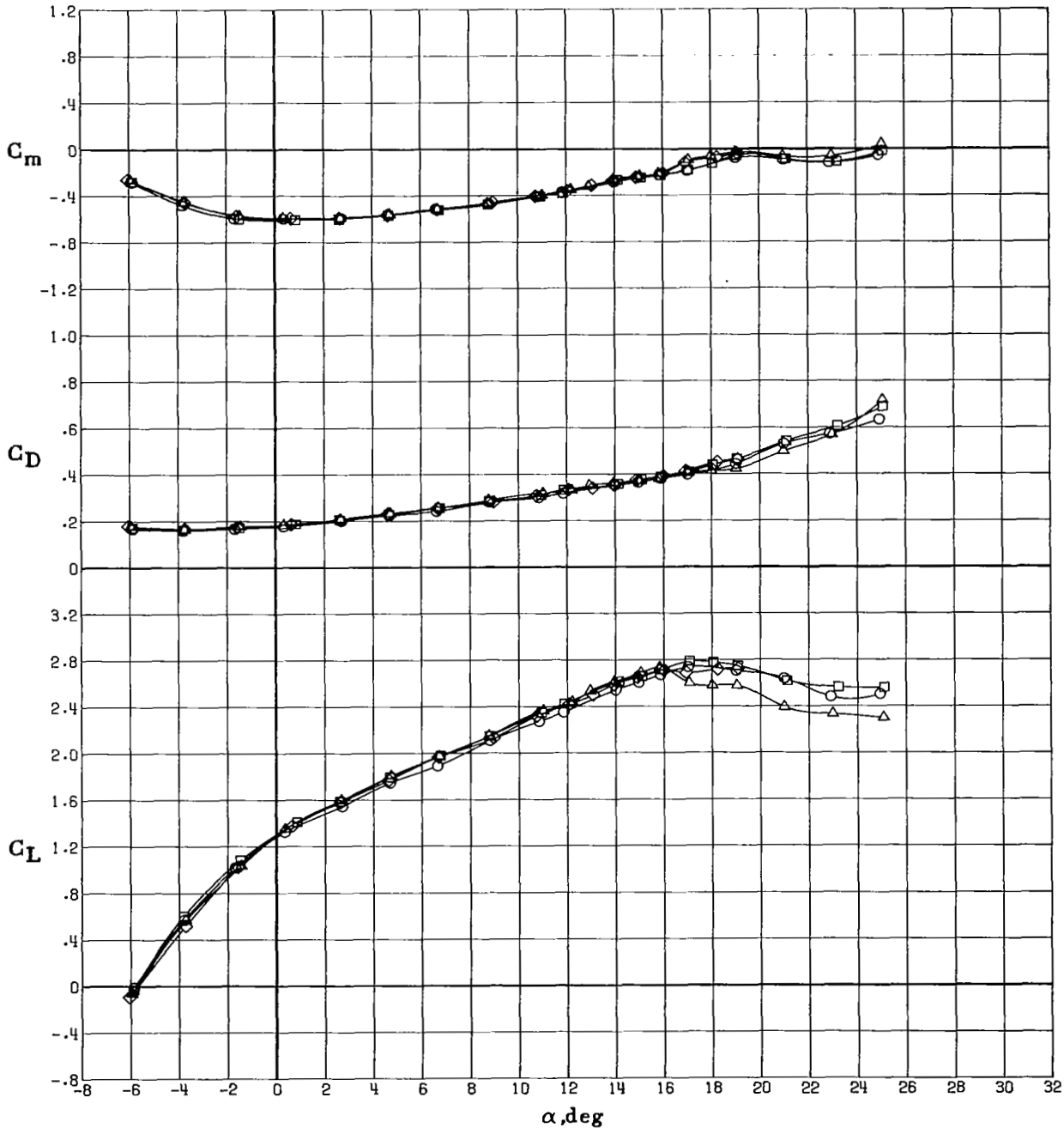
Symbol	Run	M_∞
○	91	.20
□	92	.25
◇	93	.30



(a) 30° take-off wing configuration.

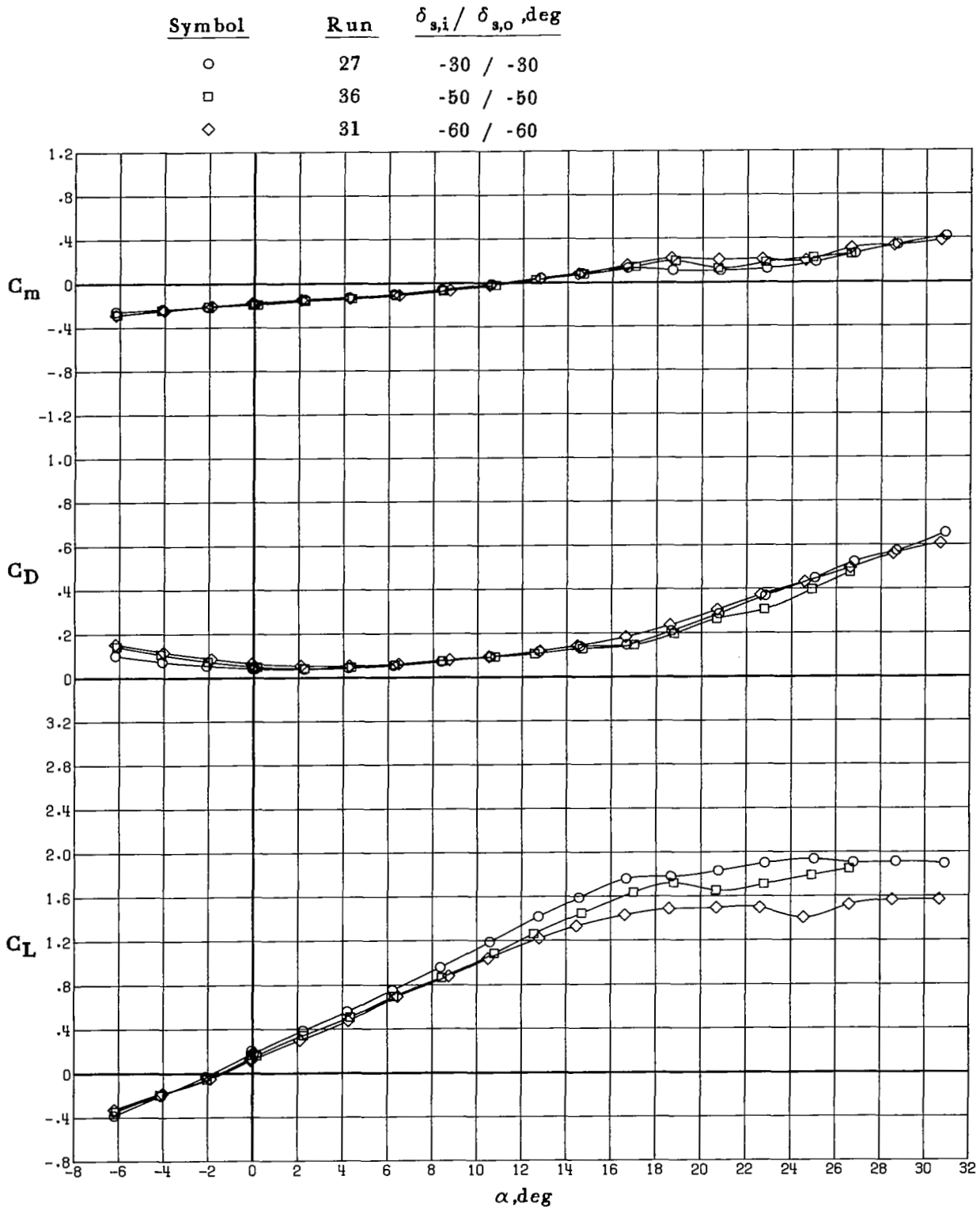
Figure 28.- Effect of Mach number on longitudinal aerodynamic characteristics of aspect-ratio-10, 30° take-off and 60° landing wing configurations with slats deflected -50°. $R_{\bar{c}} = 2.8 \times 10^6$.

Symbol	Run	M_∞
○	173	.15
□	174	.20
◇	176	.25
△	177	.30



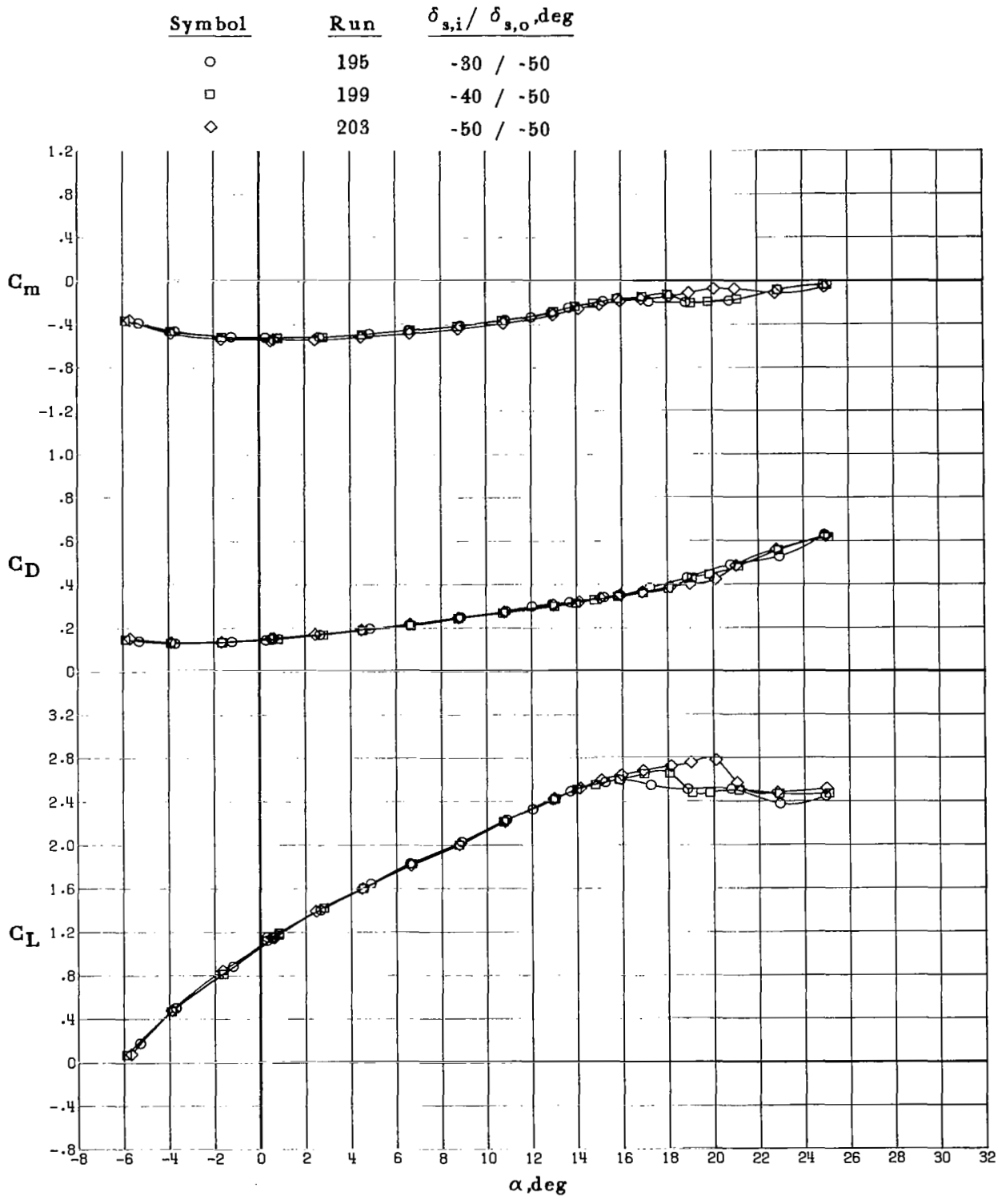
(b) 60° landing wing configuration.

