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**A COMPARISON OF THE EXPERIMENTAL AERODYNAMIC  
CHARACTERISTICS OF AN OBLIQUE WING  
WITH THOSE OF A SWEEP WING**

*Edward J. Hopkins and Sam C. Yee*

*Ames Research Center*

*Moffett Field, Calif. 94035*

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| 15. Supplementary Notes<br>*Project Engineer, ARO, Inc., Moffett Field, Calif. 94035.  |  |  |   |   |                       |
| 16. Abstract<br><p>Force and moment characteristics were measured for two trapezoidal oblique wings and a conventional swept wing mounted on a body of revolution at Mach numbers from 0.25 to 2.0. Both oblique wings had the same planform, but differed in profile and flexibility. One of the oblique wings was made of solid steel and had a maximum thickness-to-chord ratio of 4 percent. The other wing was built up by taking an aluminum wing (having a geometrically similar profile and planform to that of the steel wing) and adding epoxy material to the upper surface to increase the maximum thickness-to-chord ratio to 8.2 percent. The aspect ratio for both oblique wings when swept 45°, and for the swept wing with 45° of sweep was 4.1. Data were obtained at unit Reynolds numbers ranging from 3.3 to 8.2 million per meter in order to vary the dynamic pressure and to explore any flexibility effects. These data were compared with previously obtained data (ref. 5) on the aluminum wing before it was built up with epoxy.</p> <p>Wing flexibility designed into the aluminum and built-up aluminum oblique wings increased the range of lift coefficients from 0.30 to 0.70 over which the pitching-moment curves were linear. However, flexibility did not improve the linearity of the rolling-moment curves and produced sizable side forces. At a Mach number of 0.95, the trapezoidal oblique wing had little or no improvement in the lift/drag ratios over those for a conventional swept wing of the same aspect ratio, sweep, and profile, probably because of the thinness of the wing profile. Thicker, highly cambered profiles previously investigated on oblique wings showed considerable improvement in the maximum lift/drag ratios over those for a conventional swept wing with the same profiles throughout a Mach number range from 0.6 to 1.2.</p> |  |  |   |   |                       |
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## NOMENCLATURE

The axes systems and sign conventions are presented in figure 1. Lift, drag, and pitching moments are presented about the stability axes system; and the side force, rolling moments, and yawing moments are presented about the body axes system. Reference lengths and wing area are given in table 1.

|   |  |
|---|--|
| $A$                                     | aspect ratio   |
| $b$                                     | wing span ( $\Lambda = 45^\circ$ )   |
| $C_L$                                   | lift coefficient, $\frac{\text{lift}}{qS}$   |
| $C_m$                                   | pitching-moment coefficient about moment center shown in figures 2(a) and 3(a), $\frac{\text{pitching moment}}{qS\bar{c}}$ |
| $C_n$                                   | yawing-moment coefficient, $\frac{\text{yawing moment}}{qSb}$  |
| $C_y$                                   | side-force coefficient, $\frac{\text{side force}}{qS}$   |
| $c$                                     | wing chord ( $\Lambda = 0^\circ$ )   |
| $c_{\text{root}}$                       | wing root chord ( $\Lambda = 0^\circ$ )  |
| $\bar{c}$                               | wing mean aerodynamic chord  |
| $C_D$                                   | drag coefficient, $\frac{\text{drag}}{qS}$   |
| $C_l$                                   | rolling-moment coefficient, $\frac{\text{rolling moment}}{qSb}$  |
| $\frac{L}{D}$                           | lift-to-drag ratio   |
| $M$                                     | Mach number  |
| $q, Q$                                  | free-stream dynamic pressure, $\text{N/m}^2$   |
| $r$                                     | body radius  |
| $\frac{RN}{L}$                          | unit Reynolds number in millions per meter   |
| $S$                                     | wing area  |
| $\left(\frac{t}{c}\right)_{\text{max}}$ | maximum wing thickness-to-chord ratio  |

$x$  chordwise distance along airfoil

$x_1$  axial distance along body from the 57.45 cm longitudinal station

$x_2, y_1, y_2$  coordinates to define the wing tip (see figs. 2(b) and 3(b))

$z$  vertical distance from the chord plane of the airfoil

$\alpha$  angle of attack, deg

$\Lambda$  sweep angle between a perpendicular to the body axis and the 0.25c line of the wing measured in a horizontal plane (right wing tip is forward for positive ( $\Lambda$ 's), deg

# A COMPARISON OF THE EXPERIMENTAL AERODYNAMIC CHARACTERISTICS OF AN OBLIQUE WING WITH THOSE OF A SWEEP WING

Edward J. Hopkins and Sam C. Yee\*

Ames Research Center

## SUMMARY

Force and moment characteristics were measured for two trapezoidal oblique wings and a conventional swept wing mounted on a body of revolution at Mach numbers from 0.25 to 2.0. Both oblique wings had the same planform, but differed in profile and flexibility. One of the oblique wings was made of solid steel and had a maximum thickness-to-chord ratio of 4 percent. The other wing was built up by taking an aluminum wing (having a geometrically similar profile and planform to that of the steel wing) and adding epoxy material to the upper surface to increase the maximum thickness-to-chord ratio to 8.2 percent. The aspect ratio for both oblique wings when swept  $45^\circ$ , and for the swept wing with  $45^\circ$  of sweep was 4.1. Data were obtained at unit Reynolds numbers ranging from 3.3 to 8.2 million per meter in order to vary the dynamic pressure and to explore any flexibility effects. These data were compared with previously obtained data (ref. 5) on the aluminum wing before it was built up with epoxy.

Wing flexibility designed into the aluminum and built-up aluminum oblique wings increased the range of lift coefficients from 0.30 to 0.70 over which the pitching-moment curves were linear. However, flexibility did not improve the linearity of the rolling-moment curves and produced sizable side forces. At a Mach number of 0.95, the trapezoidal oblique wing had little or no improvement in the lift/drag ratios over those for a conventional swept wing of the same aspect ratio, sweep, and profile, probably because of the thinness of the wing profile. Thicker, highly cambered profiles previously investigated on oblique wings showed considerable improvement in the maximum lift/drag ratios over those for a conventional swept wing with the same profiles throughout a Mach number range from 0.6 to 1.2.

## INTRODUCTION

An oblique wing for highly maneuverable aircraft, was investigated (refs. 1 and 2) as a possible means of improving both the maximum lift-to-drag ratios at transonic Mach numbers (with the wing swept), and the landing characteristics (with the wing unswept). At the high lift required for such aircraft, however, oblique wings incur asymmetric spanwise stalling resulting in nonlinear pitching-, rolling-, and yawing-moment curves. Several possible solutions to this problem were investigated: (a) fixed upward bending of the wing panels (refs. 2 and 3); (b) Krüger nose flaps (ref. 4); and (c) designed flexibility to give variable upward bending of the wing panels (ref. 5).

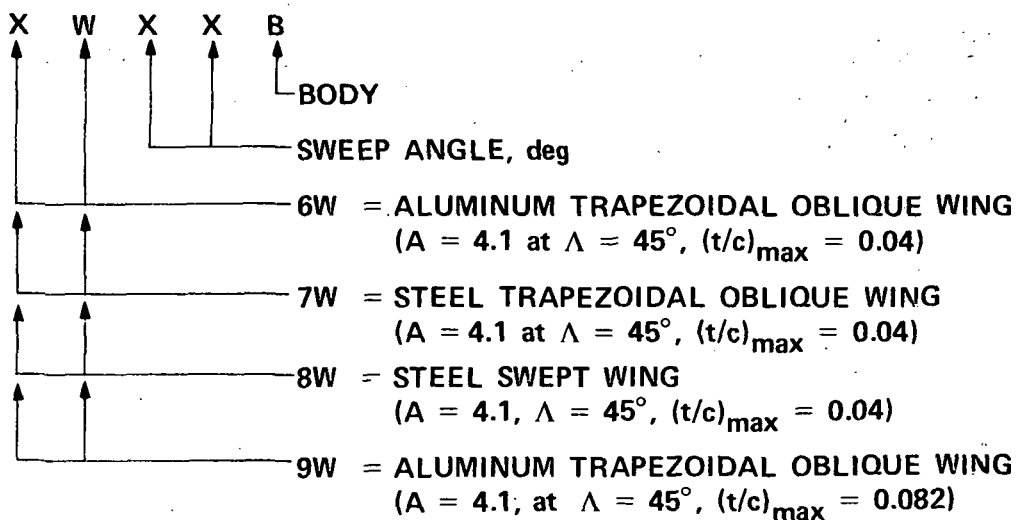
\*Project Engineer, ARO, Inc., Moffett Field, Calif. 94035.

To obtain the desired flexibility (ref. 5), an oblique wing was made of solid aluminum with a maximum thickness-to-chord ratio of only 4 percent. It was found that at the design flow conditions, this aluminum wing had nearly linear moment curves indicating that as a result of wing flexibility, the wing was "self-relieving." However, because of the thinness of the profile, it is suspected that flow separation probably occurred near the wing leading edge at a low lift coefficient. In an attempt to alleviate this problem in the present investigation, the maximum thickness of the profile was approximately doubled and the leading-edge thickness was increased considerably more than double by reshaping the upper surface after an epoxy material was added. Wing flexibility was expected to be nearly the same as for the thin wing because of the low value of the modulus of elasticity for the added material.

In contrast to the elliptical wing planform used in references 1 through 4, the flexible aluminum wings tested in the present investigation had straight leading and trailing edges, and wing spans that were 15 percent greater than those for the elliptical wing previously tested. The planform of these flexible wings approximated the planform given by R. T. Jones (ref. 6) which specifies the optimum planform for minimum induced drag for a given lift and root bending moment. However, for these specified conditions (with the wing span as a free variable), the optimum planform is not elliptical.

The present experimental investigation was undertaken to study further the effects of wing flexibility on the forces and moments of oblique wings, and to compare the aerodynamic efficiency of such wings at transonic Mach numbers with that of a conventional swept wing having a maximum thickness of 4 percent chord. With the two oblique wings swept  $45^\circ$ , both wings have an aspect ratio of 4.1. The unit Reynolds number was varied from 3.3 to 8.2 million per meter in order to measure the effect of flexibility resulting from dynamic-pressure changes on the linearity of the moment curves. Results for the aluminum and the built-up aluminum oblique wings, and for the steel oblique wing are compared throughout the Mach number range from 0.25 to 2.0.

### CONFIGURATION CODE



## TEST FACILITY

The Ames 6- by 6-Foot Wind Tunnel is a variable pressure, continuous flow, closed return-type facility. The nozzle ahead of the test section consists of an asymmetric sliding block which permits a continuous variation of Mach number from 0.25 to 2.3. The test section has a perforated floor and ceiling for boundary-layer removal to permit transonic testing.

## MODEL DESCRIPTION

The model consisted of a Sears-Haack body of revolution (designed to have minimum wave drag for a given length and volume) on which three different wings were mounted. Two of the three wings were trapezoidal which could be mounted on the body at different sweep angles. The third wing was a conventional swept wing having  $45^\circ$  of sweepback.

With different fairing blocks installed under the wings, the model could accommodate the oblique wings swept  $0^\circ$ ,  $45^\circ$ ,  $50^\circ$ ,  $55^\circ$ , and  $60^\circ$  or the conventional swept wing as indicated in figures 2(a) and 3(a), respectively. Dimensional details of the body and the fairing blocks are given in table 3 of reference 1. The oblique wings had an aspect ratio of 7.9 ( $\Lambda = 0^\circ$ ) or 4.1 ( $\Lambda = 45^\circ$ ) and straight leading and trailing edges with modified elliptical wing tips as shown in figure 2(b). The swept wing had an aspect ratio of 4.1, its 0.25 chordline swept  $45^\circ$  and straight leading and trailing edges with modified elliptical tips as shown in figure 3(b). One oblique wing and the swept wing were made of stainless steel, had the NACA 65A204 profile perpendicular to their 0.25-chordlines, and had the same planform area. The other oblique wing was built up by taking an aluminum wing (geometrically similar in planform and thickness to that of the steel oblique wing) and adding epoxy material to the upper surface to make the maximum thickness-to-chord ratio 8.2 percent. This modified profile was developed on the Jameson-Hicks-Vanderplaats optimization program to be "shock free" at a Mach number of 0.6 and an angle of attack of  $0^\circ$ . The modified profile is compared with the NACA 65A204 in figure 4. This aluminum oblique wing with a modified profile was expected to have the same flexibility as the thin aluminum oblique wing investigated in reference 5, because the modulus of elasticity of the epoxy material is less than one-tenth that of aluminum. To prevent flaking of the epoxy material (fig. 5), slots (0.0635 cm in width) were cut in the epoxy material at various spanwise stations. Coordinates for the NACA 65A204 and the modified profile are presented in tables 2 and 3, respectively. The oblique wings had the same straight-edged planforms that approximated the R. T. Jones optimum planform (with curved edges) for a given area and root bending moment. The wing span was 15 percent greater than the wing span of the elliptical wing of references 1 and 2 in accordance with the Jones' concept of reference 6.

## DATA REDUCTION AND TEST PROCEDURE

The model was sting supported through its base on a six-component electrical strain-gage balance as shown in figures 6 and 7. Measured drag forces were corrected to a condition corresponding to having the free-stream static pressure on the base of the model. Moment data are presented about moment centers located as shown in figures 2(a) and 3(a),  $0.4c_{\text{root}}$  ( $\Lambda = 0^\circ$ ) for the oblique

wing and  $0.25\bar{c}$  for the swept wing. Reference lengths and the wing area used in the reduction of the data are given in table 1.

Boundary-layer transition strips (0.1905 cm wide), consisting of random distribution of glass spheres 0.01905 cm in diameter, were placed on the upper and lower surface of the wing 0.762 cm downstream of the wing leading edge and on the body 2.54 cm behind its tip. Sublimation studies made on the elliptical oblique wing (ref. 1) at wing sweep angles of  $0^\circ$  and  $45^\circ$  indicate that the boundary layer was tripped near the transition strips at  $\alpha = 0^\circ$  and  $10^\circ$ . Estimates based on the size of the glass spheres required to cause transition at other sweep angles and Mach numbers in reference 1 indicate that the size chosen in the present investigation should be adequate.

Data were obtained for both the oblique wing and the swept wing at Mach numbers of 0.25, 0.4, 0.6, 0.8, 0.9, 0.95, 1.1, 1.2, 1.6, and 2.0. At each Mach number, the model was tested at unit Reynolds numbers ranging from  $3.3 \times 10^6/m$  to  $8.2 \times 10^6/m$  and throughout an angle-of-attack range of  $-3^\circ$  to  $22^\circ$ . Angle of attack was indicated by an electrical dangleometer mounted in the model support strut located downstream of the sting. Corrections were applied to the indicated angle of attack for balance and sting deflections.