Figure 28.- Concluded.



(a) Climb wing configuration.

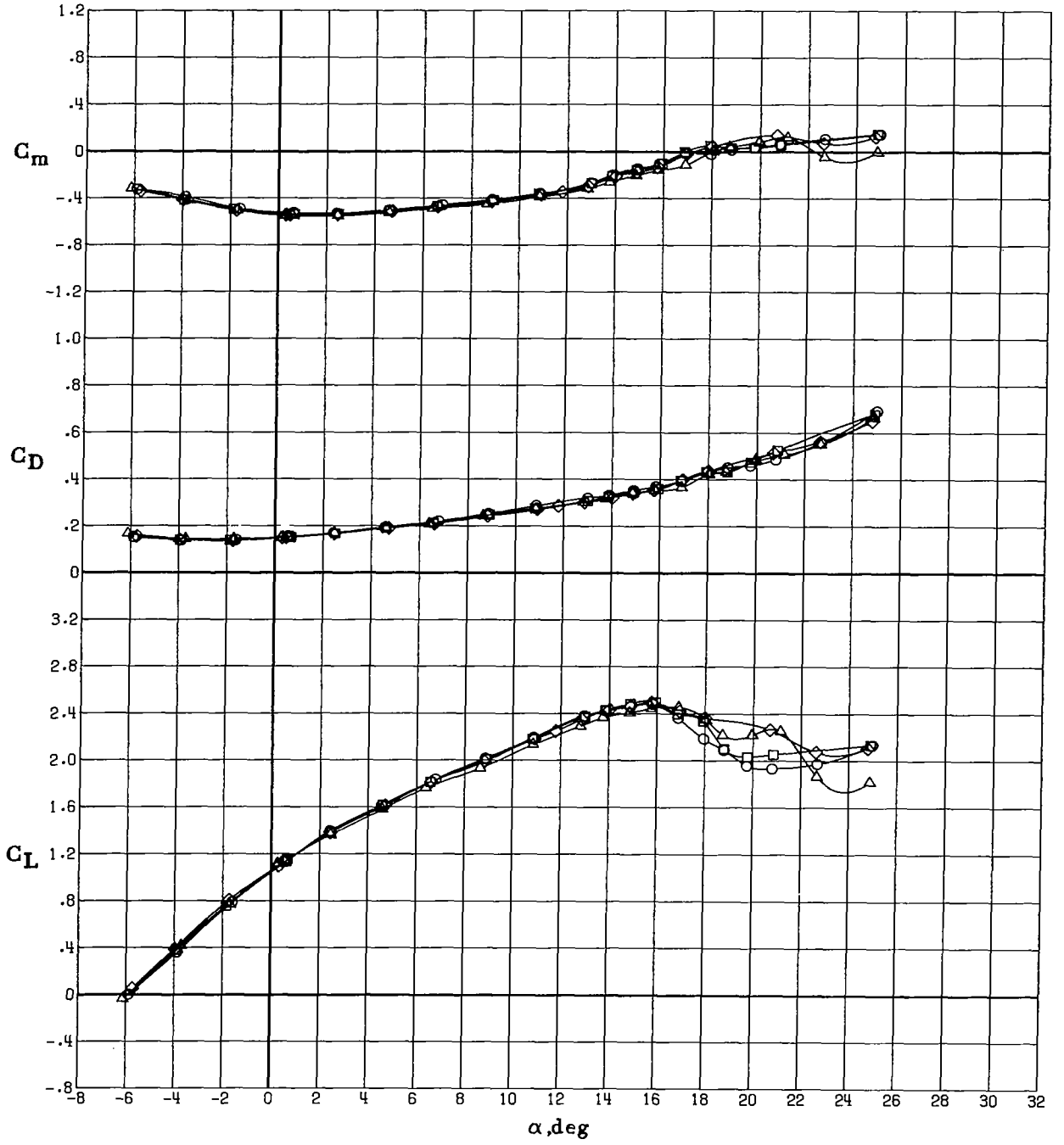
Figure 29.- Effect of inboard- and outboard-slat deflections on longitudinal aerodynamic characteristics of aspect-ratio-10 climb and landing wing configurations. $R_c = 4.2 \times 10^6$.



(b) 45° landing wing configuration with $\delta_{s,o}$ = -50°.

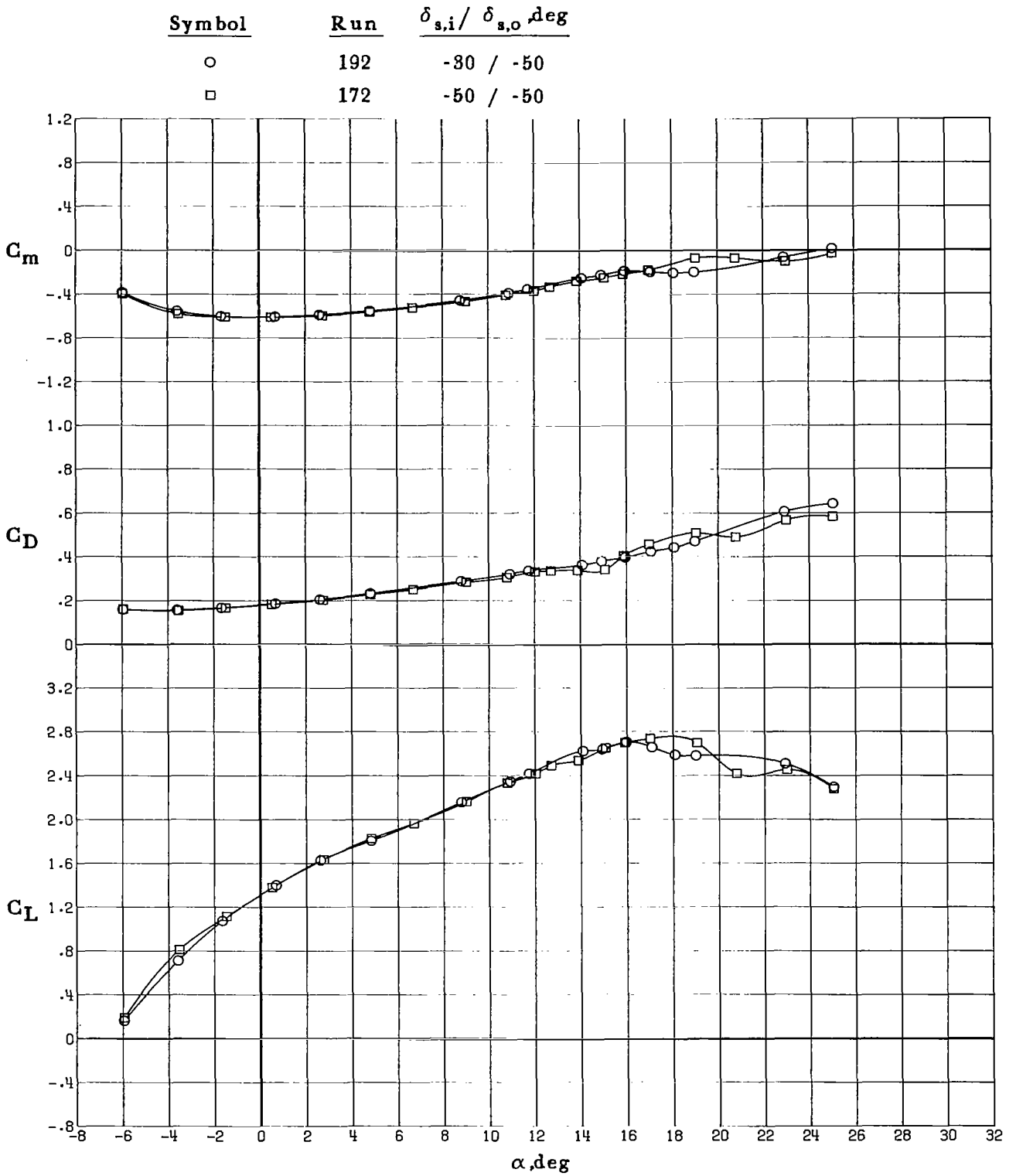
Figure 29.- Continued.

Symbol	Run	$\delta_{s,i}$/ $\delta_{s,o}$,deg
○	224	-30 / -60
□	220	-40 / -60
◇	216	-50 / -60
△	228	-60 / -60



(c) 45° landing wing configuration with $\delta_{s,o}$ = -60°.

Figure 29.- Continued.



(d) 60° landing wing configuration.

Figure 29.- Concluded.

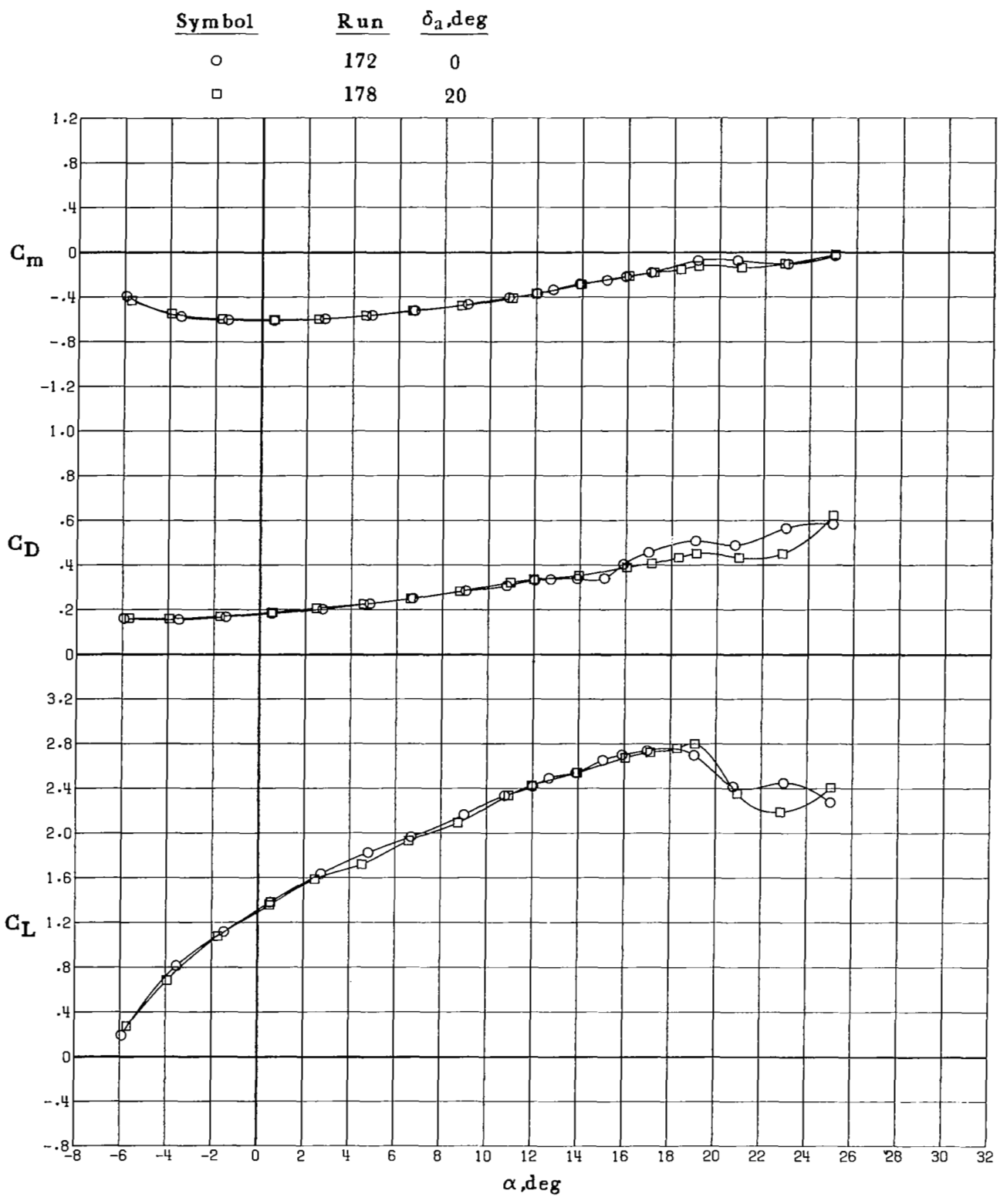


Figure 30.- Effect of deflecting high-speed ailerons to increase flap span on longitudinal aerodynamic characteristics of aspect-ratio-10, 60° landing wing configuration. $R_{\bar{c}} = 4.2 \times 10^6$.

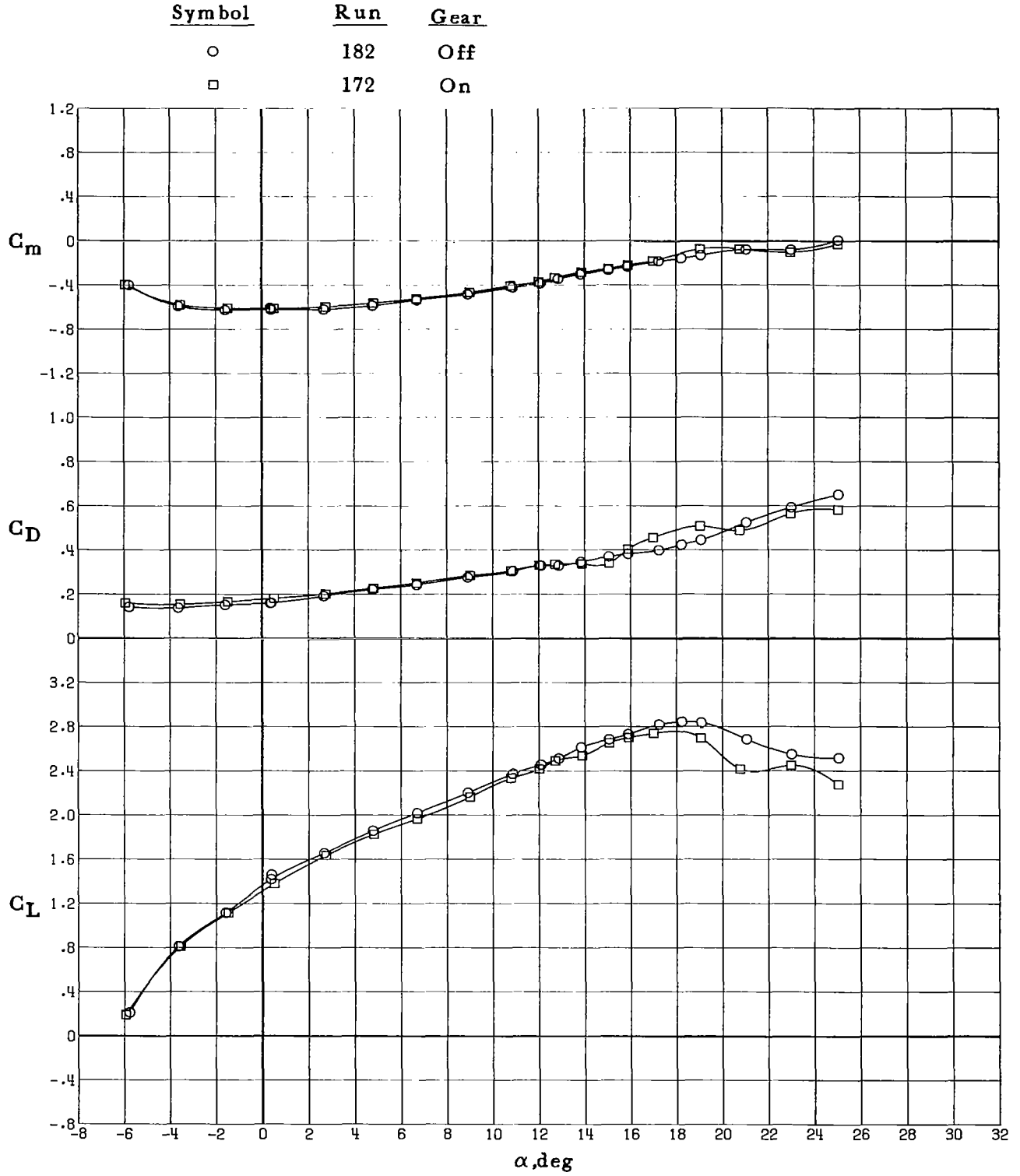
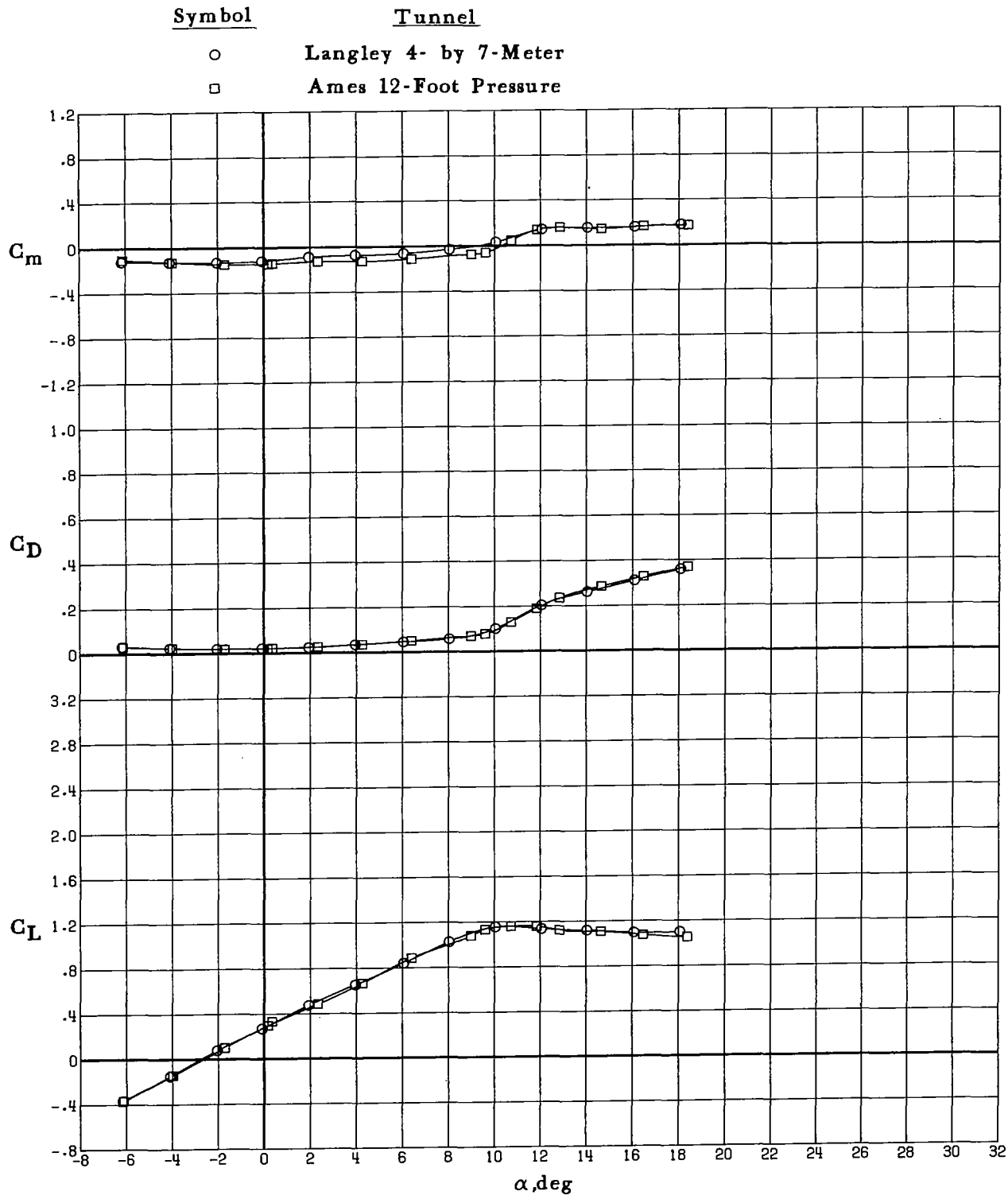
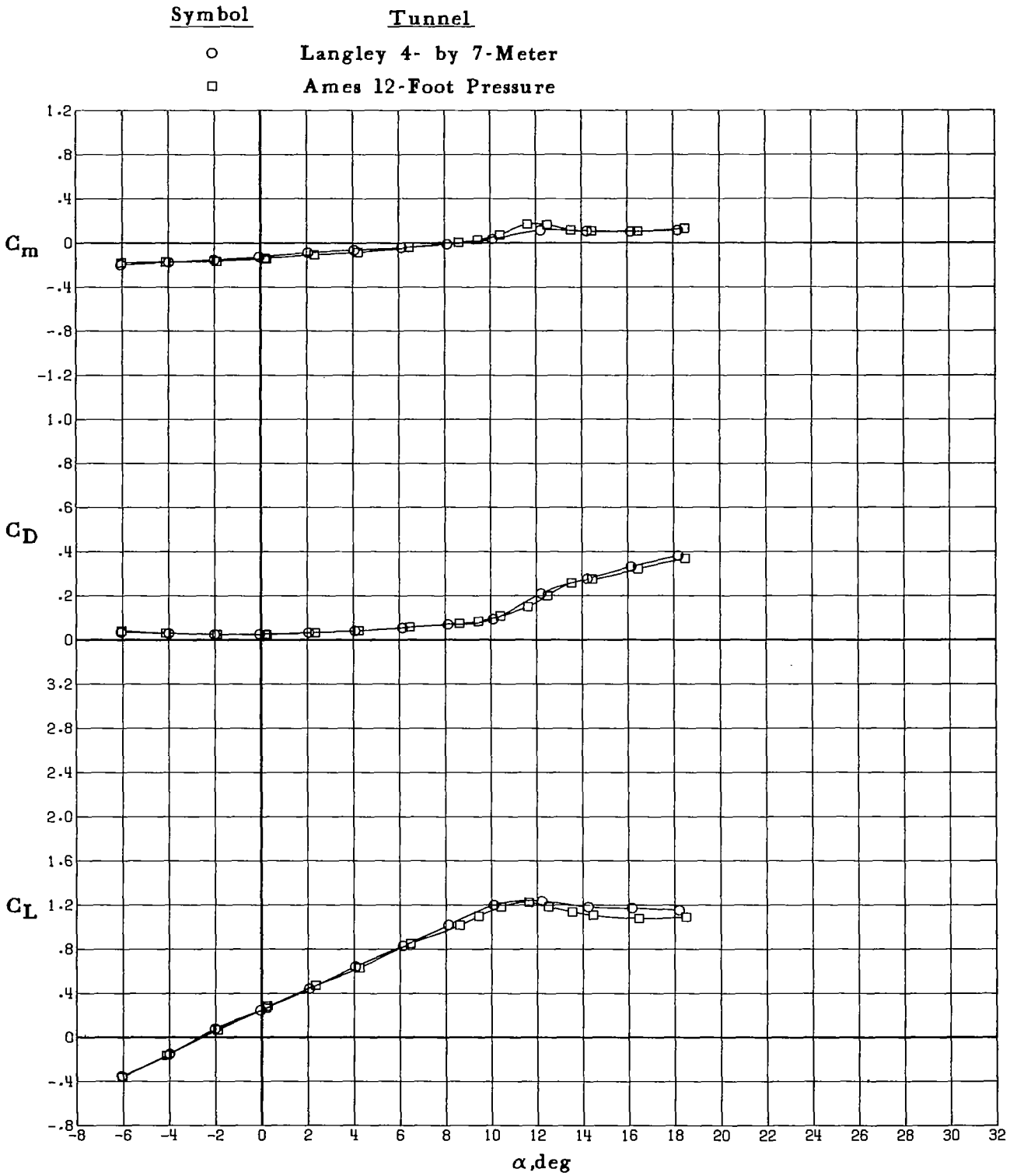