## RESULTS AND DISCUSSION

Force and moment coefficients are presented for each of the wing-body combinations at each of the test Mach numbers. Table 4 shows the index of the figures for the various configurations. Results for the aluminum oblique wing with the modified NACA 65A204 profile are presented in figures 8 through 48, and the results for the steel oblique wing with the NACA 65A204 profile are presented in figures 49 through 89. Results for the steel swept wing with the NACA 65A204 profile are presented in figures 90 through 98. Finally, at a Mach number of 0.95 and a sweep angle of  $45^\circ$ , a comparison of the results for all of the above wings and the aluminum oblique wing with the NACA 65A204 profile (previously investigated in ref. 5) is presented in figure 99.

A comparison of the pitching-moment data for the aluminum oblique wings (with either profile) with that for the steel oblique wing is shown in figure 99(c). For the steel oblique wing, the pitching-moment curves were linear up to a  $C_L \cong 0.3$  while the pitching-moment curves for the aluminum wings were linear up to a  $C_L \cong 0.7$ , indicating that wing flexibility increases the range of lift coefficients over which the pitching moment curves are linear. For reasonable center-of-gravity locations, the swept wing exhibited the usual "pitch-up" tendencies above a  $C_L \cong 0.4$ . Wing flexibility, which had a very small effect in linearizing the rolling-moment curves, produced sizable side forces as shown in figure 99(e). It is interesting to note that the oblique wing (7W45B) with the thinner wing profile had only a slightly higher maximum lift/drag ratio than the swept wing (8W45B), and that the lift/drag ratios for the thicker oblique wing (9W45B) were only superior to the swept wing (8W45B) between lift coefficients of about 0.4 and 0.6 as shown in figure 99(d). This result is different from the result shown previously in reference 2 for the elliptical wings for which the oblique wing configuration had considerably higher maximum lift/drag ratios than the conventional swept wing at all Mach numbers. This difference in result is believed related to the difference in the airfoils for the two investigations, the elliptical wings having a highly cambered thick airfoil ( $(t/c)_{\max} \cong 0.10$  along the wing span) and the trapezoidal wings having the thin NACA 65A204 airfoil with practically no camber. Therefore, it must be concluded that to provide



maximum aerodynamic efficiency, the oblique-wing concept has application primarily to wings designed with relatively thick and cambered airfoils.

Ames Research Center

National Aeronautics and Space Administration

Moffett Field, Calif. 94035, January 25, 1977

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TABLE 1.— MODEL GEOMETRY, REFERENCE LENGTHS AND AREAS

Body

|                  |  |
|------------------|--|
| Radius           | $r = 3.856 \{1 - [1 - (2x_1/114.91)]^2\}^{3/4}$ cm |
| Length           |  |
| Closed           | 114.91 cm  |
| Cutoff           | 91.44 cm   |
| Maximum diameter | 7.71 cm  |

Straight-tapered oblique wings

|  |  |
|--|--|
| Span ( $\Lambda = 0^\circ$ )             | 104.08 cm  |
| Span (reference), $b$                    | 74.80 cm   |
| Area (reference) $S$                     | 1365.09 cm <sup>2</sup>  |
| Mean aerodynamic chord (reference), $c$  | 21.62 cm   |
| Aspect ratio ( $\Lambda = 0^\circ$ )     | 7.9  |
| Aspect ratio ( $\Lambda = 45^\circ$ )    | 4.1  |
| Root chord                               | 22.51 cm   |
| Tip chord (projected)                    | 3.81 cm  |
| Taper ratio                              | 0.169  |
| Incidence relative to body centerline    | $0^\circ$  |
| Profiles perpendicular to the 0.25c line | NACA 65A204 or<br>modified NACA 65A204<br>(see tables 2 and 3 and<br>fig. 4) |

Straight-tapered swept wing

|   |   |
|---|---|
| Span (reference), $b$                         | 74.80 cm                                |
| Area (reference), $S$                         | 1365.09 cm <sup>2</sup>                 |
| Mean aerodynamic chord (reference), $\bar{c}$ | 21.62 cm                                |
| Aspect ratio                                  | 4.1                                     |
| Root chord                                    | 31.83 cm                                |
| Tip chord (projected)                         | 4.67 cm                                 |
| Taper ratio                                   | 0.147                                   |
| Incidence relative to body centerline         | $0^\circ$                               |
| Profile perpendicular to 0.25c line           | NACA 65A204<br>(see table 2 and fig. 4) |

TABLE 2:— COORDINATES FOR THE NACA 65A204 PROFILE

| $x/c$   | $z/c$  | $x/c$   | $z/c$   |
|---------|--------|---------|---------|
| 0       | 0      | 0       | 0       |
| .00040  | .00111 | .00060  | -.00096 |
| .00086  | .00160 | .00114  | -.00132 |
| .00133  | .00198 | .00167  | -.00158 |
| .00180  | .00231 | .00220  | -.00180 |
| .00228  | .00211 | .00272  | -.00199 |
| .00276  | .00287 | .00324  | -.00215 |
| .00324  | .00312 | .00376  | -.00229 |
| .00421  | .00356 | .00479  | -.00253 |
| .00519  | .00395 | .00581  | -.00273 |
| .00617  | .00431 | .00683  | -.00291 |
| .00716  | .00464 | .00784  | -.00306 |
| .00815  | .00496 | .00885  | -.00320 |
| .00914  | .00525 | .00986  | -.00333 |
| .01013  | .00554 | .01087  | -.00345 |
| .01112  | .00581 | .01188  | -.00356 |
| .01212  | .00607 | .01288  | -.00366 |
| .01958  | .00776 | .02042  | -.00423 |
| .02456  | .00871 | .02544  | -.00449 |
| .02955  | .00956 | .03045  | -.00469 |
| .03454  | .01033 | .03546  | -.00484 |
| .03953  | .01106 | .04047  | -.00497 |
| .04453  | .01174 | .04547  | -.00508 |
| .04952  | .01241 | .05048  | -.00519 |
| .05452  | .01305 | .05548  | -.00531 |
| .05951  | .01369 | .06049  | -.00542 |
| .06451  | .01431 | .06549  | -.00554 |
| .06951  | .01491 | .07049  | -.00566 |
| .07450  | .01549 | .07550  | -.00577 |
| .07950  | .01606 | .08050  | -.00587 |
| .08450  | .01660 | .08550  | -.00597 |
| .08950  | .01713 | .09050  | -.00605 |
| .09450  | .01764 | .09550  | -.00614 |
| .09950  | .01814 | .10050  | -.00622 |
| .14952  | .02243 | .15048  | -.00682 |
| .19956  | .02579 | .20044  | -.00719 |
| .24961  | .02841 | .25039  | -.00738 |
| .29968  | .03041 | .30033  | -.00744 |
| .34975  | .03185 | .35026  | -.00737 |
| .39982  | .03275 | .40018  | -.00717 |
| .44990  | .03309 | .45010  | -.00680 |
| .49998  | .03282 | .50002  | -.00622 |
| .55005  | .03193 | .54995  | -.00541 |
| .60012  | .03043 | .59988  | -.00440 |
| .65019  | .02839 | .64981  | -.00329 |
| .70024  | .02583 | .69976  | -.00217 |
| .75029  | .02273 | .75971  | -.00113 |
| .80035  | .01903 | .79965  | -.00034 |
| .85034  | .01453 | .84966  | -.00010 |
| .90024  | .00983 | .89976  | -.00002 |
| .95012  | .00491 | .94988  | -.00001 |
| 1.00000 | .00000 | 1.00000 | .00000  |

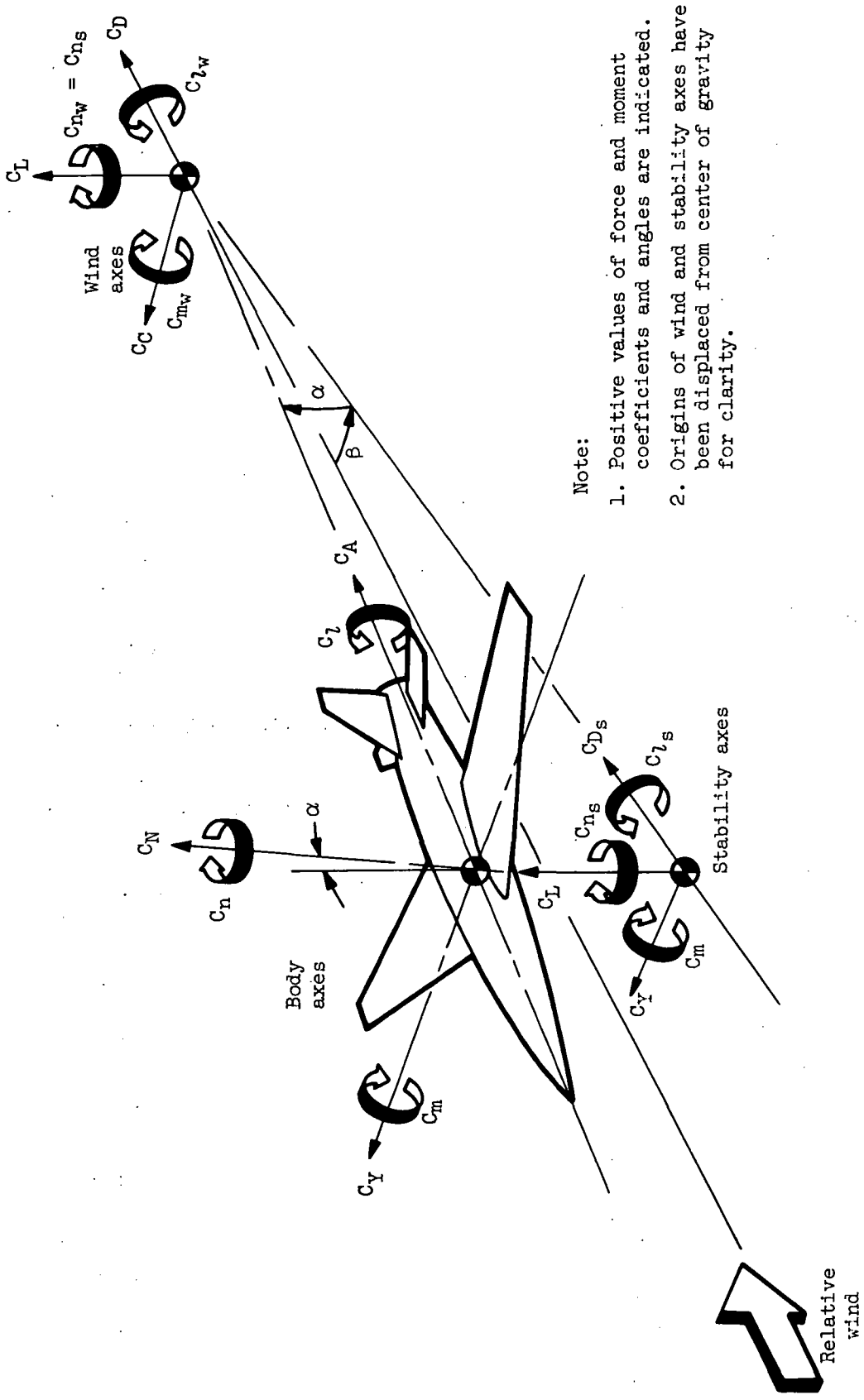
TABLE 3.— COORDINATES FOR THE MODIFIED NACA 65A204 PROFILE

| $x/c$   | $z/c$  | $x/c$   | $z/c$   |
|---------|--------|---------|---------|
| 0       | 0      | 0       | 0       |
| .00040  | .00449 | .00060  | -.00096 |
| .00080  | .00578 | .00114  | -.00132 |
| .00100  | .00632 | .00167  | -.00158 |
| .00200  | .00839 | .00220  | -.00180 |
| .00300  | .00995 | .00272  | -.00199 |
| .00400  | .01123 | .00376  | -.00229 |
| .00500  | .01232 | .00479  | -.00253 |
| .01000  | .01661 | .00986  | -.00333 |
| .02000  | .02259 | .02042  | -.00423 |
| .03000  | .02702 | .03045  | -.00469 |
| .04000  | .03076 | .04047  | -.00497 |
| .05000  | .03409 | .05048  | -.00519 |
| .06000  | .03713 | .06049  | -.00542 |
| .07000  | .03993 | .07049  | -.00566 |
| .08000  | .04252 | .08050  | -.00587 |
| .10000  | .04715 | .10050  | -.00622 |
| .15000  | .05664 | .15048  | -.00682 |
| .20000  | .06403 | .20044  | -.00719 |
| .25000  | .06983 | .25039  | -.00738 |
| .30000  | .07434 | .30033  | -.00744 |
| .35000  | .07774 | .35026  | -.00737 |
| .40000  | .08005 | .40018  | -.00717 |
| .45000  | .08137 | .45010  | -.00680 |
| .50000  | .08165 | .50002  | -.00622 |
| .55000  | .08087 | .54995  | -.00541 |
| .60000  | .07887 | .59988  | -.00440 |
| .65000  | .07547 | .64981  | -.00329 |
| .70000  | .07037 | .69976  | -.00217 |
| .75000  | .06259 | .75971  | -.00113 |
| .80000  | .05178 | .79965  | -.00034 |
| .85000  | .03925 | .84966  | -.00010 |
| .90000  | .02536 | .89976  | -.00002 |
| .95000  | .01126 | .94988  | -.00001 |
| 1.00000 | .00000 | 1.00000 | .00000  |

TABLE 4.— INDEX OF DATA FIGURES

| Mach number,<br><i>M</i> | Sweep,<br>$\Lambda$ , deg | Wing configuration   | Figure  |
|--------------------------|---------------------------|--|---------|
| 0.4 – 2.0                | 45                        | Aluminum oblique, modified NACA 65A204 profile   | 8 – 16  |
| .4 – 2.0                 | 50                        | Aluminum oblique, modified NACA 65A204 profile   | 17 – 25 |
| .4 – 2.0                 | 55                        | Aluminum oblique, modified NACA 65A204 profile   | 26 – 34 |
| .4 – 2.0                 | 60                        | Aluminum oblique, modified NACA 65A204 profile   | 35 – 43 |
| .4 – .95                 | 0                         | Aluminum oblique, modified NACA 65A204 profile   | 44 – 48 |
| .4 – 2.0                 | 45                        | Steel oblique, NACA 65A204 profile   | 49 – 57 |
| .4 – 2.0                 | 50                        | Steel oblique, NACA 65A204 profile   | 58 – 66 |
| .4 – 2.0                 | 55                        | Steel oblique, NACA 65A204 profile   | 67 – 75 |
| .4 – 2.0                 | 60                        | Steel oblique, NACA 65A204 profile   | 76 – 84 |
| .4 – .95                 | 0                         | Steel oblique, NACA 65A204 profile   | 85 – 89 |
| .4 – 2.0                 | 45                        | Steel swept, NACA 65A204 profile   | 90 – 98 |
| .95                      | 45                        | a. Aluminum oblique, NACA 65A204 profile.<br>b. Aluminum oblique, modified NACA 65A204 profile<br>c. Steel oblique, NACA 65A204 profile<br>d. Steel swept, NACA 65A204 profile | 99      |