Figure 31.- Effect of landing gear on longitudinal aerodynamic characteristics of aspect-ratio-10, 60° landing wing configuration. $R_{\bar{c}} = 4.2 \times 10^6$.



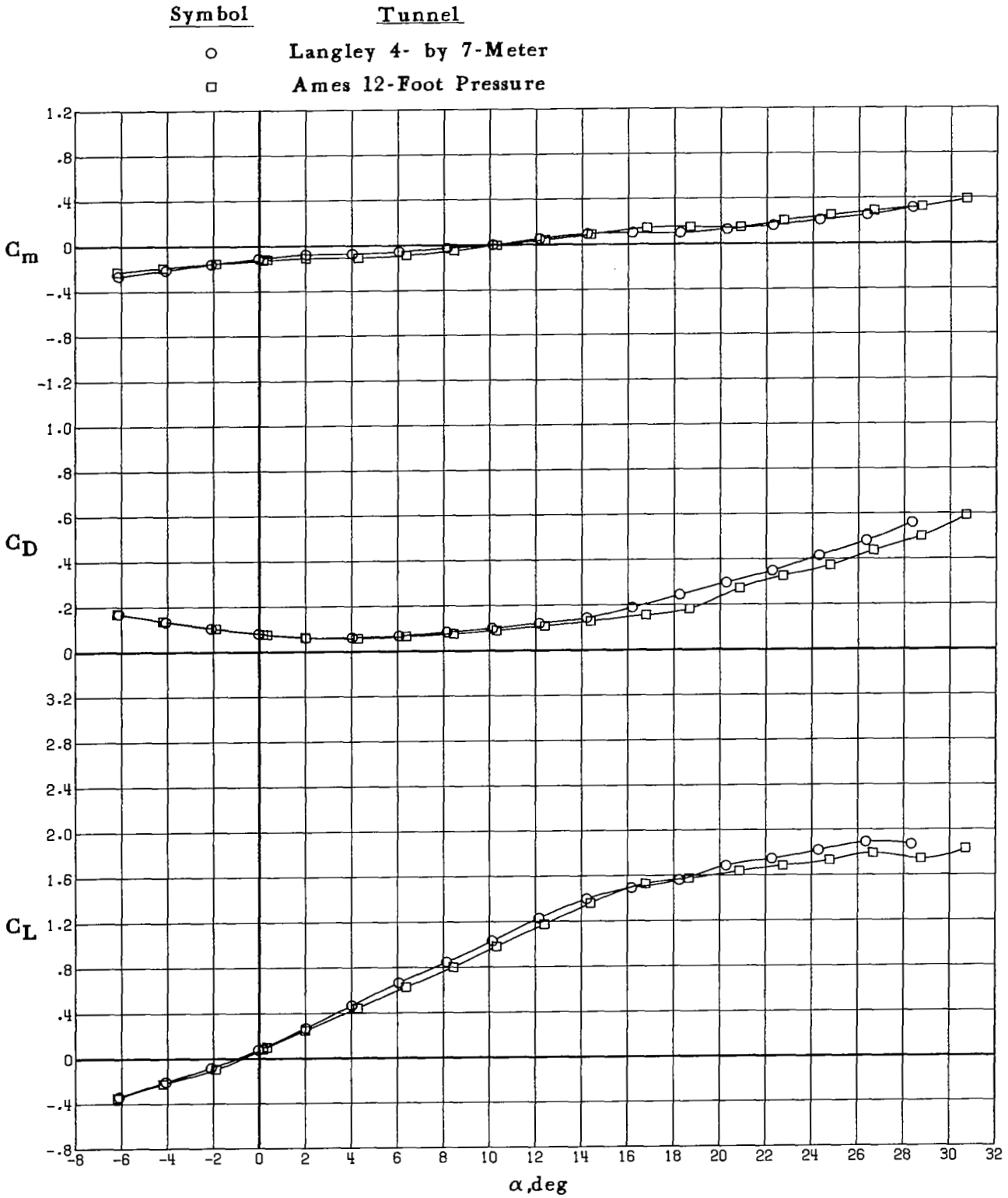
(a) Aspect-ratio-12 cruise wing configuration with nacelles off.

Figure 32.- Comparison of longitudinal aerodynamic characteristics of cruise, climb, take-off, and landing wing configurations obtained from tests in the Langley 4- by 7-Meter and Ames 12-Foot Pressure Tunnels. $R_c = 1.3 \times 10^6$ per foot; horizontal tails off.



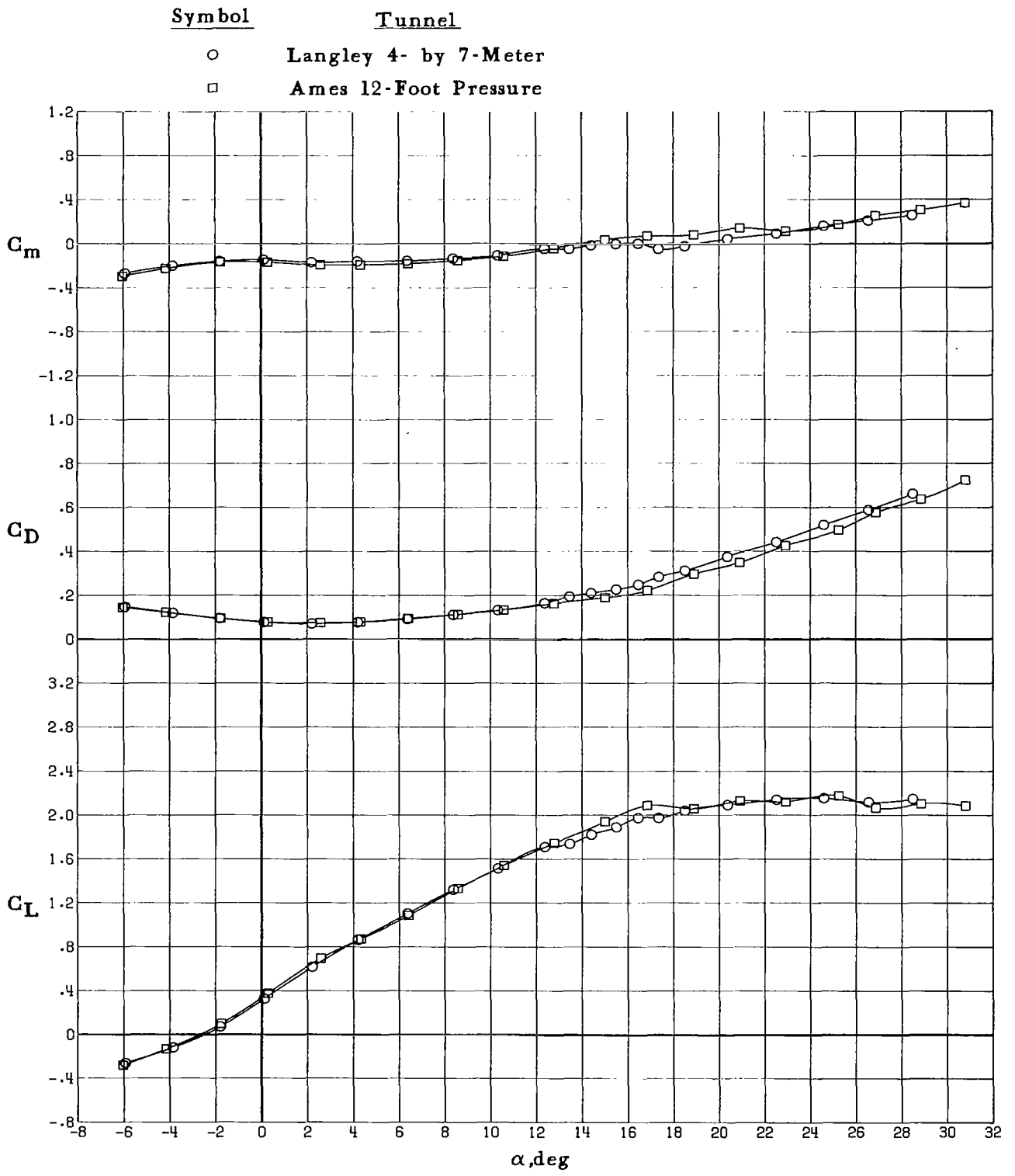
(b) Aspect-ratio-10 cruise wing configuration.

Figure 32.- Continued.



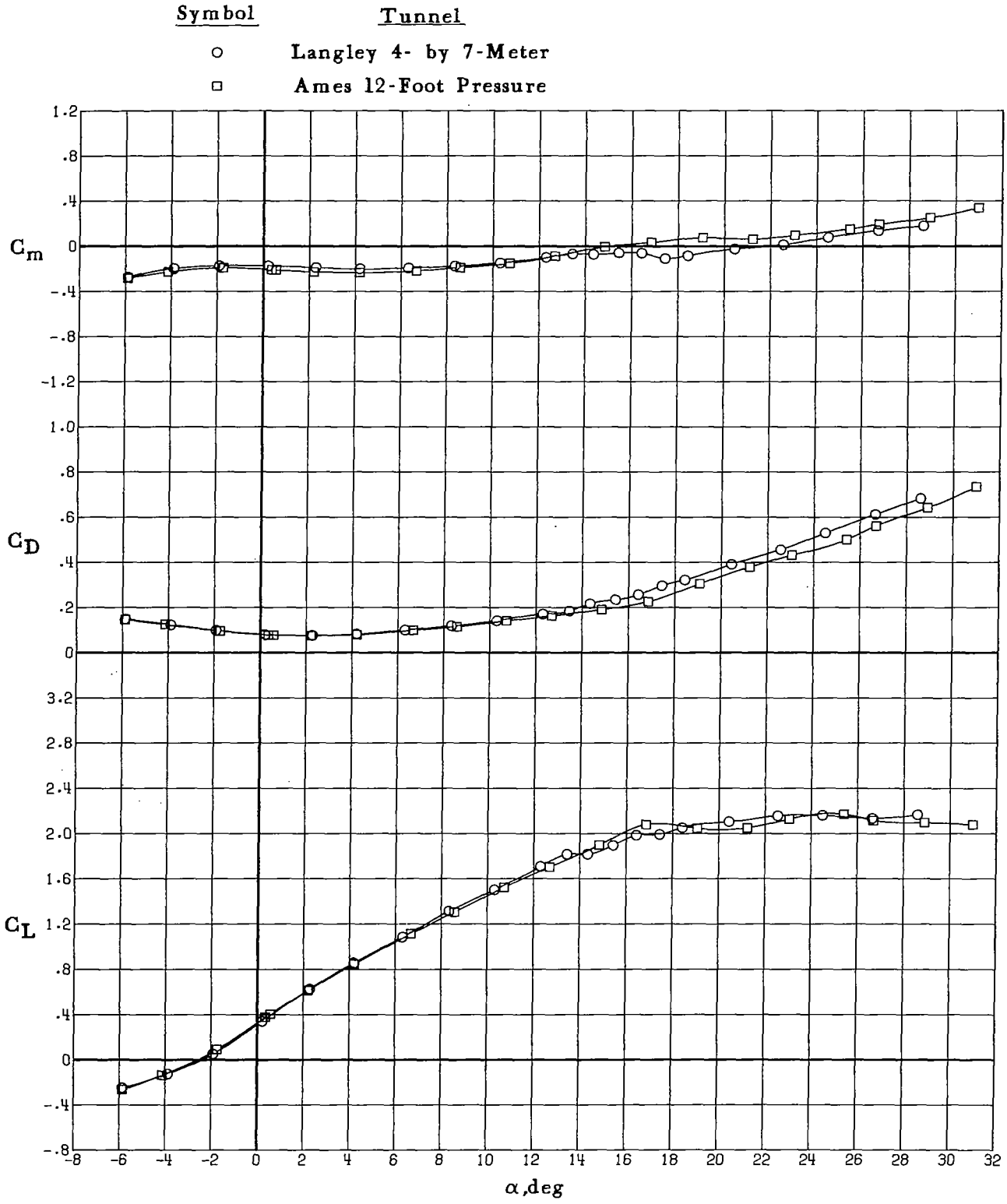
(c) Aspect-ratio-10 climb wing configuration.

Figure 32.- Continued.



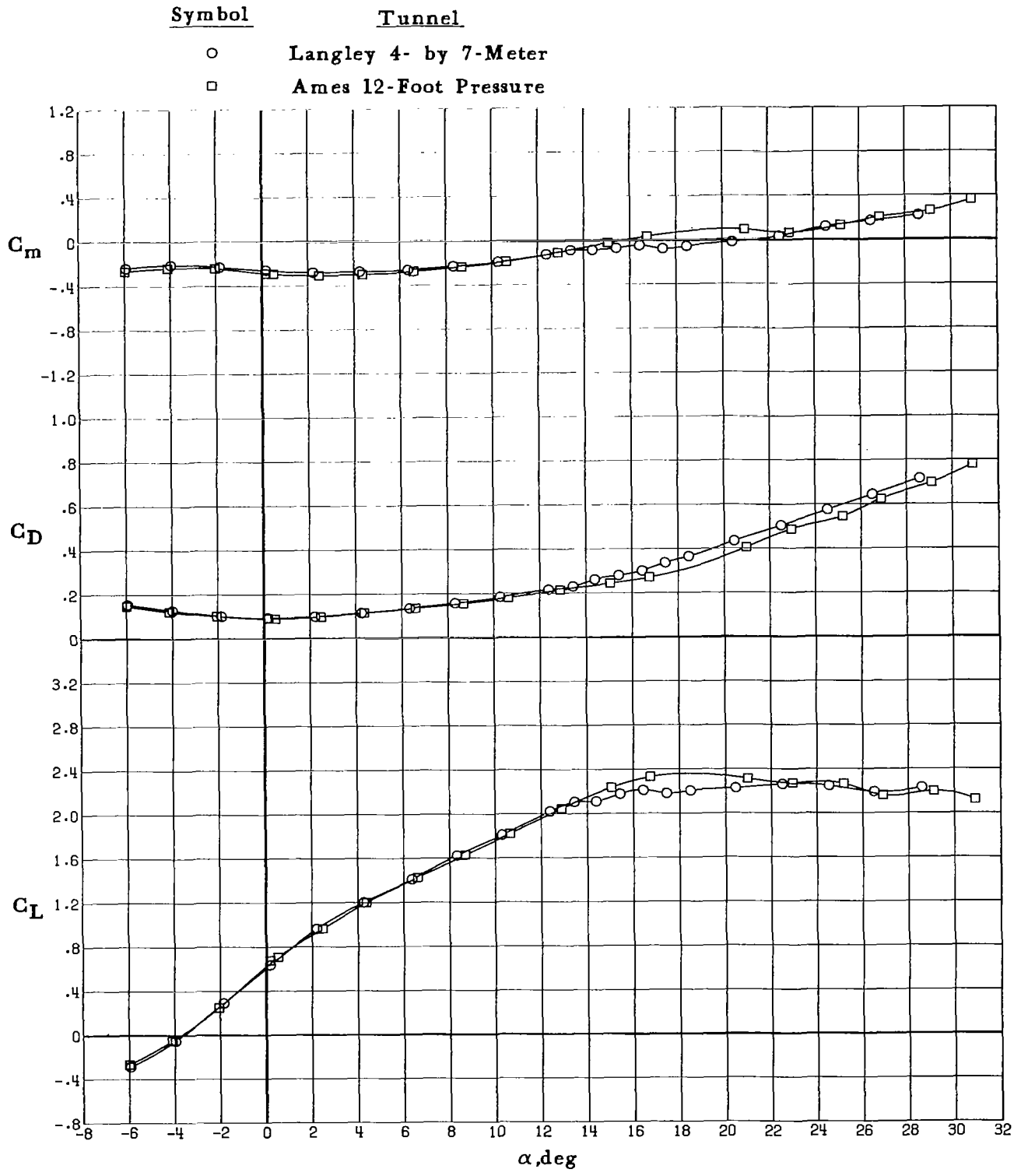
(d) Aspect-ratio-12, 15° take-off wing configuration with inboard and outboard slats deflected -50°.

Figure 32.- Continued.



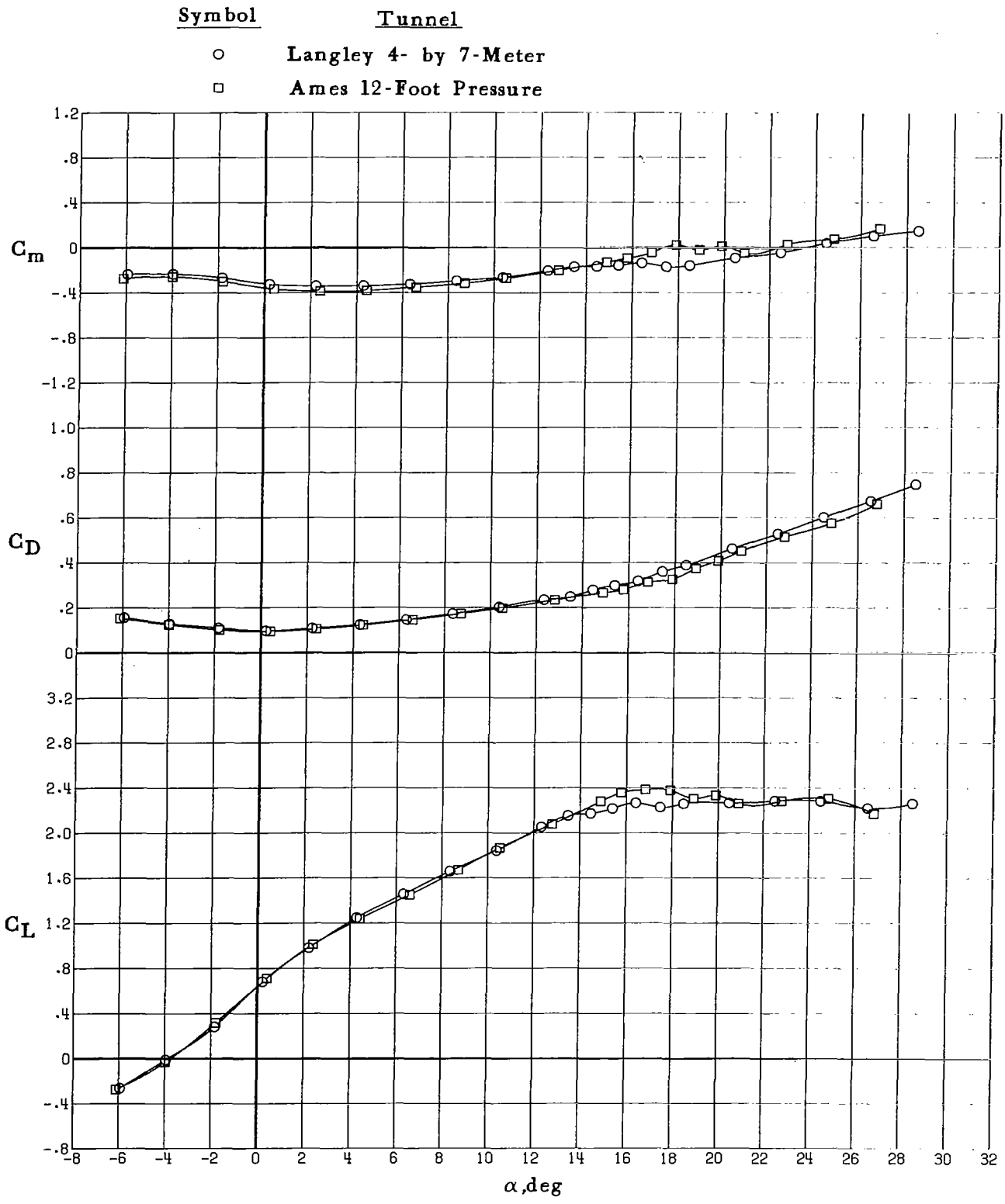
(e) Aspect-ratio-10, 15° take-off wing configuration with inboard and outboard slats deflected -50°.