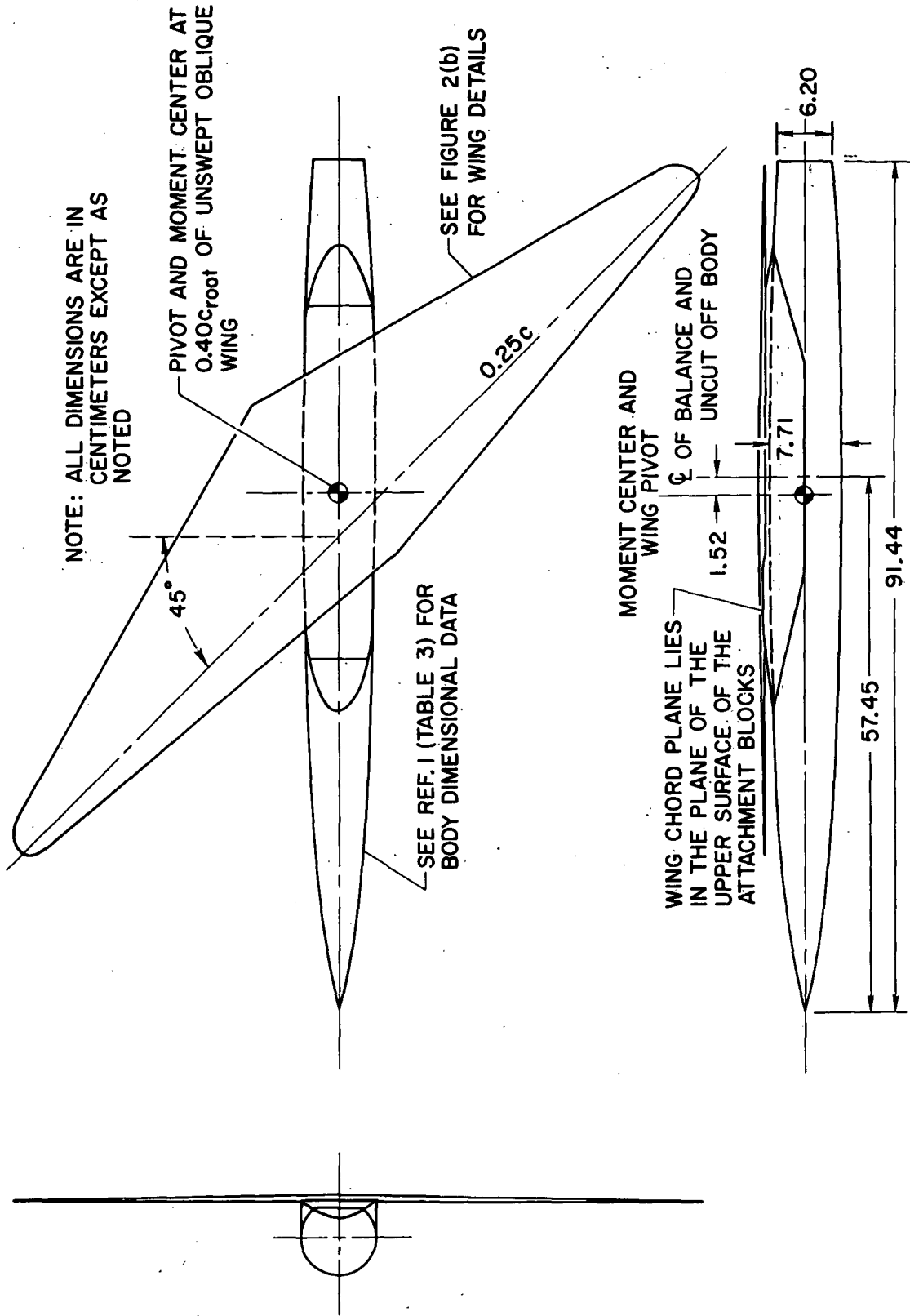




Note:

1. Positive values of force and moment coefficients and angles are indicated.
2. Origins of wind and stability axes have been displaced from center of gravity for clarity.

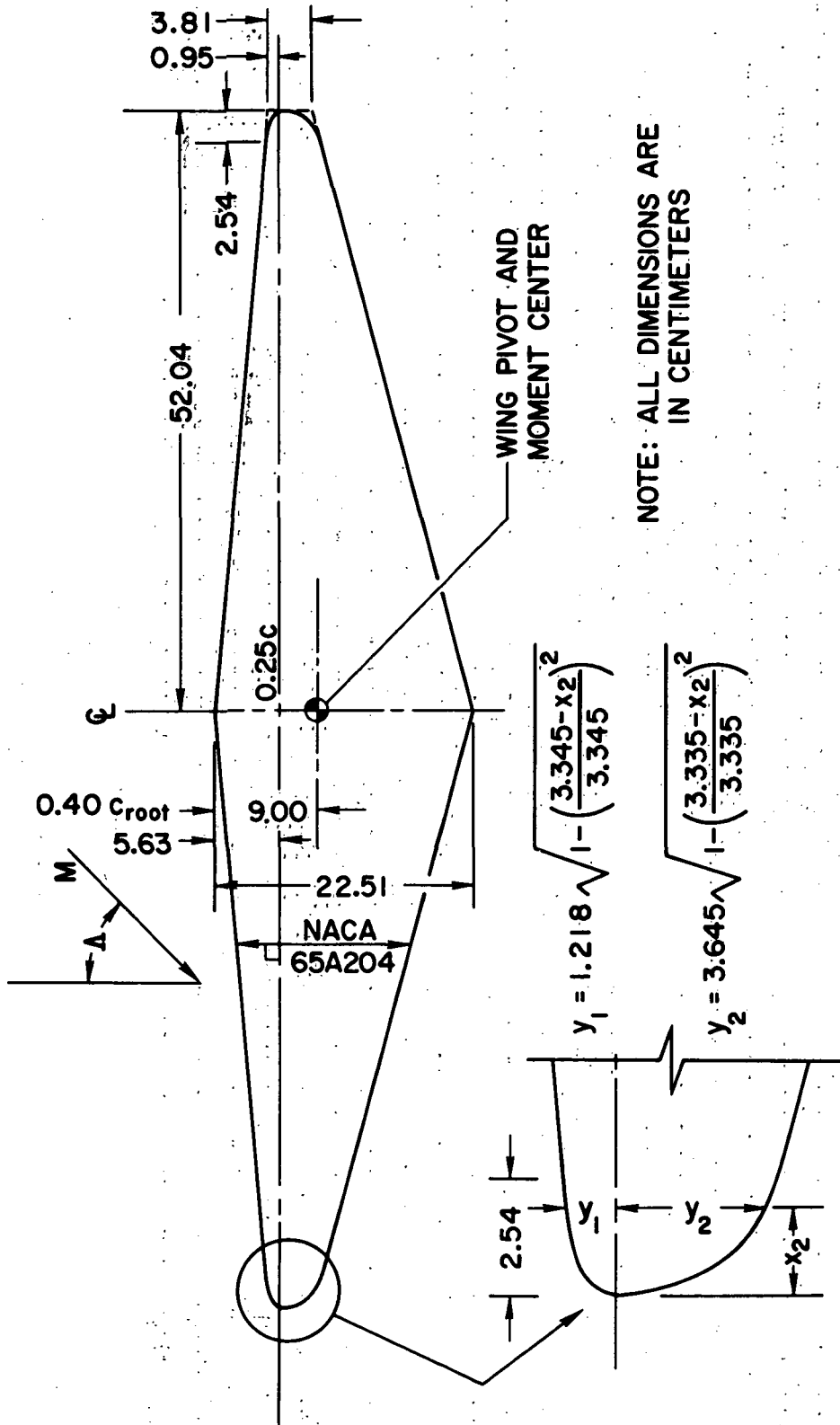
Figure 1.- Axes systems.



(a) Wing mounted on top of body.

Figure 2.— Straight-tapered oblique wing and body details.

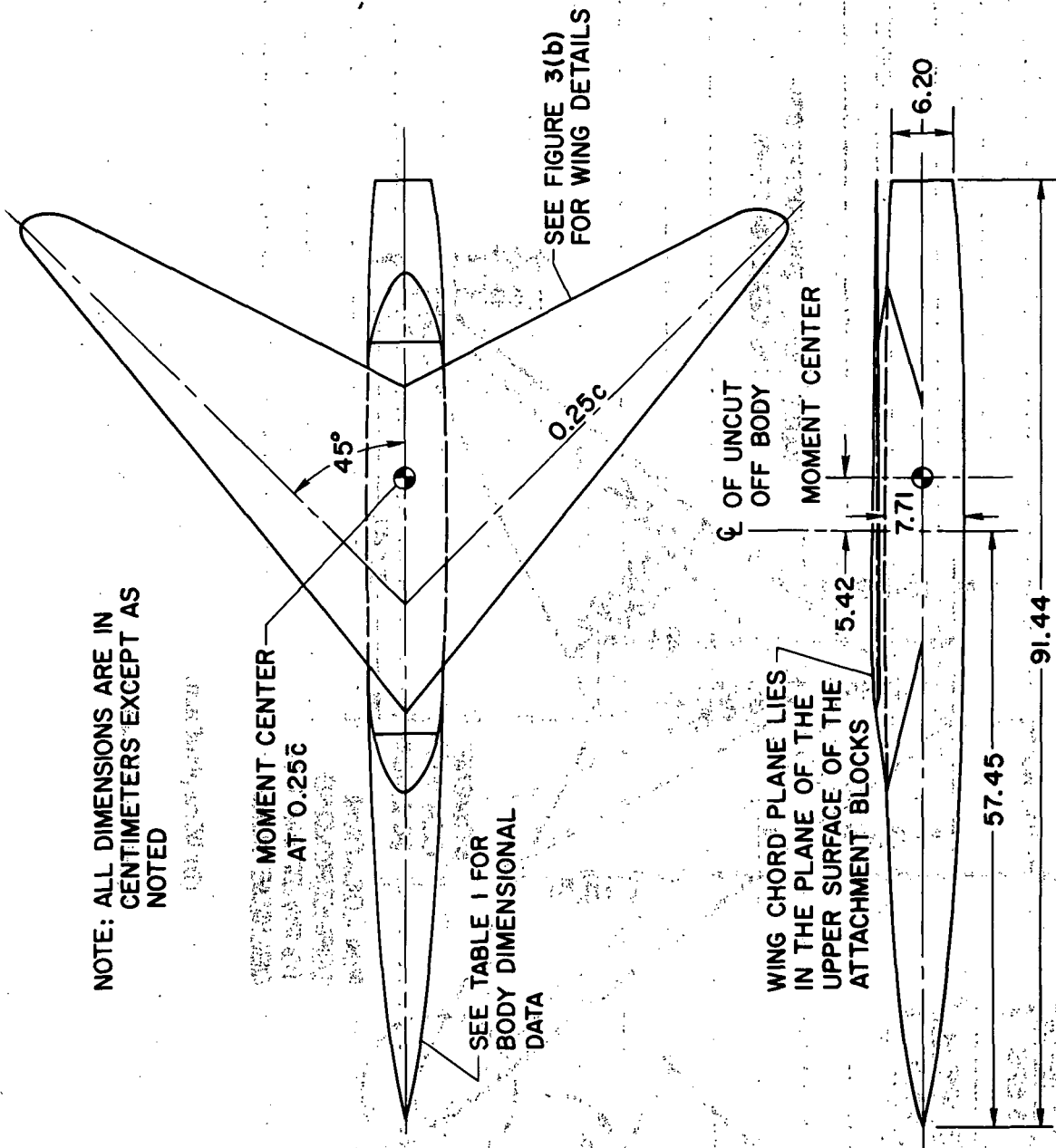




NOTE: ALL DIMENSIONS ARE IN CENTIMETERS

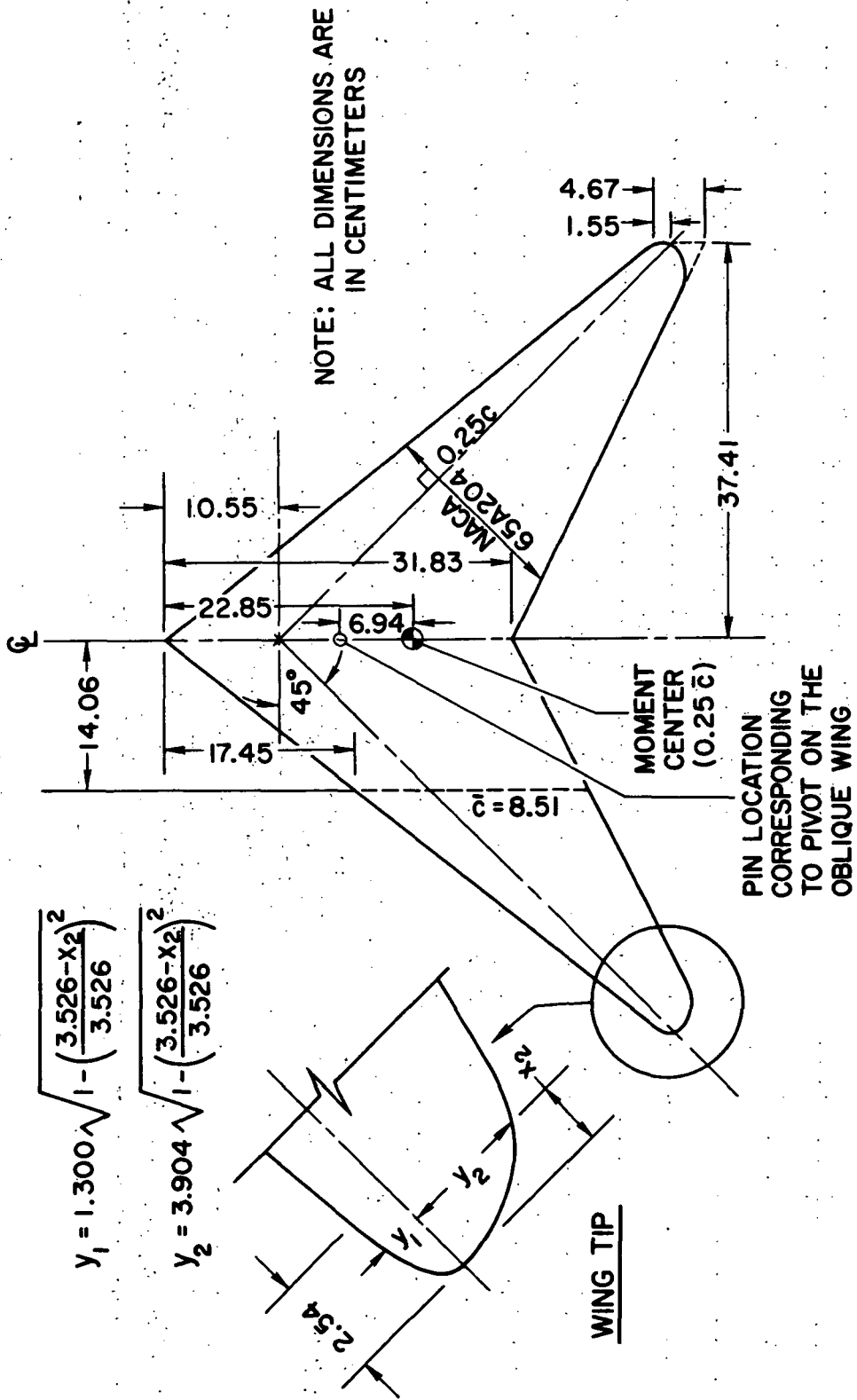
(b) Wing planform.