Figure 32.- Continued.



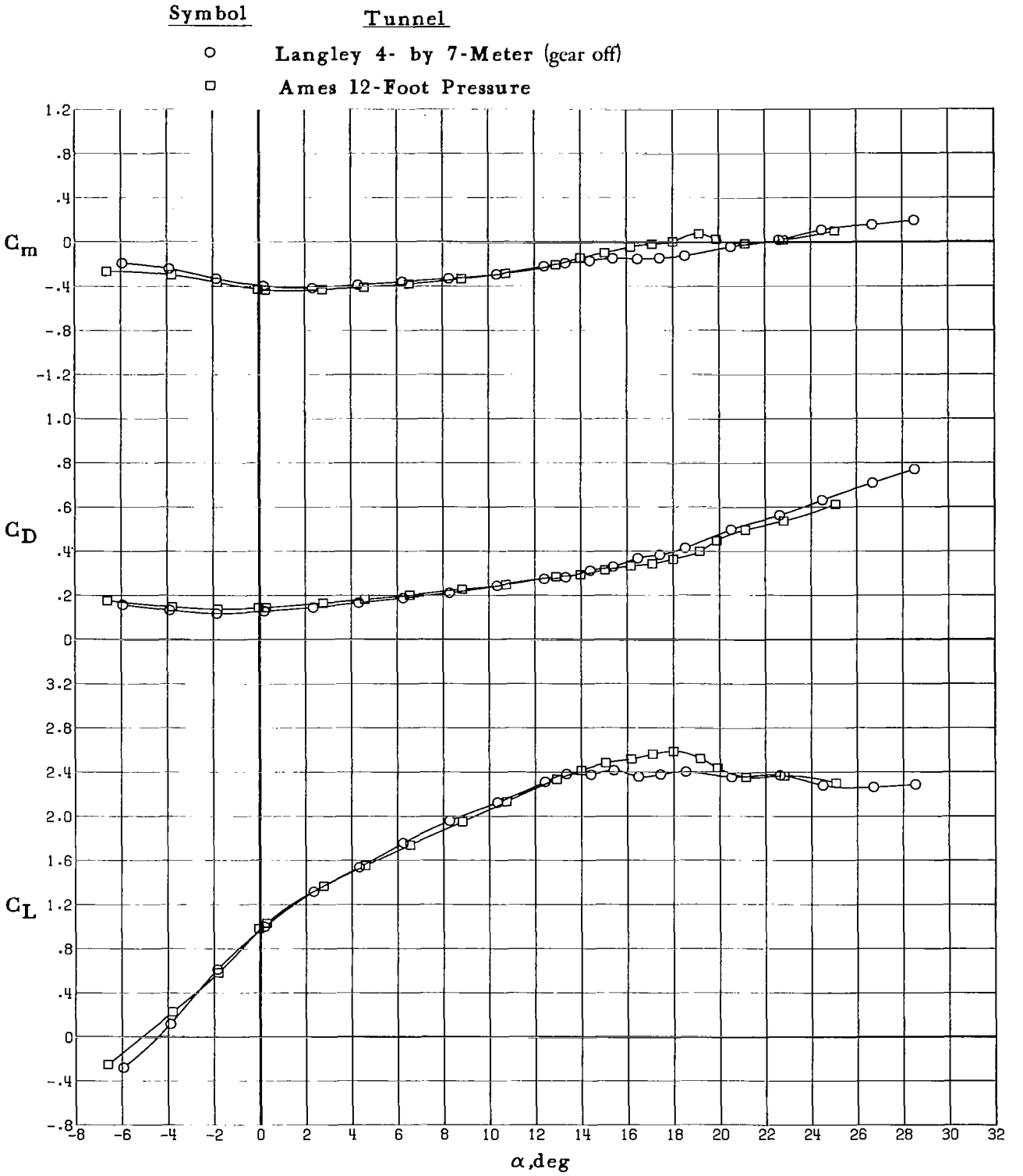
(f) Aspect-ratio-12, 30° take-off wing configuration with inboard and outboard slats deflected -50°.

Figure 32.- Continued.



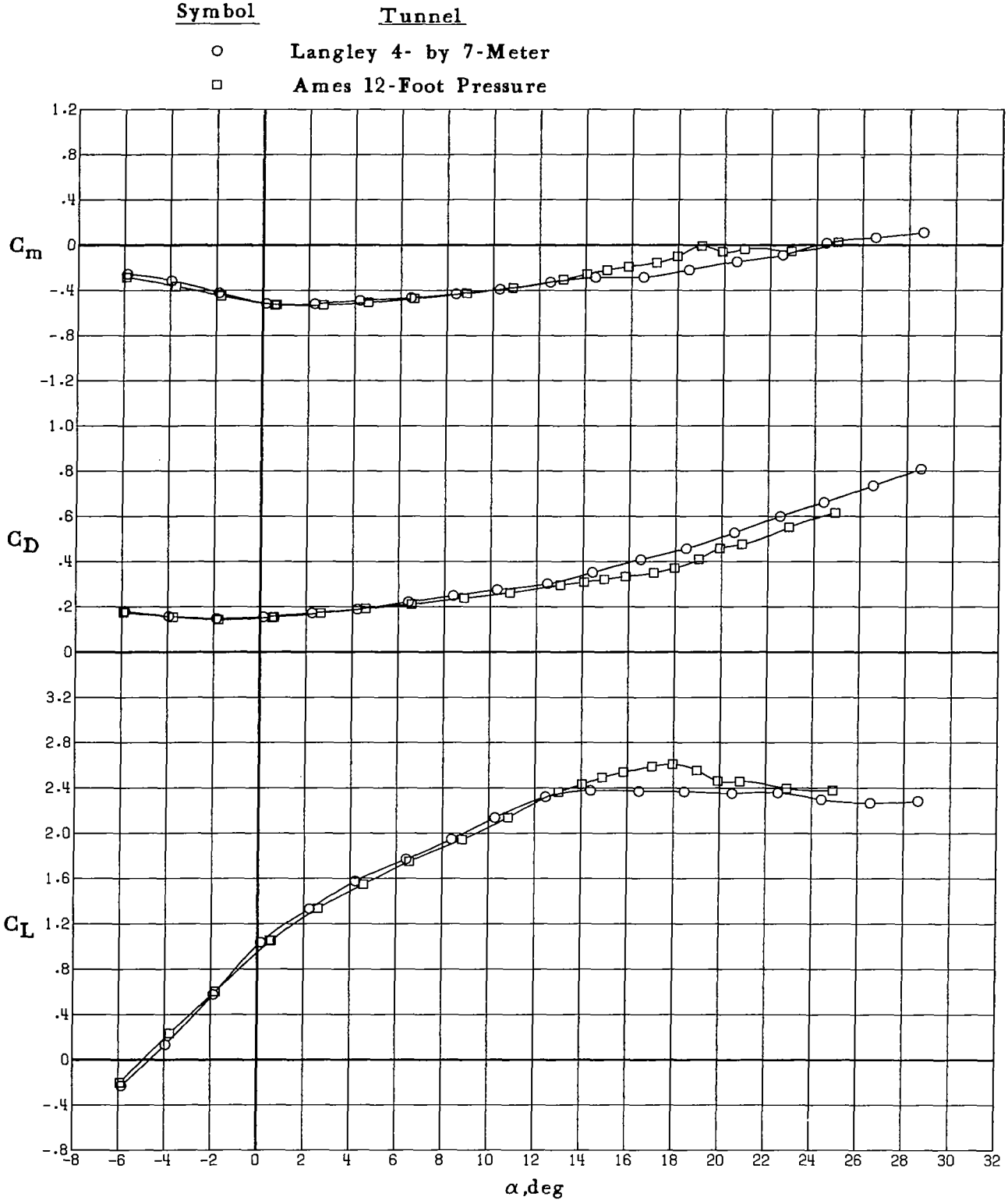
(g) Aspect-ratio-10, 30° take-off wing configuration with inboard and outboard slats deflected -50°.

Figure 32.- Continued.



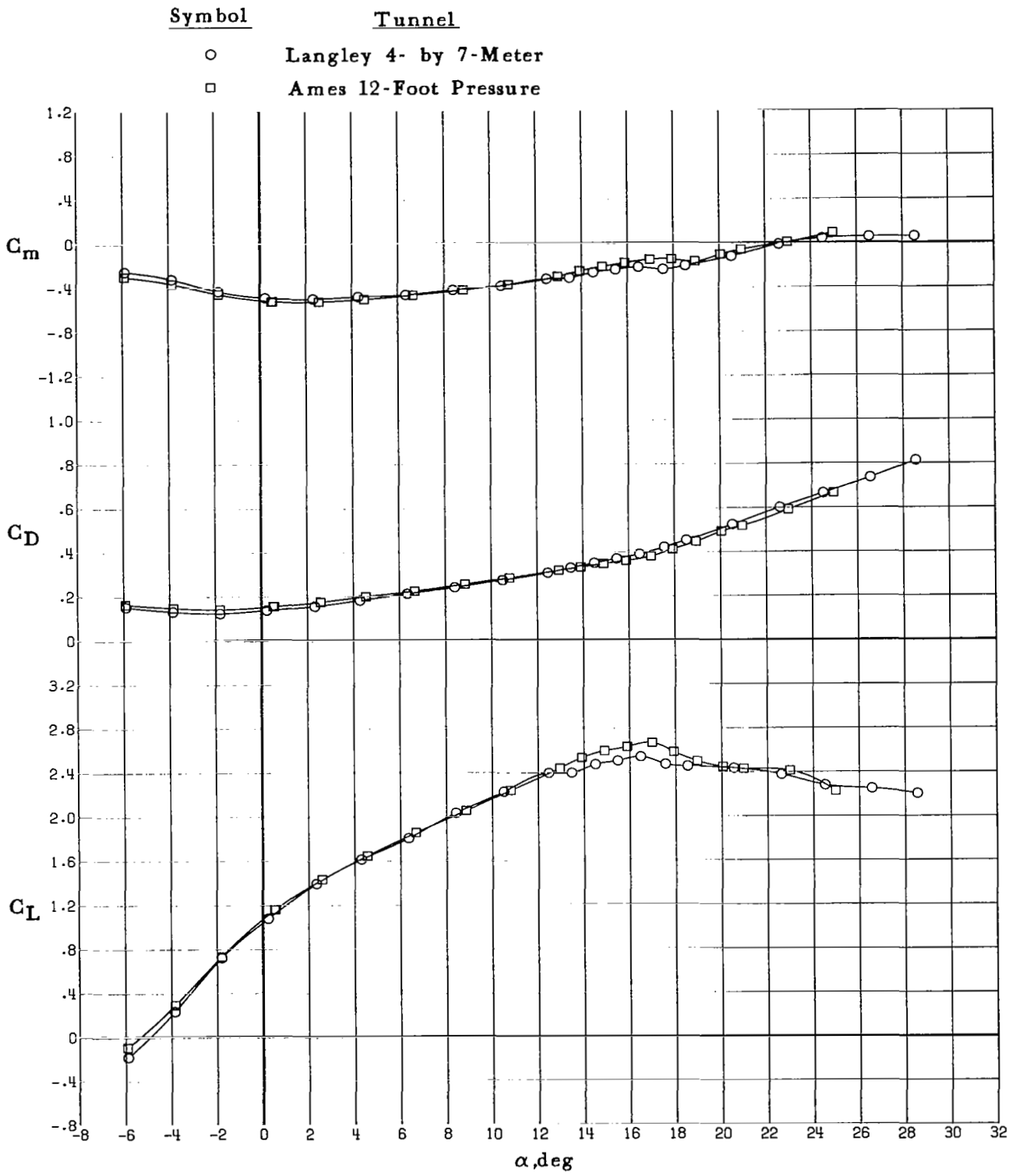
(h) Aspect-ratio-12, 45° landing wing configuration with inboard and outboard slats deflected -50°.

Figure 32.- Continued.



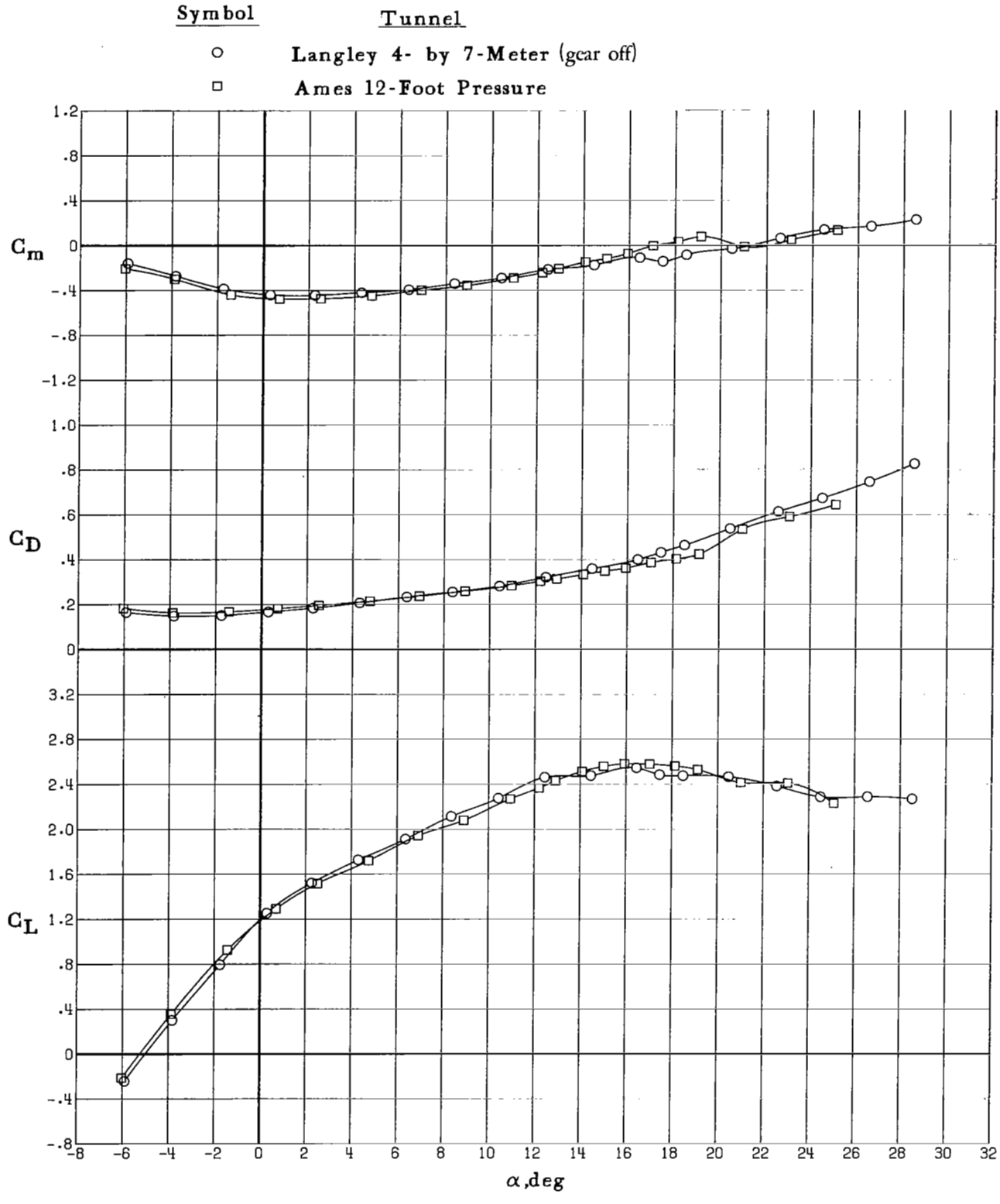
(i) Aspect-ratio-10, 45° landing wing configuration with inboard and outboard slats deflected -50°.

Figure 32.- Continued.



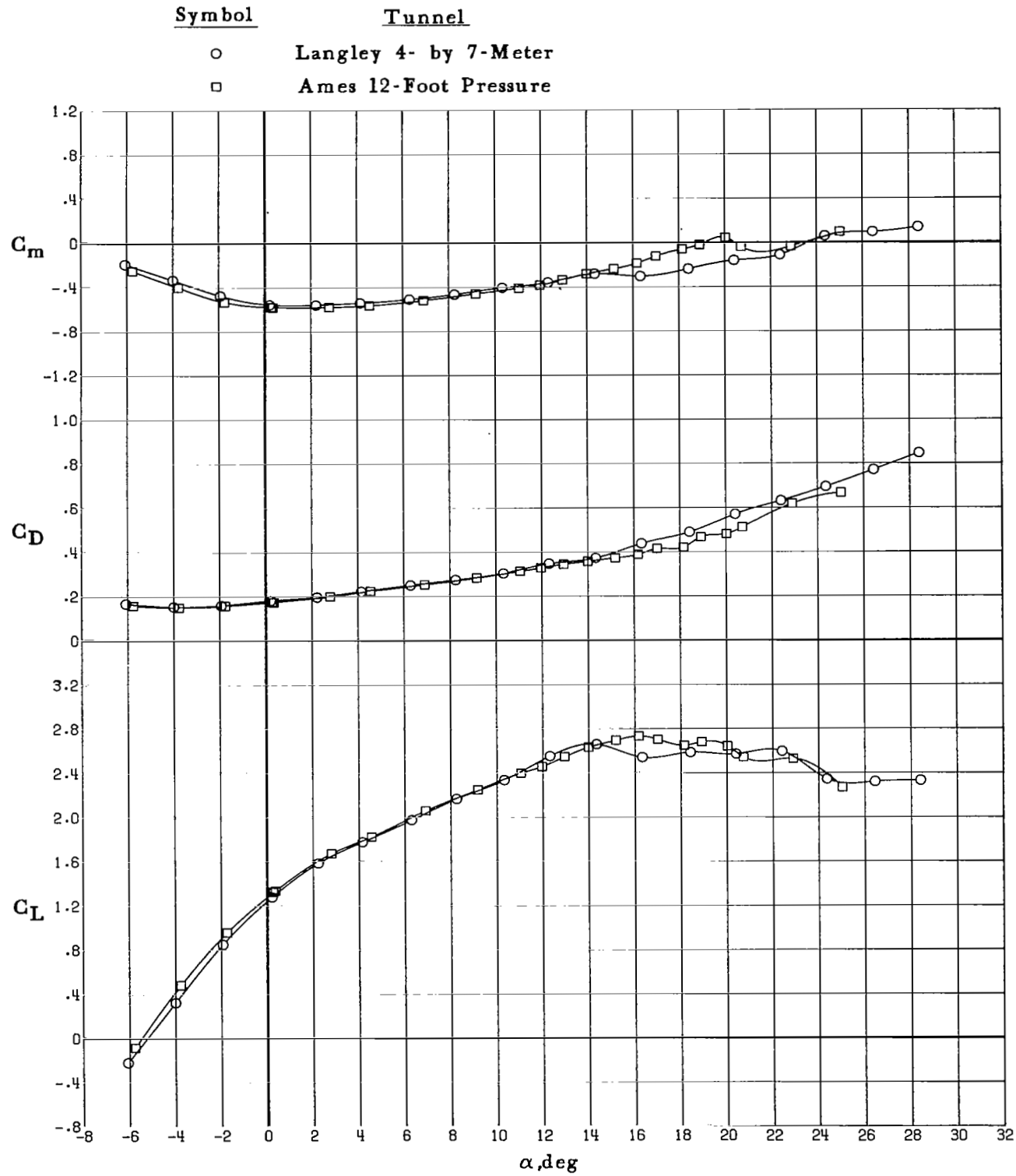
(j) Aspect-ratio-10, 45° landing wing configuration with inboard slats deflected -40° and outboard slats deflected -50°.

Figure 32.- Continued.



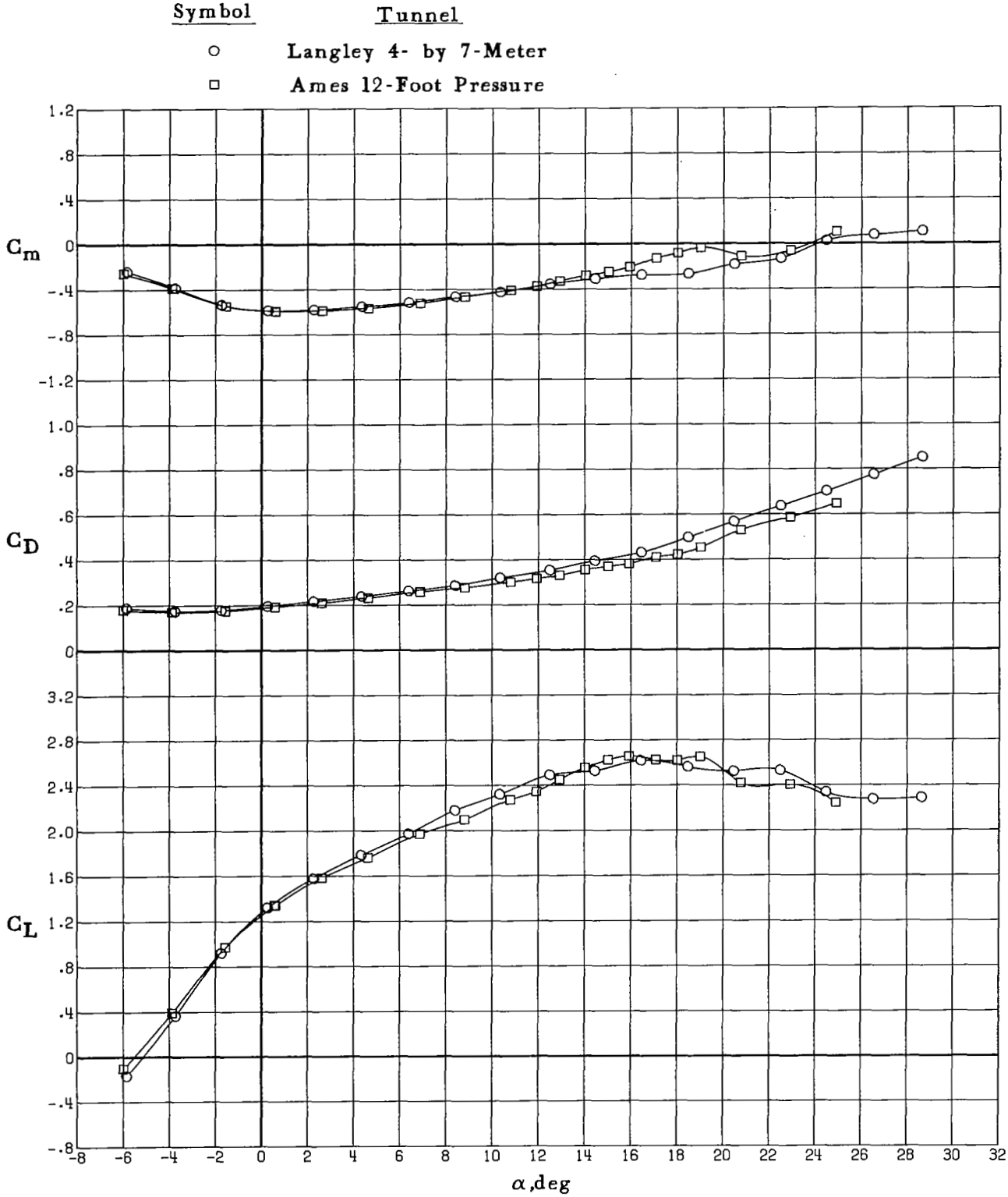
(k) Aspect-ratio-12, 60° landing wing configuration with inboard and outboard slats deflected -50°.