Figure 2.- Concluded.



(a) Wing mounted on top of body.

Figure 3.— Swept wing and body details.



(b) Wing platform.

Figure 3. - Concluded.

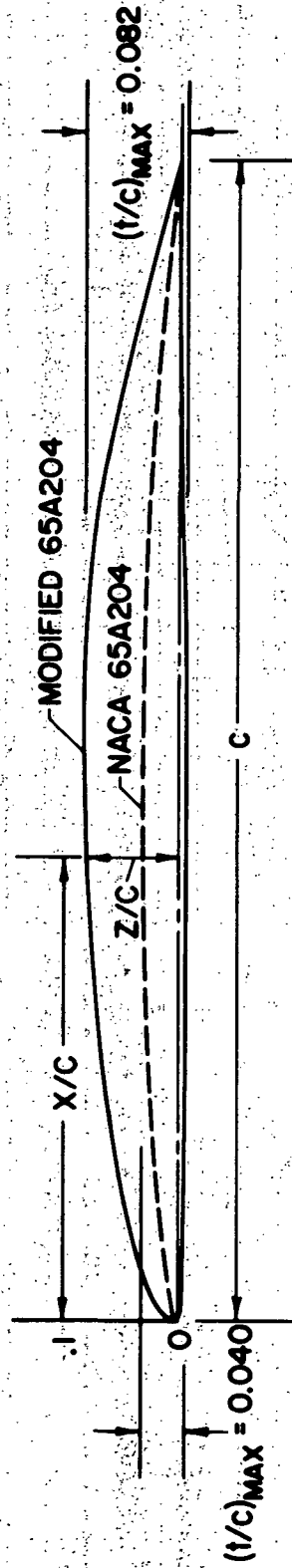


Figure 4.— Comparison between the NACA 65A204 and the modified NACA 65A204 profiles.

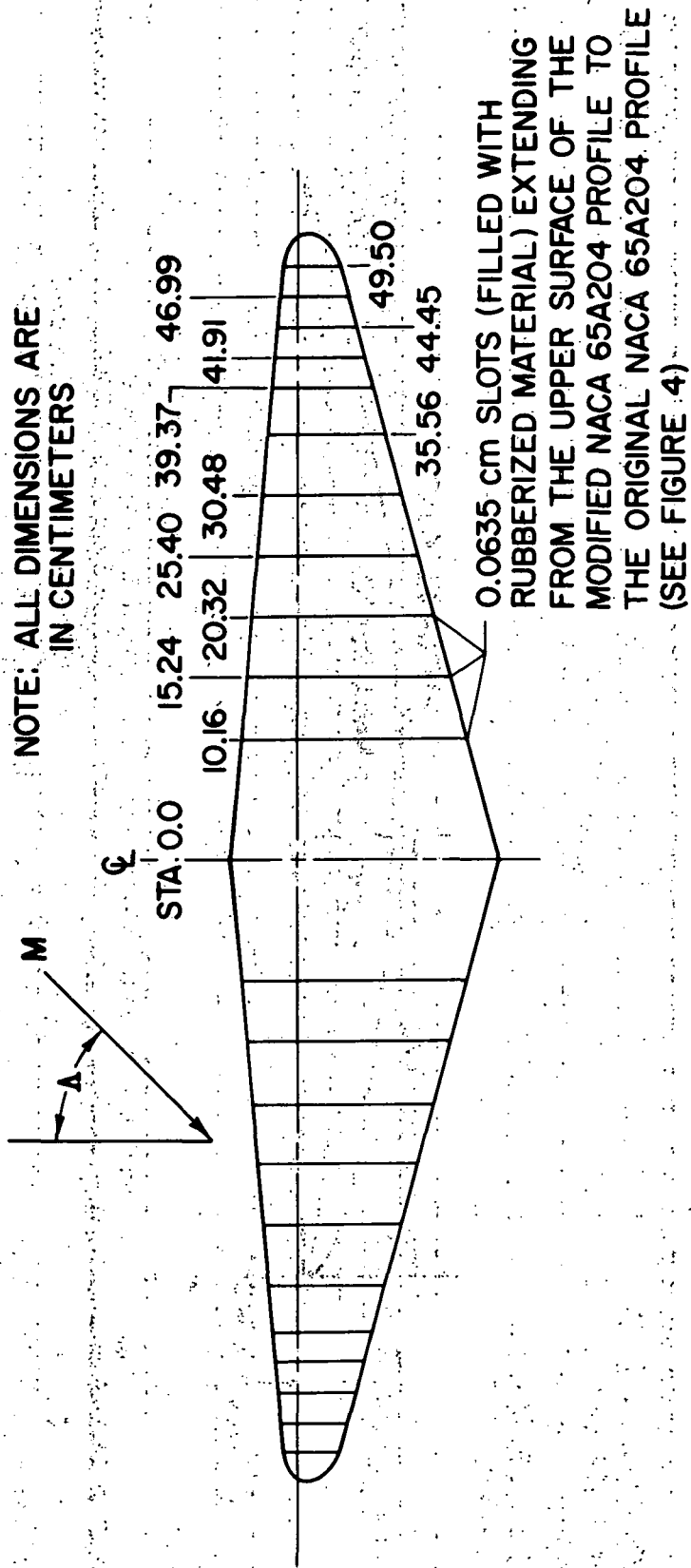


Figure 5.— Slot details for the oblique wing with the modified NACA 65A204 profile.

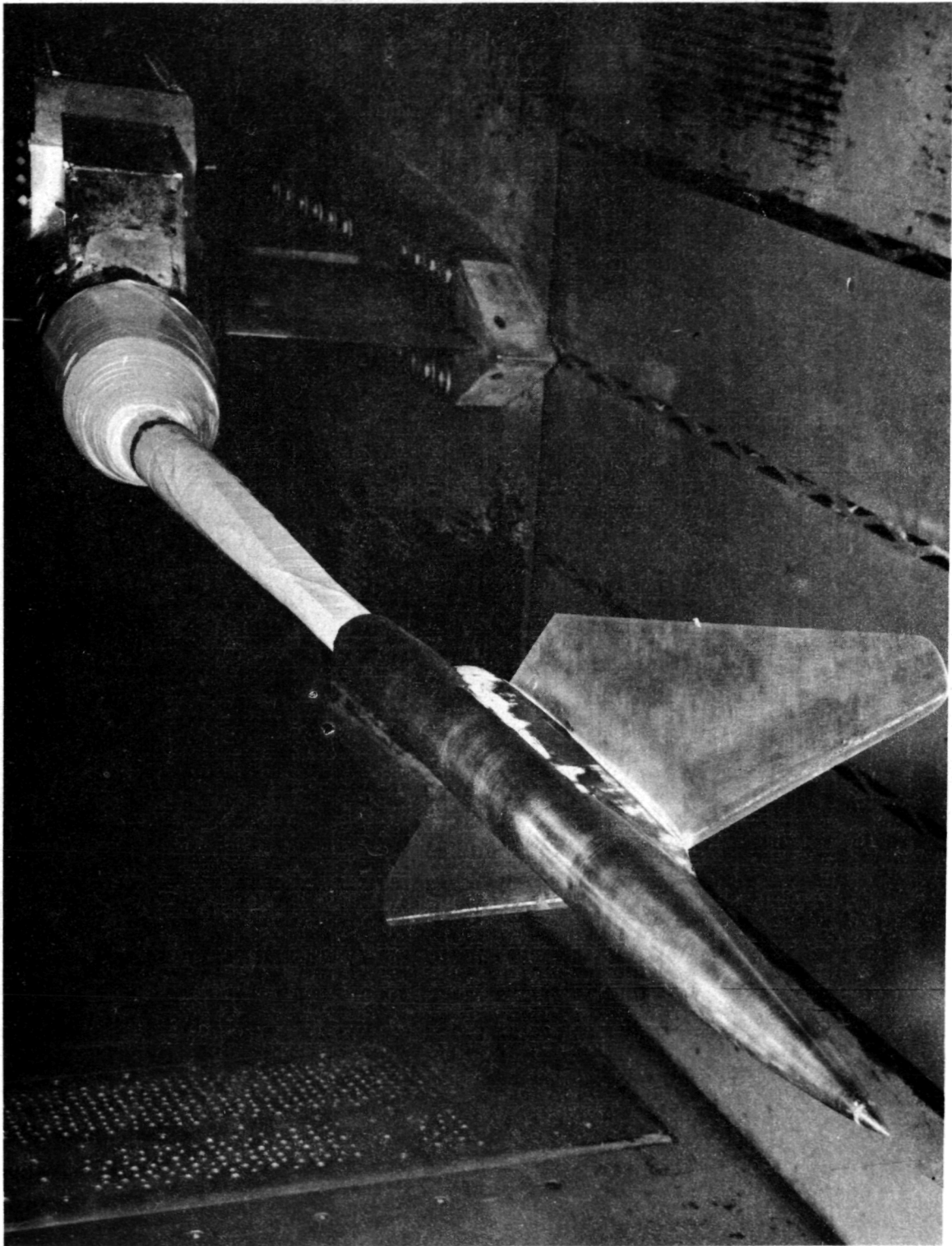


Figure 6.— Photograph of the oblique wing ( $\Lambda = 45^\circ$ ) mounted on top of the body of revolution (model is pitched in the  $+\alpha$  direction toward the test section floor).

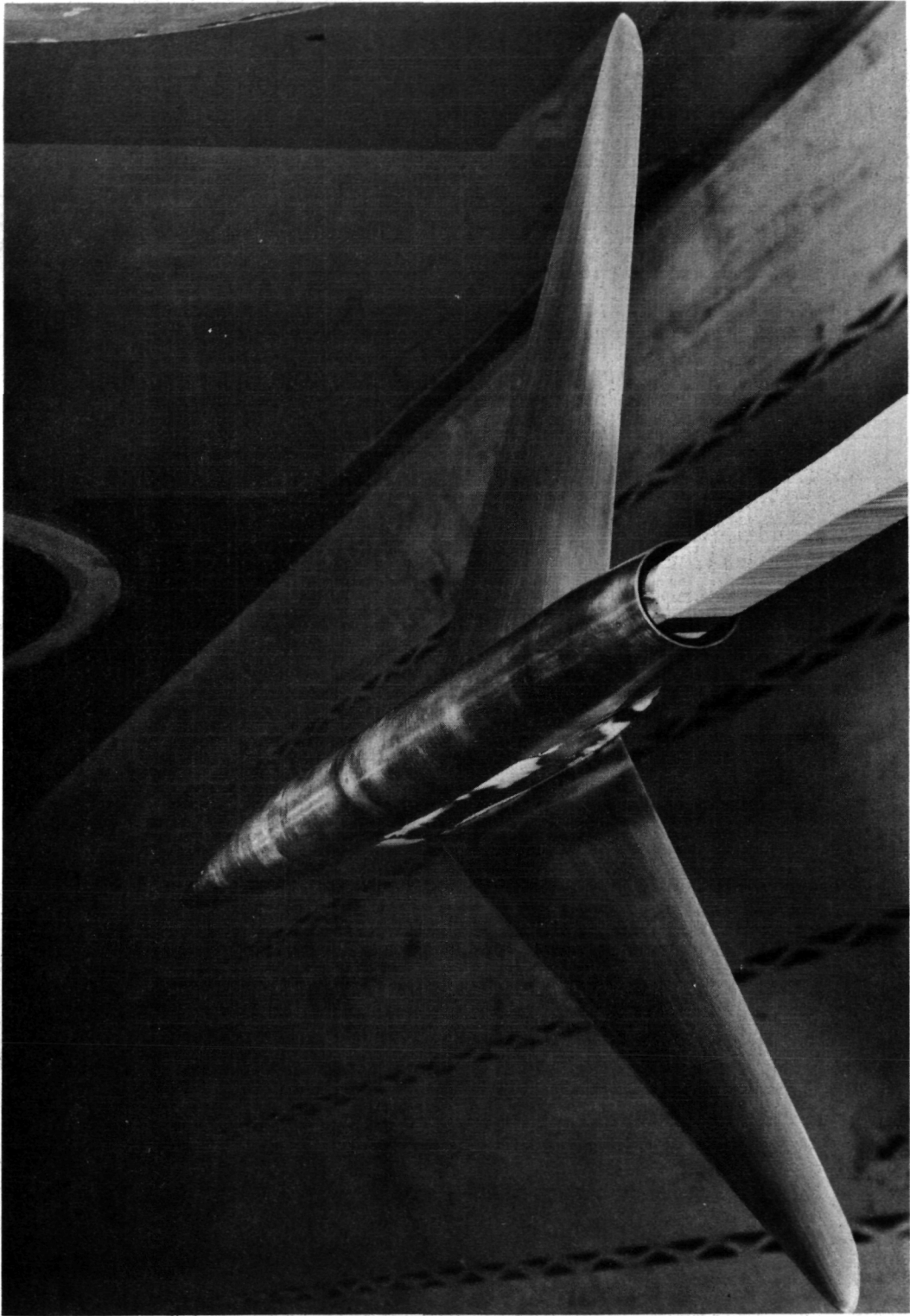
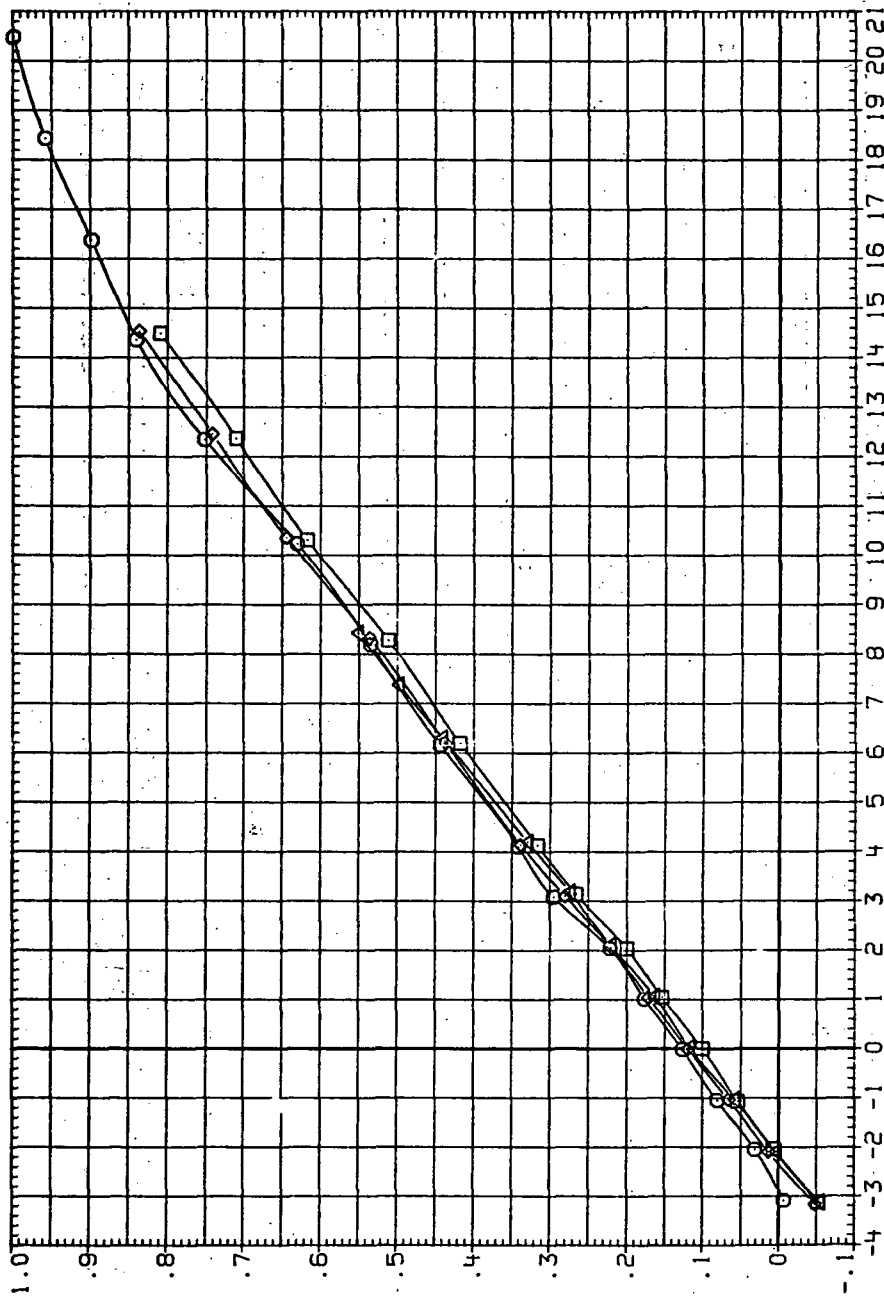


Figure 7.— Photograph of the swept wing with  $45^\circ$  of sweep mounted on top of the body of revolution.