Figure 32.- Continued.



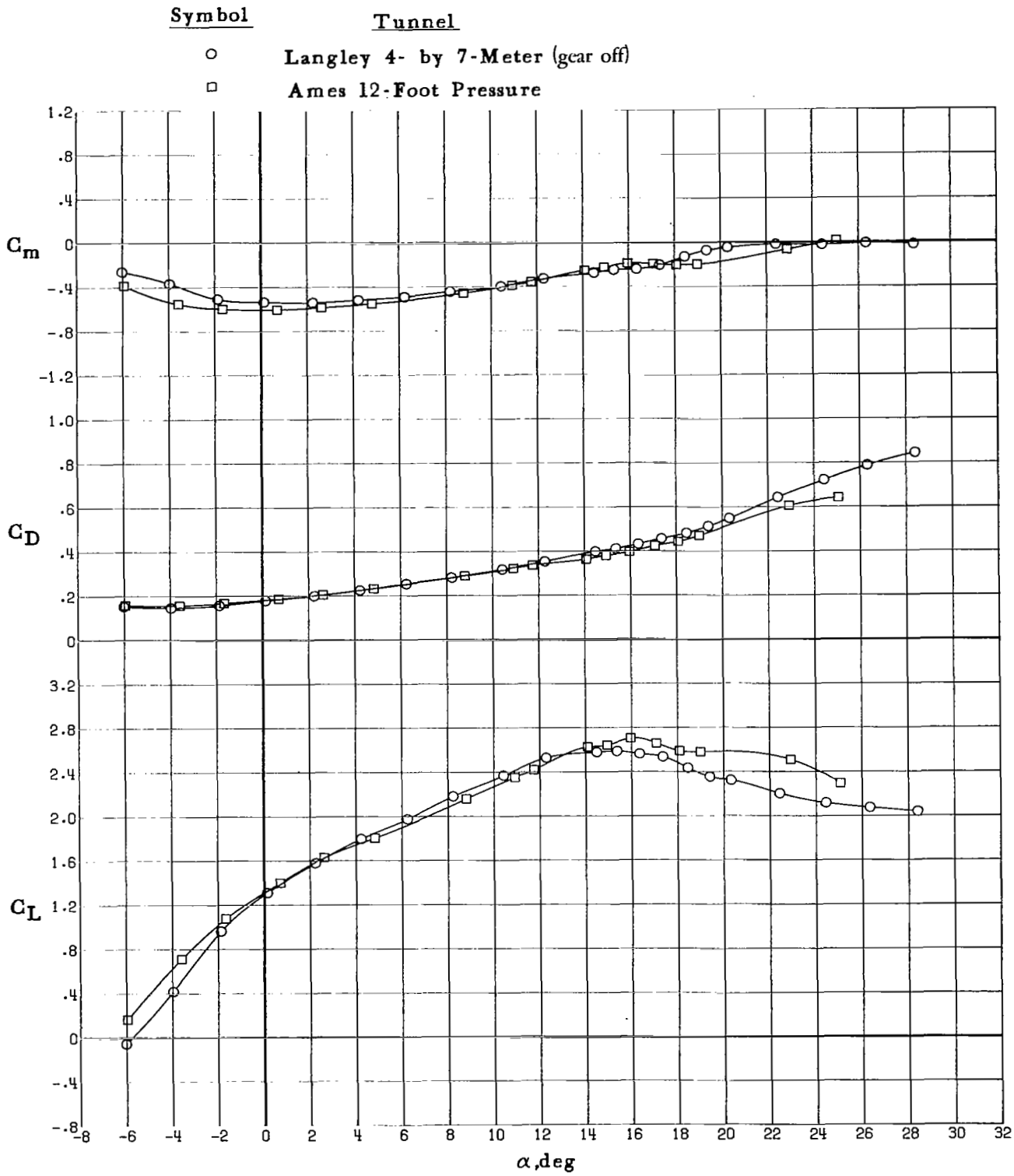
(1) Aspect-ratio-10, 60° landing wing configuration with landing gear off and with inboard and outboard slats deflected -50°.

Figure 32.- Continued.



(m) Aspect-ratio-10, 60° landing wing configuration with inboard and outboard slats deflected -50°.

Figure 32.- Continued.



(n) Aspect-ratio-10, 60° landing wing configuration with inboard slats deflected -30° and outboard slats deflected -50°.

Figure 32.- Concluded.

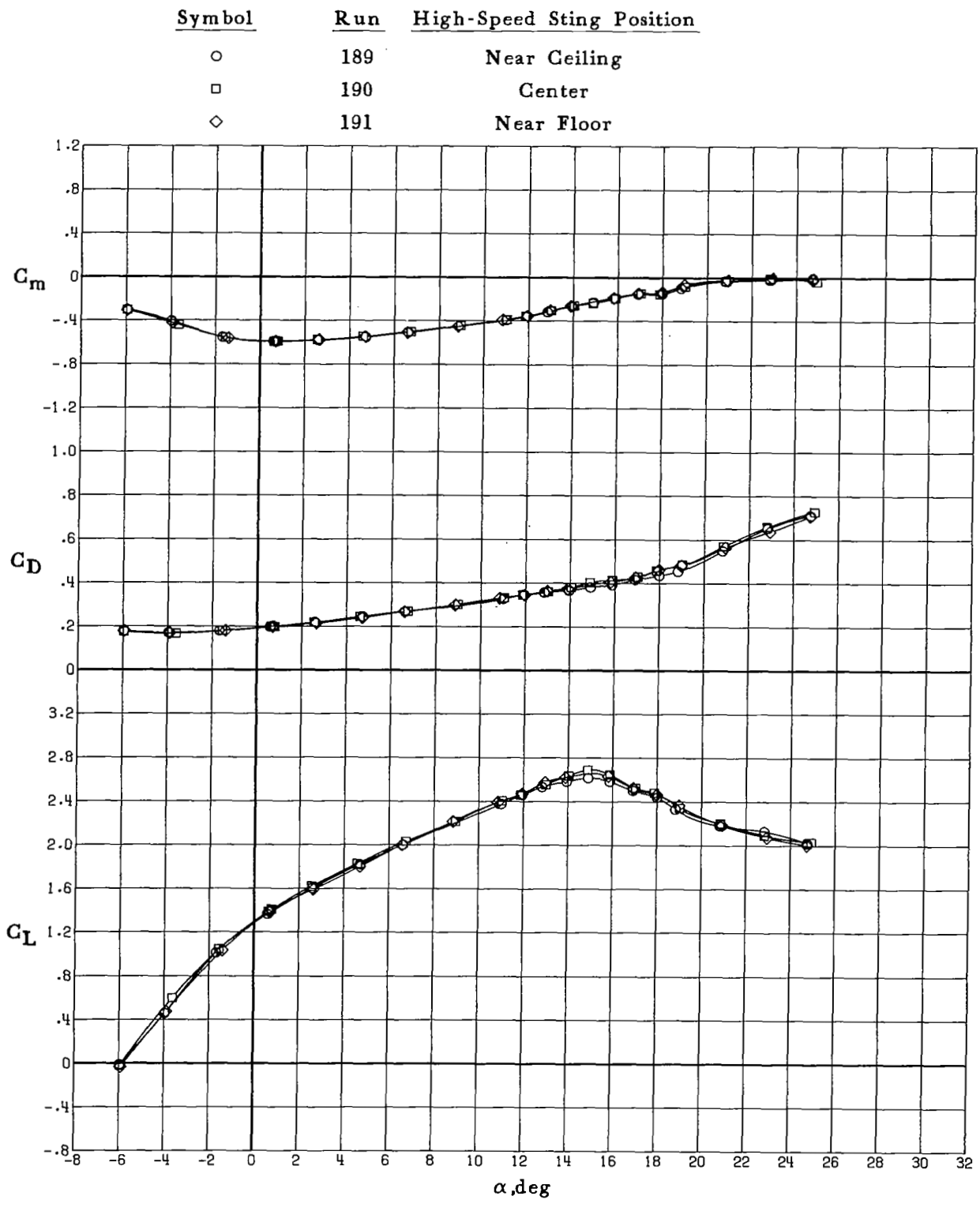


Figure 33.- Effect of position of downstream high-speed sting support on longitudinal aerodynamic characteristics of aspect-ratio-10, 60° landing wing configuration with slats deflected -50°. $R_c = 0.91 \times 10^6$.

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15. Supplementary Notes

16. Abstract

An investigation was conducted in the Ames 12-Foot Pressure Tunnel to determine the effects of Reynolds number on the static longitudinal aerodynamic characteristics of an advanced, high-aspect-ratio, supercritical-wing transport model equipped with a full-span, leading-edge slat and part-span, double-slotted, trailing-edge flaps. The model had a wing span of 7.5 ft and was tested through a free-stream Reynolds number range from 1.3 to 6.0 $\times 10^6$ per foot at a Mach number of 0.20. Prior to the Ames tests, an investigation was also conducted in the Langley 4- by 7-Meter Tunnel at a Reynolds number of 1.3 $\times 10^6$ per foot with the model mounted on an Ames strut-support system and on the Langley sting-support system to determine strut-interference corrections. The data obtained from the Langley tests were also used to compare the aerodynamic characteristics of the rather stiff, 7.5-ft-span steel-wing model tested during this investigation and the larger, and rather flexible, 12-ft-span aluminum-wing model tested during a previous investigation. During the tests in both the Langley and Ames tunnels, the model was tested with six basic wing configurations: (1) cruise, (2) climb (slats only extended), (3) 15° take-off flaps, (4) 30° take-off flaps, (5) 45° landing flaps, and (6) 60° landing flaps.

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