DATA SET SYMBOL CONFIGURATION  
 RJR008 ◻ 9A45B (AL)  
 RJR048 ◻ 9A45B (AL)  
 RJR088 ◻ 9A45B (AL)  
 RJR128 ◻ 9A45B (AL)

RN/L Q(NSH)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900



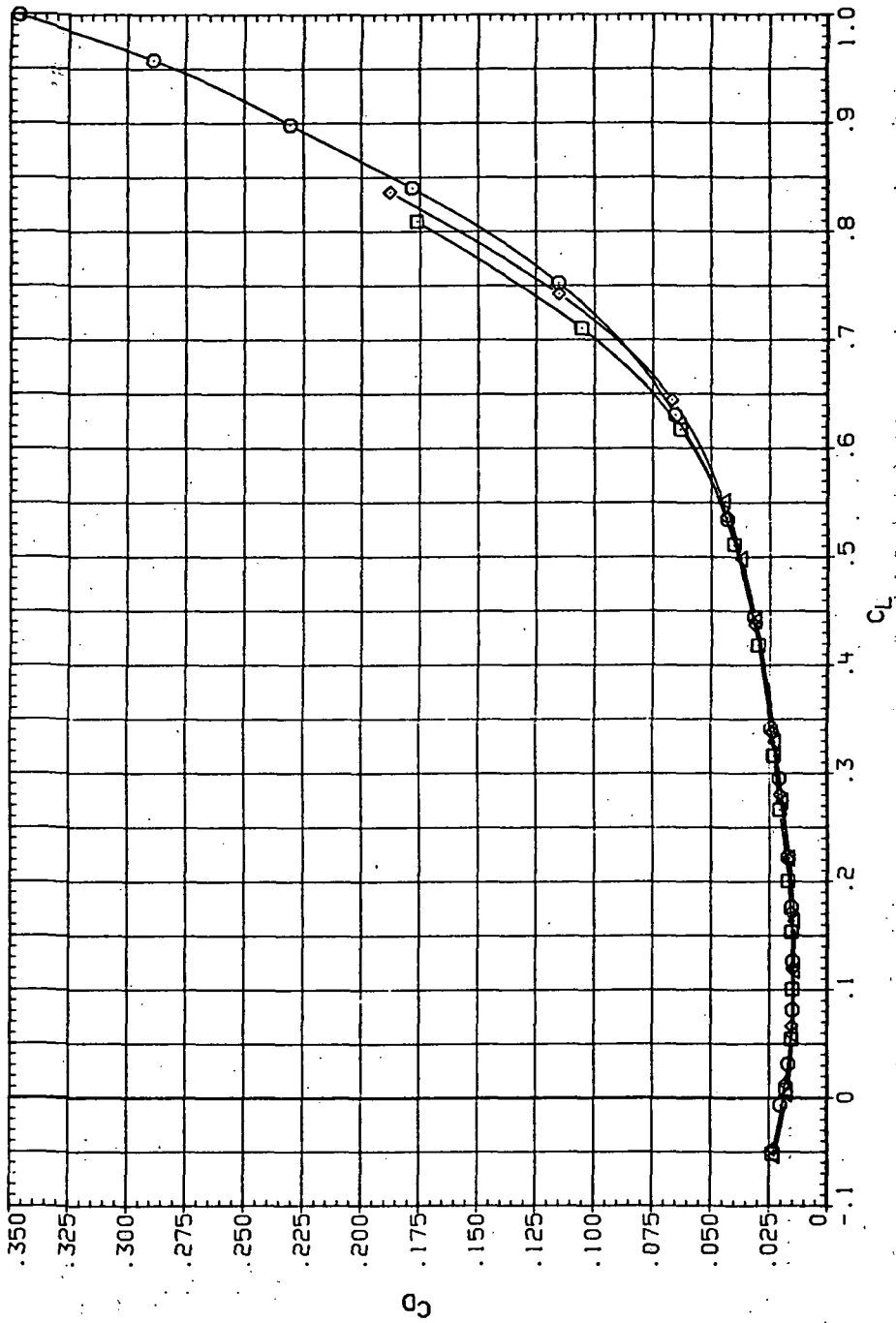
(a)  $C_L$  vs  $\alpha$ .

Figure 8.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.4$  and the modified NACA 65A204 airfoil).



DATA SET SYMBOL CONFIGURATION  
 RJR008 ○ SHN5B (AL)  
 RJR048 □ SHN5B (AL)  
 RJR088 ◇ SHN5B (AL)  
 RJR128 △ SHN5B (AL)

RV/L Q (NSM)  
 3.260 3.670  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900



(b)  $C_D$  vs  $C_L$

Figure 8.-- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR008 ○ SH45B (AL)  
 RJR048 □ SH45B (AL)  
 RJR088 ◇ SH45B (AL)  
 RJR128 △ SH45B (AL)

RV/L Q(NSH)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

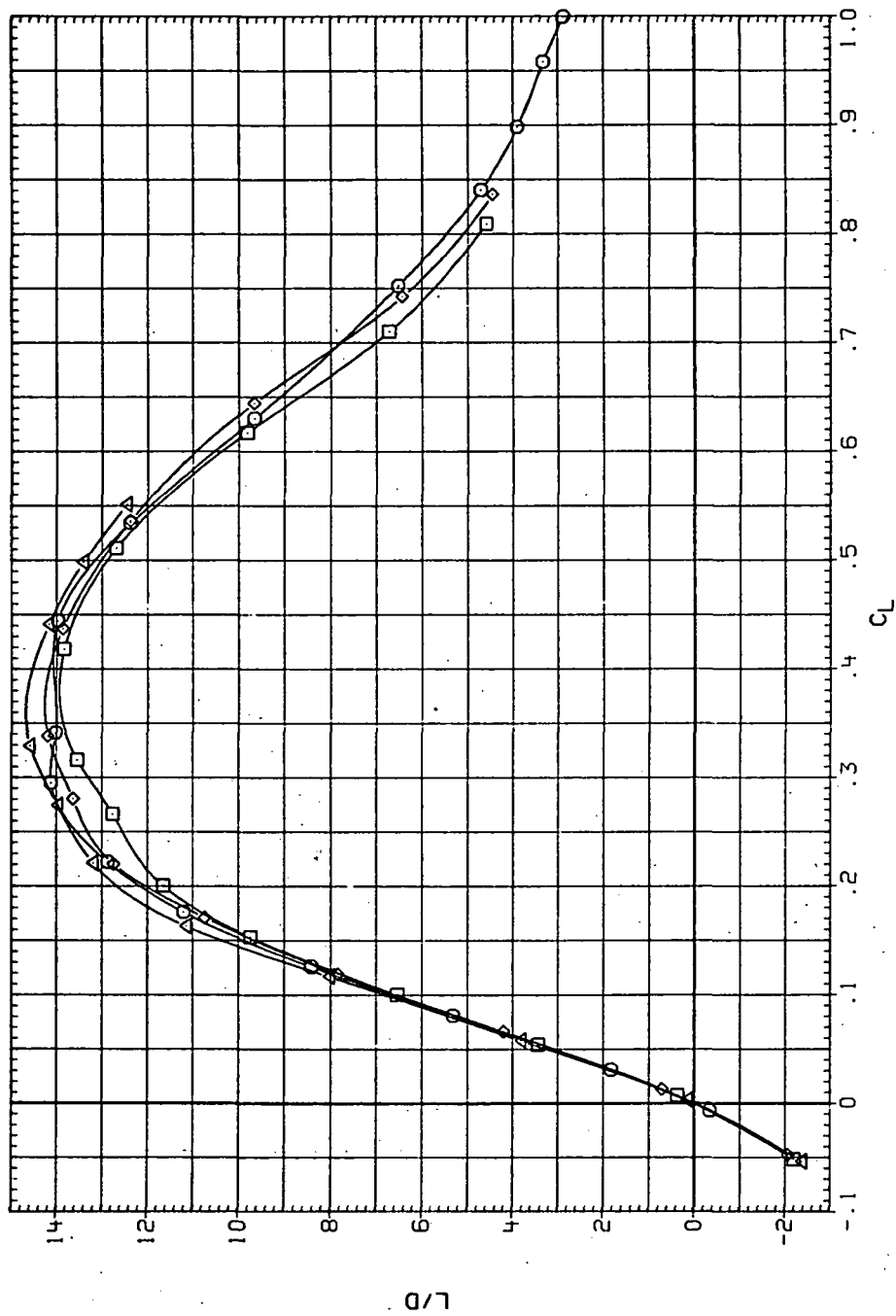


(c)  $C_m$  vs  $C_L$

Figure 8.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR008 ○ SH458 (AL)  
 RJR048 □ SH458 (AL)  
 RJR088 ◇ SH458 (AL)  
 RJR128 △ SH458 (AL)

RN/L Q(NSH)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

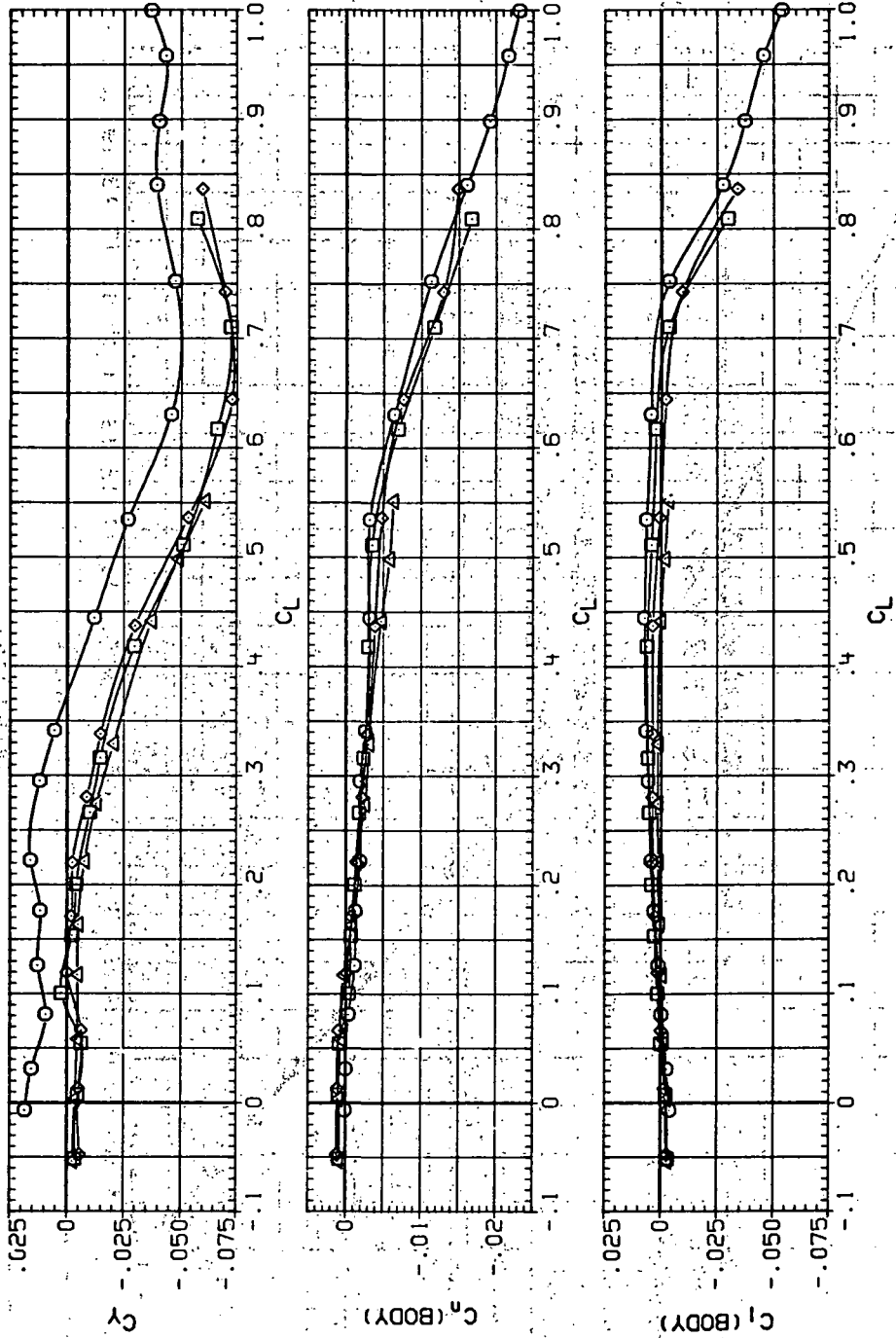


(d)  $L/D$  vs  $C_L$ .

Figure 8.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR008 □ SHV58 (AL)  
 RJR048 ○ SHV58 (AL)  
 RJR088 △ SHV58 (AL)  
 RJR128 ◇ SHV58 (AL)

RN/L Q(NSH)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

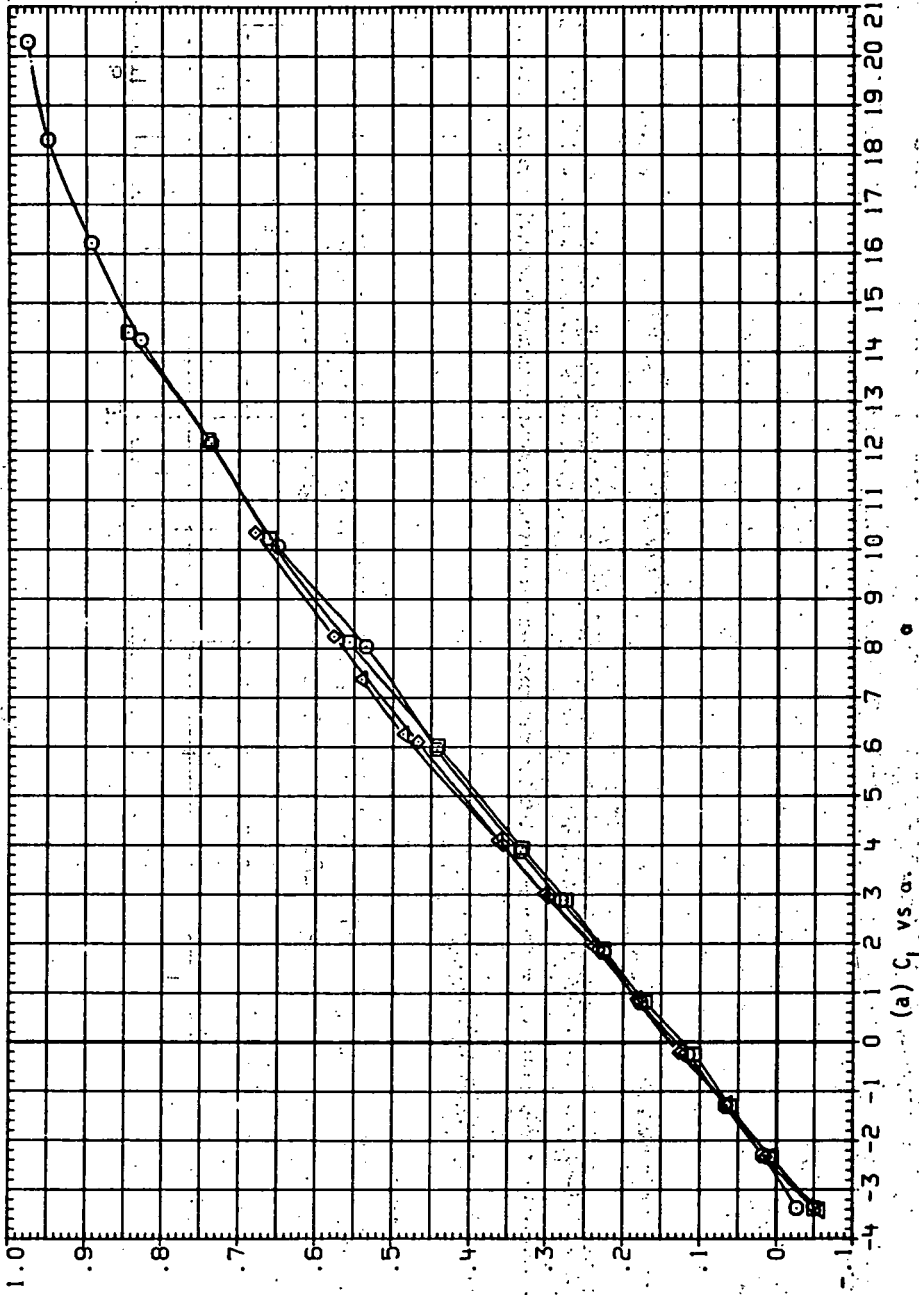


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 8. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR009 SH45B (AL) □  
 RJR049 SH45B (AL) □  
 RJR089 SH45B (AL) □  
 RJR129 SH45B (AL) △

RN/L Q(NSH)  
 3.280 5.610  
 4.590 7.710  
 5.230 10.600  
 8.200 14.100



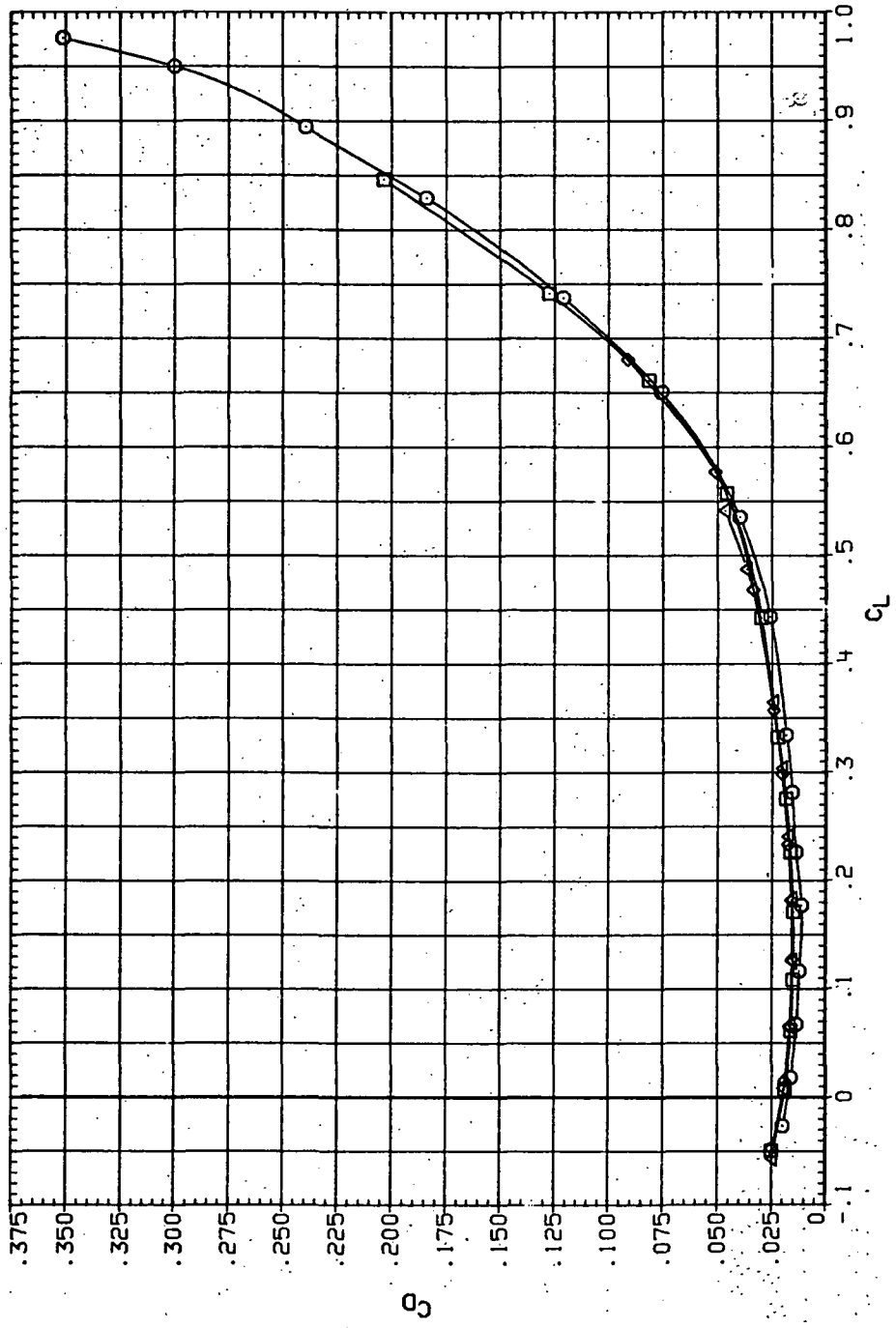
(a)  $C_L$  vs.  $\alpha$ .

(a)  $C_L$  vs.  $\alpha$ .

Figure 9.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.6$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R.JR009 □ 9A458 (AL)  
 R.JR049 □ 9A458 (AL)  
 R.JR089 ◇ 9A458 (AL)  
 R.JR129 △ 9A458 (AL)

RV/L O (INSH)  
 3.260 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

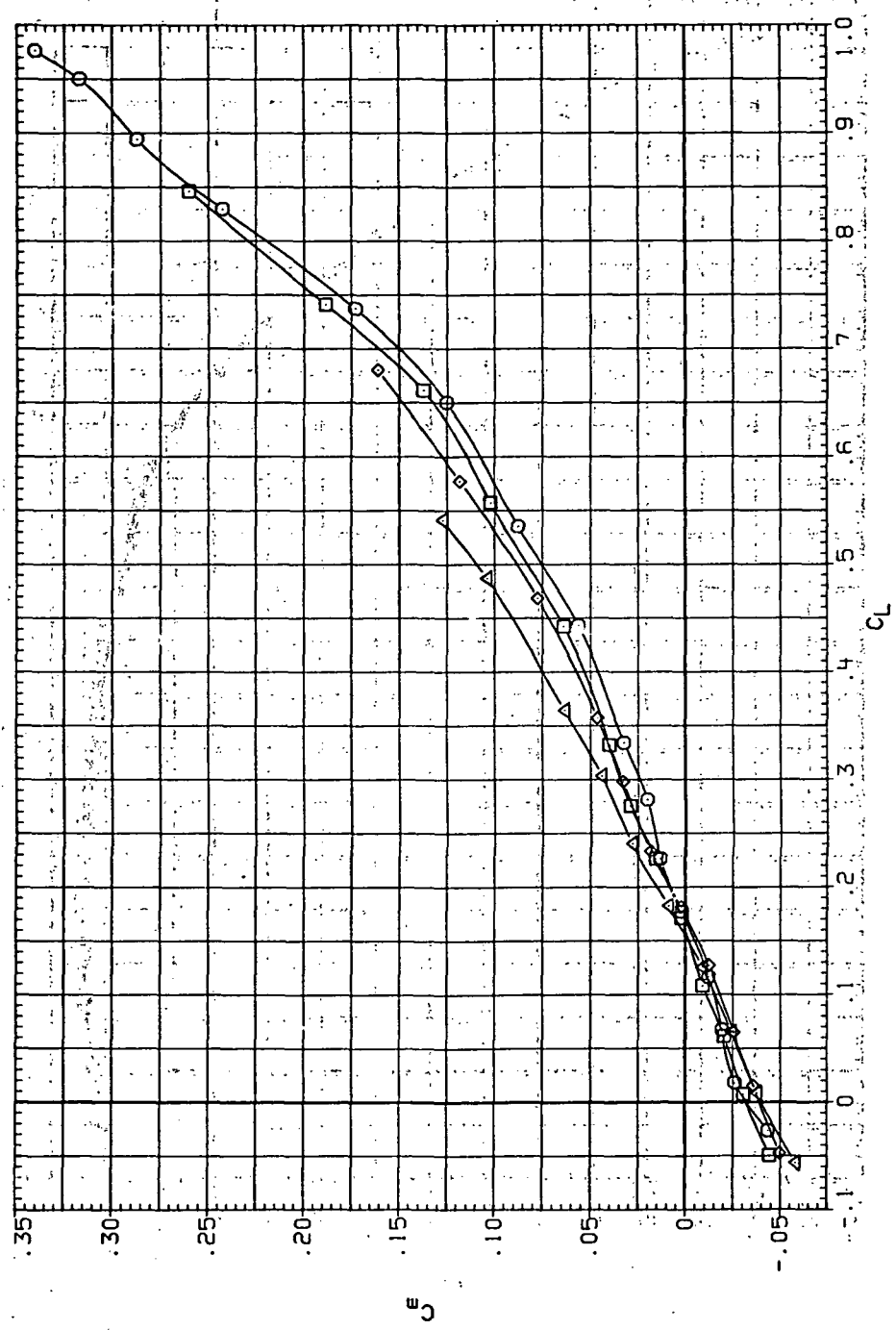


(b)  $C_D$  vs  $C_L$ .

Figure 9. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RUR009 □ SH4SB (AL)  
 RUR009 ○ SH4SB (AL)  
 RUR008 □ SH4SB (AL)  
 RUR129 △ SH4SB (AL)

RN/L Q(NSM)  
 3.280 5.610  
 4.550 7.710  
 6.230 10.600  
 8.200 14.100



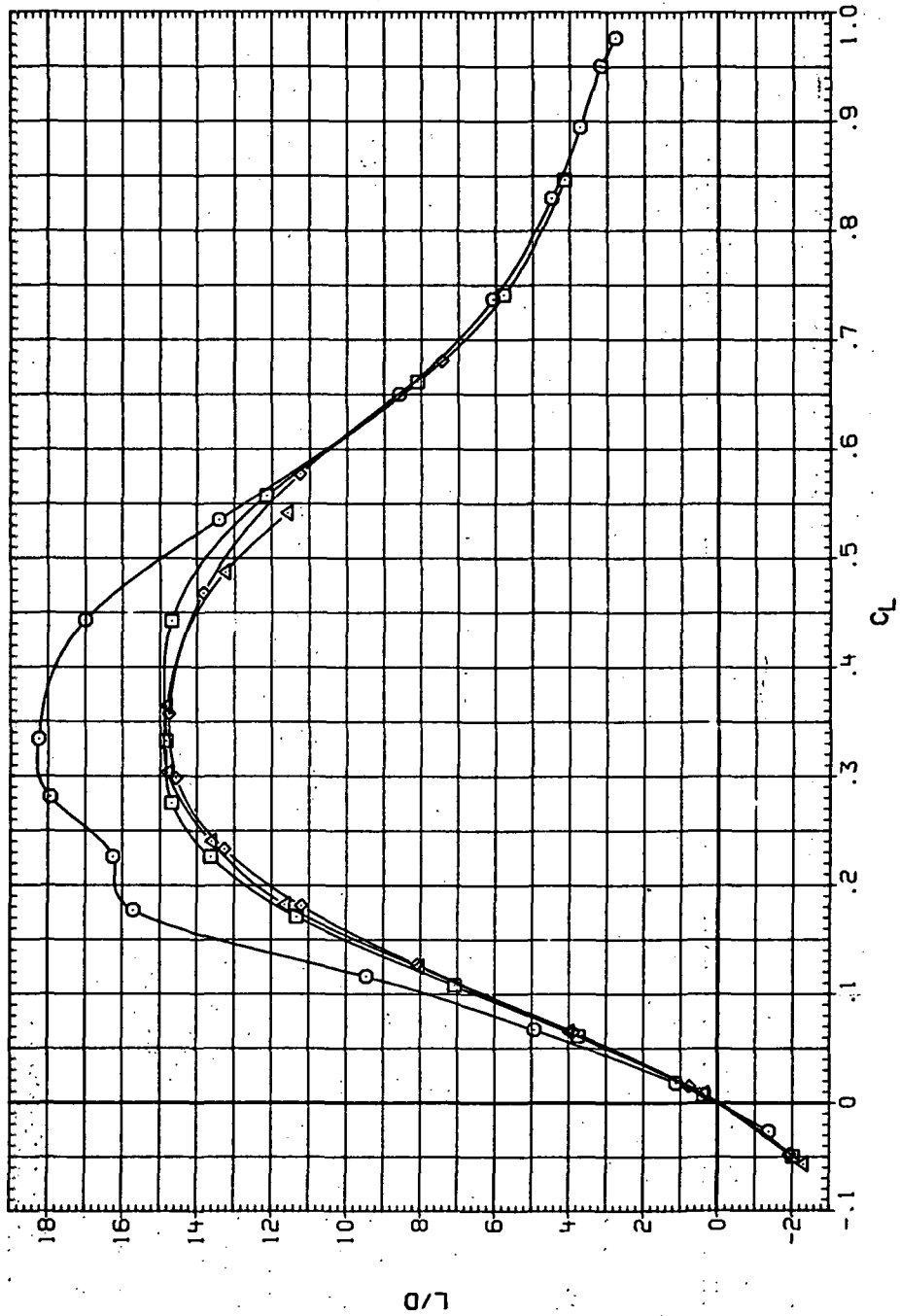
(c)  $C_m$  vs  $C_L$

Figure 9.— Continued.

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DATA SET SYMBOL CONFIGURATION  
 R.JR009 □ 9A458 (AL)  
 R.JR049 ○ 9A458 (AL)  
 R.JR089 △ 9A458 (AL)  
 R.JR129 ◇ 9A458 (AL)

RN/L Q(NSM)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100



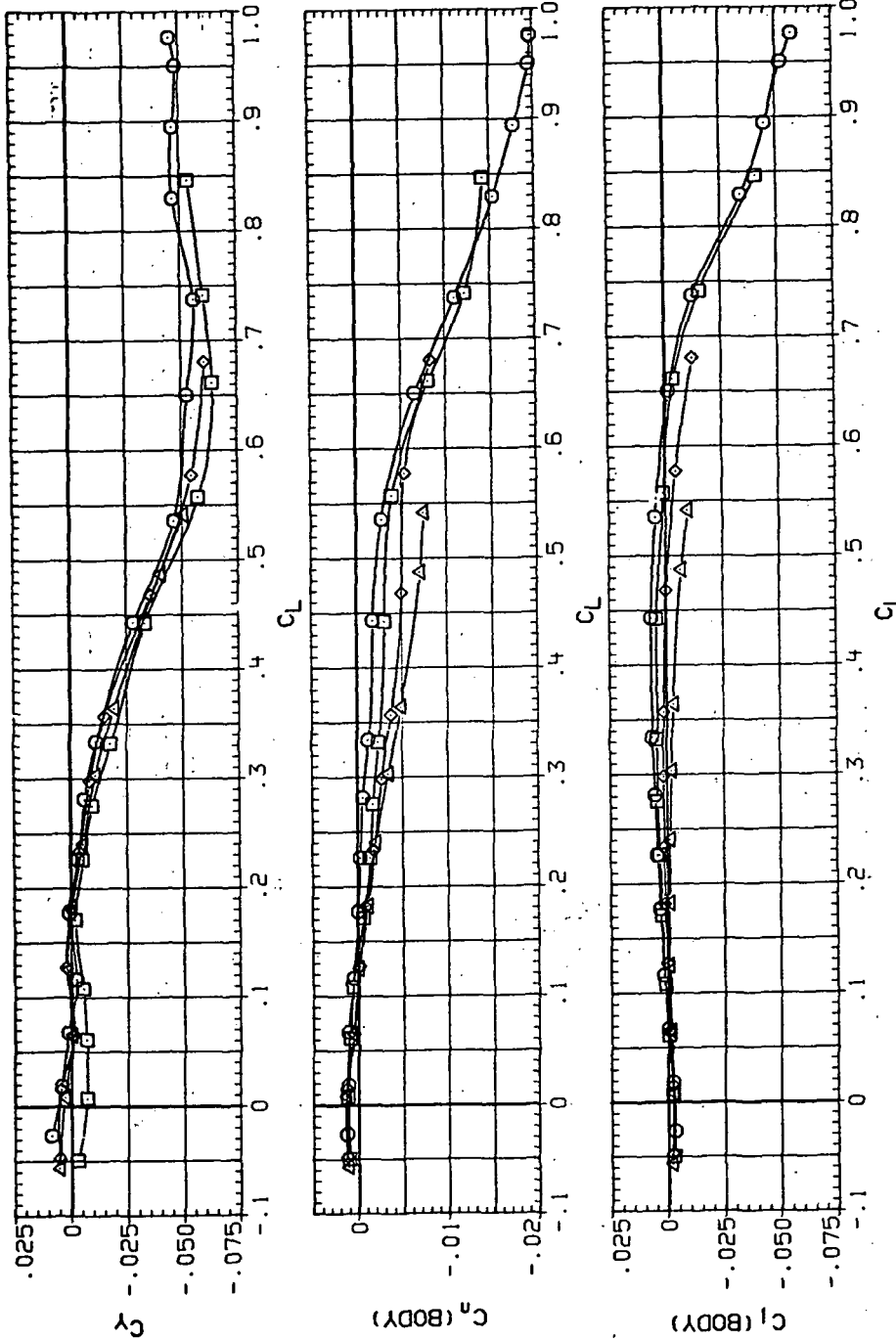
(d) L/D vs CL.

Figure 9. - Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR009 SHW58 (AL)  
 RJR019 SHW58 (AL)  
 RJR089 SHW58 (AL)  
 RJR129 SHW58 (AL)

RN/L Q(NSH)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

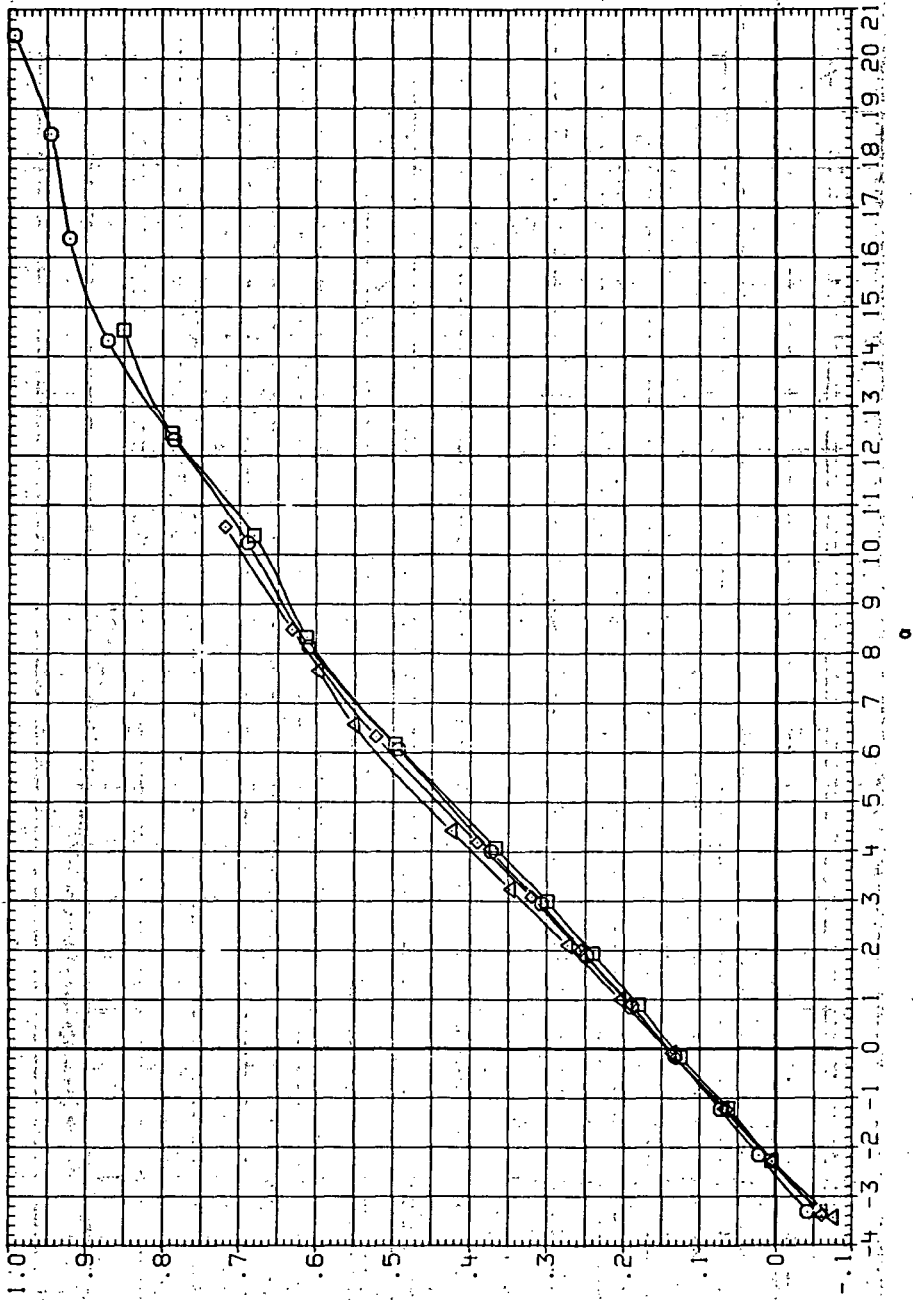


(e)  $C_Y$ ,  $C_n$ , and  $C_l$  vs  $C_L$ .

Figure 9. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RUR010 ○ SH45B (AL)  
 RUR050 □ SH45B (AL)  
 RUR090 △ SH45B (AL)  
 RUR130 ◇ SH45B (AL)

RN/L Q(NSM)  
 3.280 7.050  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800



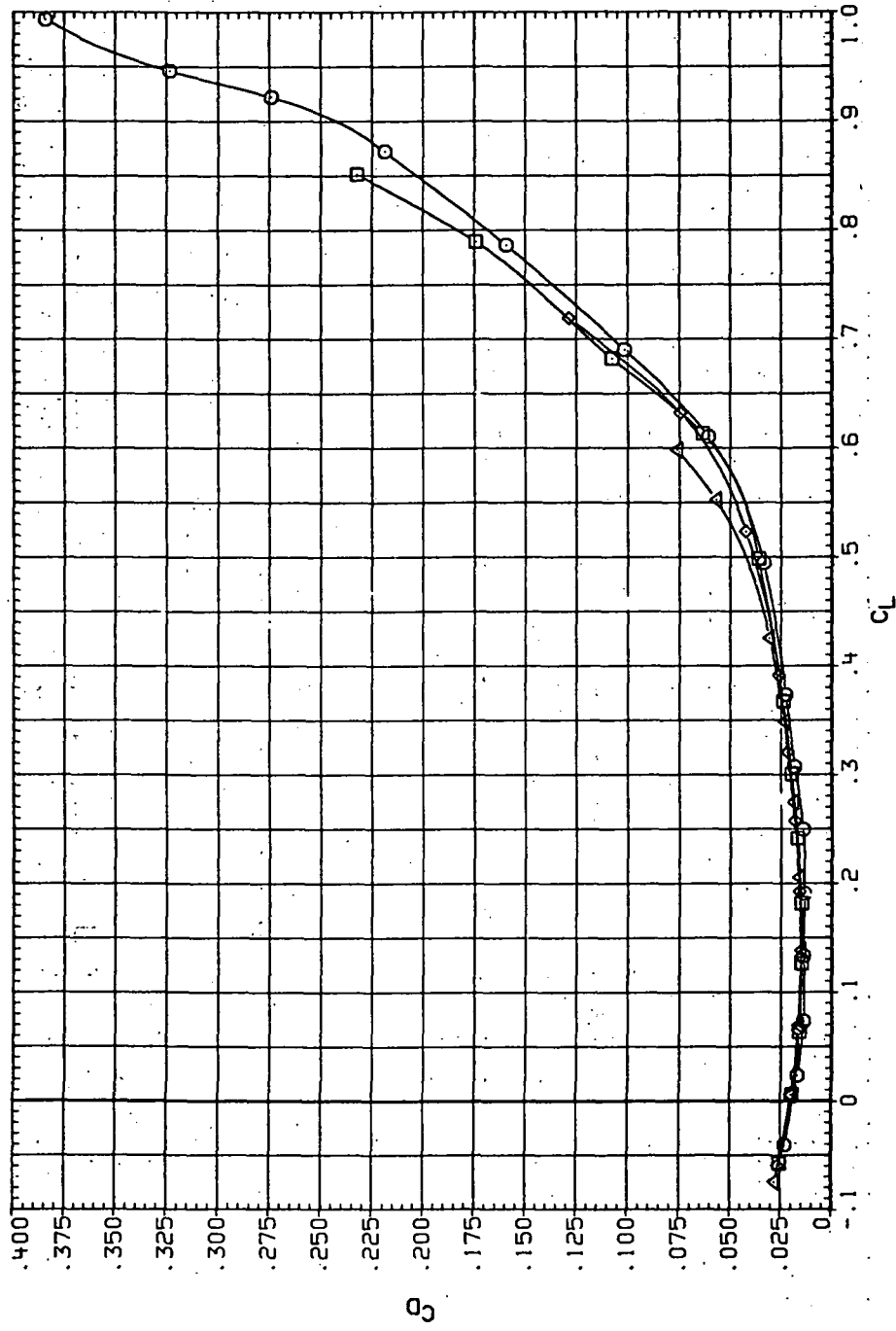
(a)  $C_L$  vs  $\alpha$ .

Figure 10.— Dynamic-pressure effects on the aerodynamics characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.8$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION

- RJR010 ○
- RJR050 □
- RJR090 △
- RJR130 ◇
- SH45B (AL)
- SH45B (AL)
- SH45B (AL)
- SH45B (AL)

- RN/L Q(NSM)
- 3.280 7.050
- 4.390 9.750
- 6.530 13.400
- 8.200 17.800

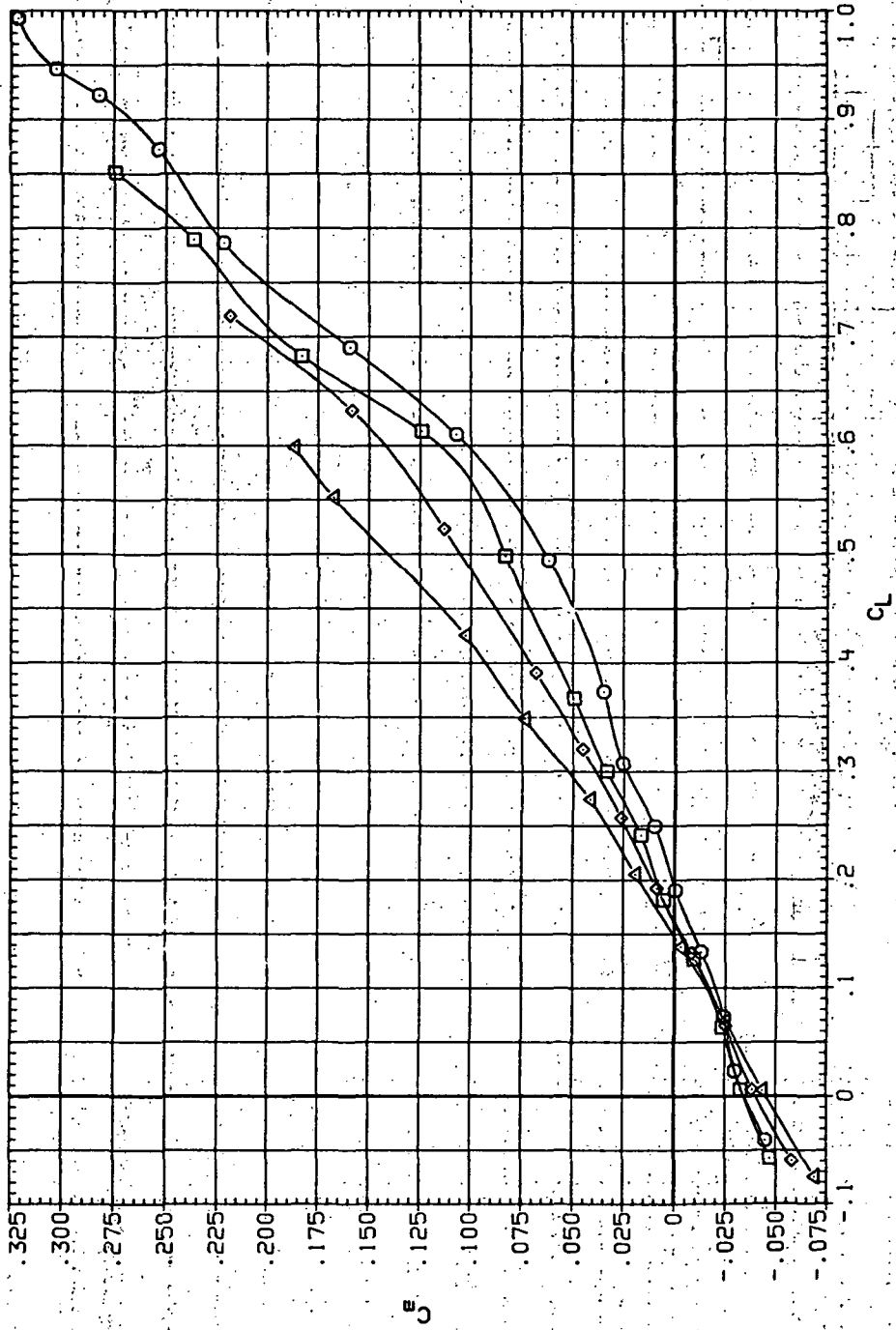


(b)  $C_D$  vs  $C_L$ .

Figure 10.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR010 ○ SH458 (AL)  
 RJR050 □ SH458 (AL)  
 RJR090 ◇ SH458 (AL)  
 RJR130 △ SH458 (AL)

RV/L Q(NSH)  
 3.280 7.060  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800

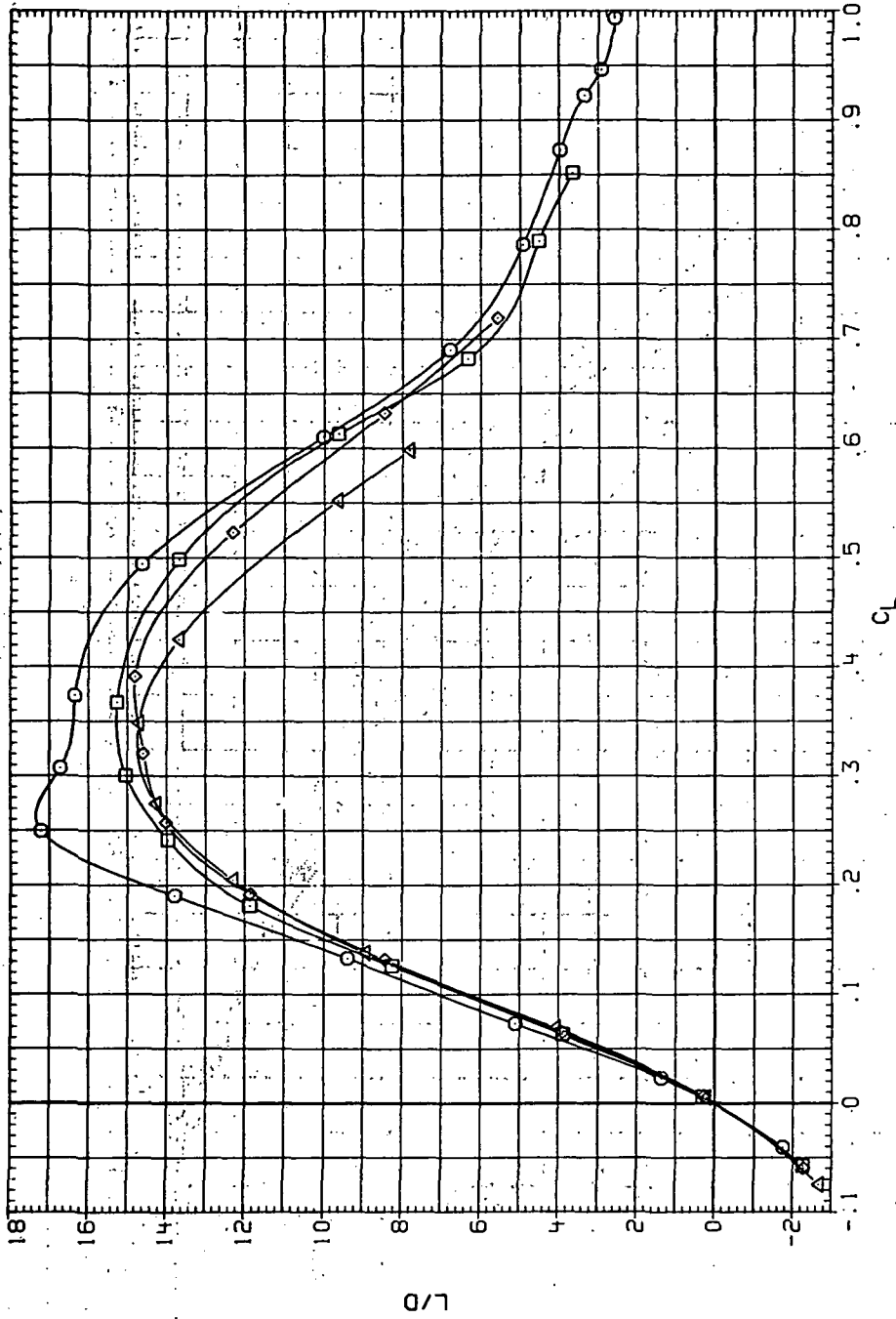


(c)  $C_m$  vs  $C_L$ .

Figure 10. — Continued.

DATA SET SYMBOL CONFIGURATION  
 R/R010 ○  
 R/R050 □  
 R/R050 ◇  
 R/R130 △

RN/L Q(NSM)  
 3.280 7.060  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800

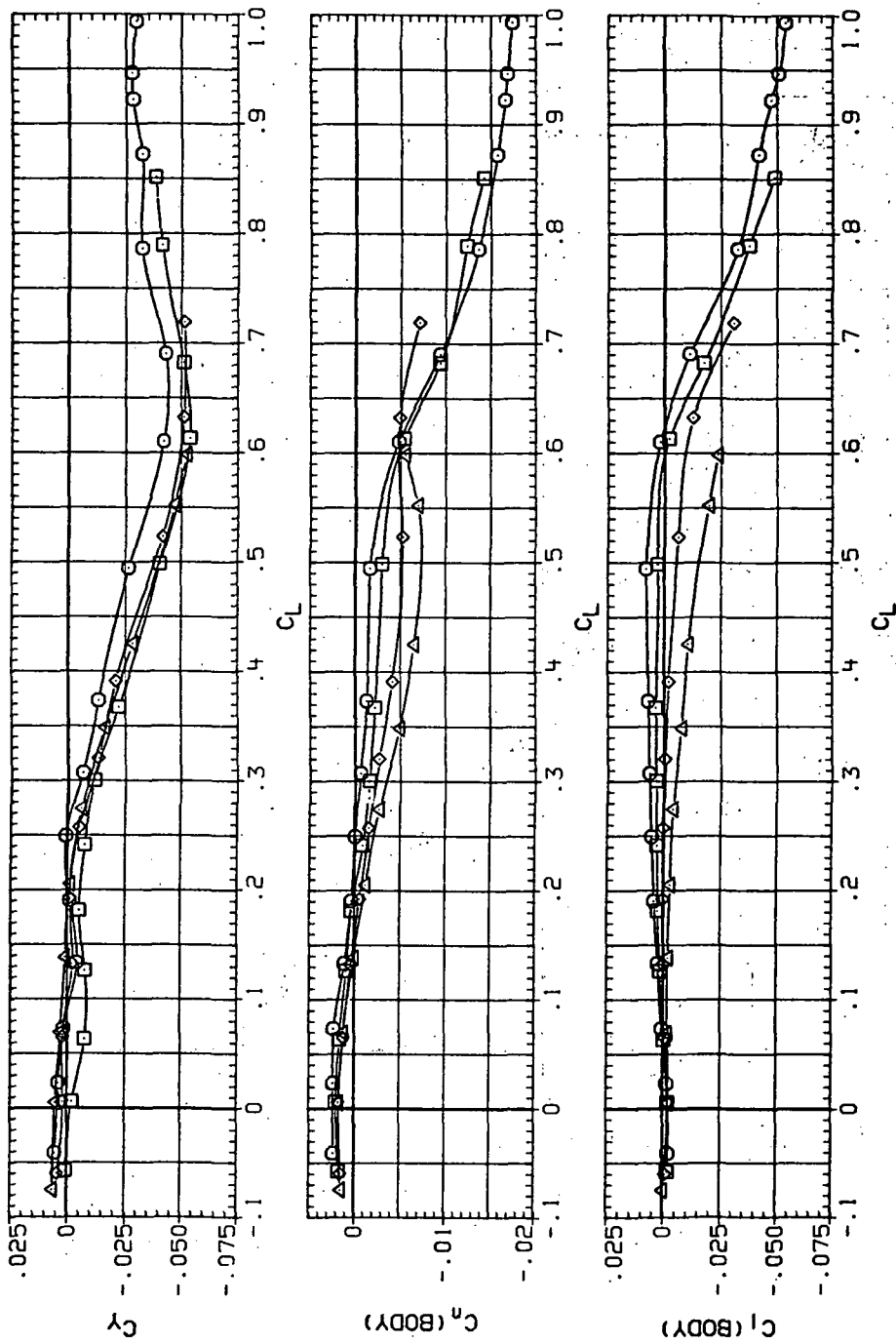


(d) L/D vs C<sub>L</sub>

Figure 10.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR010 ○ SH4SB (AL)  
 RJR050 □ SH4SB (AL)  
 RJR090 ◇ SH4SB (AL)  
 RJR130 △ SH4SB (AL)

RN/L Q(NSM)  
 3.280 7.050  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800

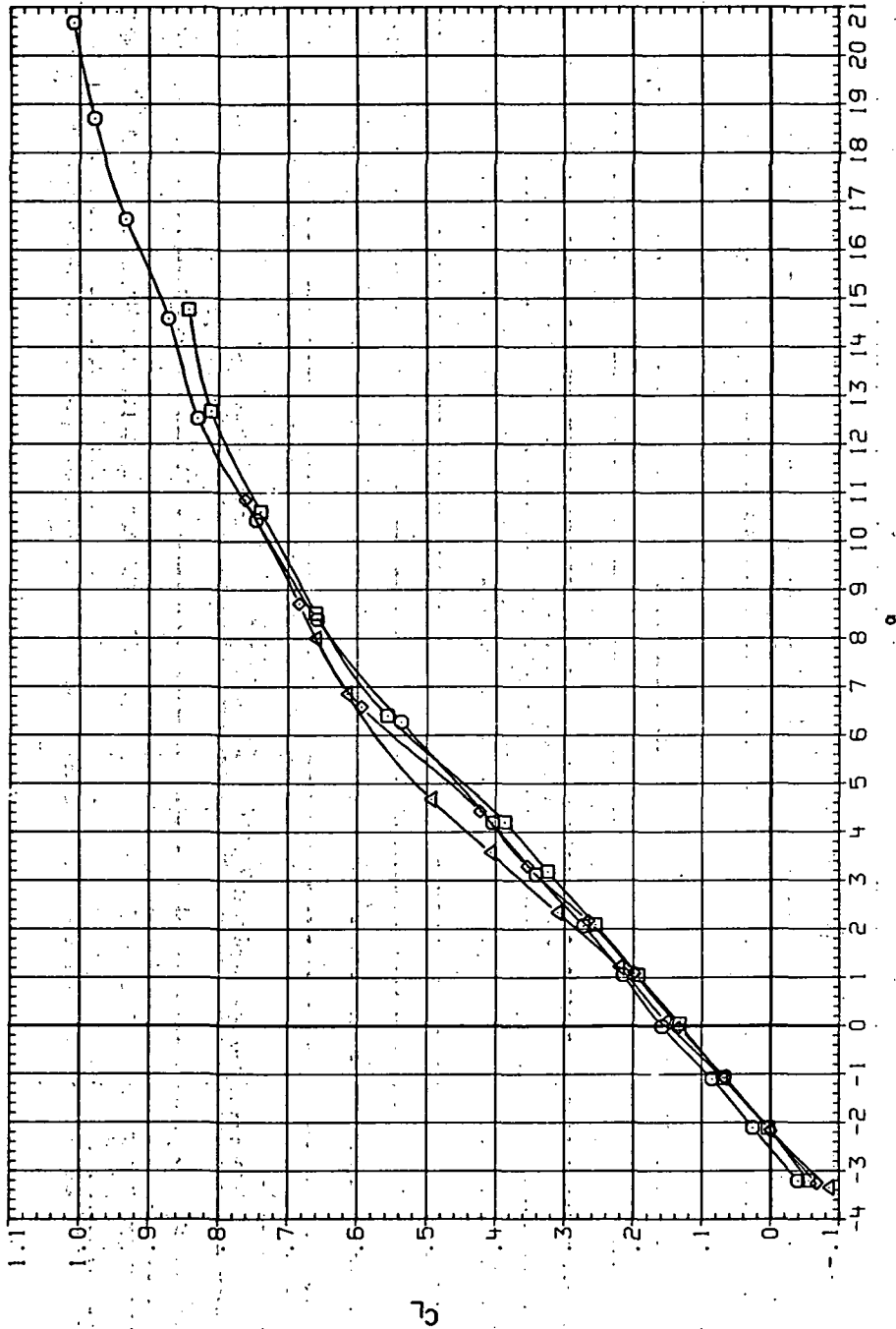


(e)  $C_Y$ ,  $C_n$  and  $C_l$  and  $C_L$ .

Figure 10.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR011 ○ 9H45B (AL)  
 RJR051 □ 9H45B (AL)  
 RJR091 ◇ 9H45B (AL)  
 RJR131 △ 9H45B (AL)

RN/L Q(NSH)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

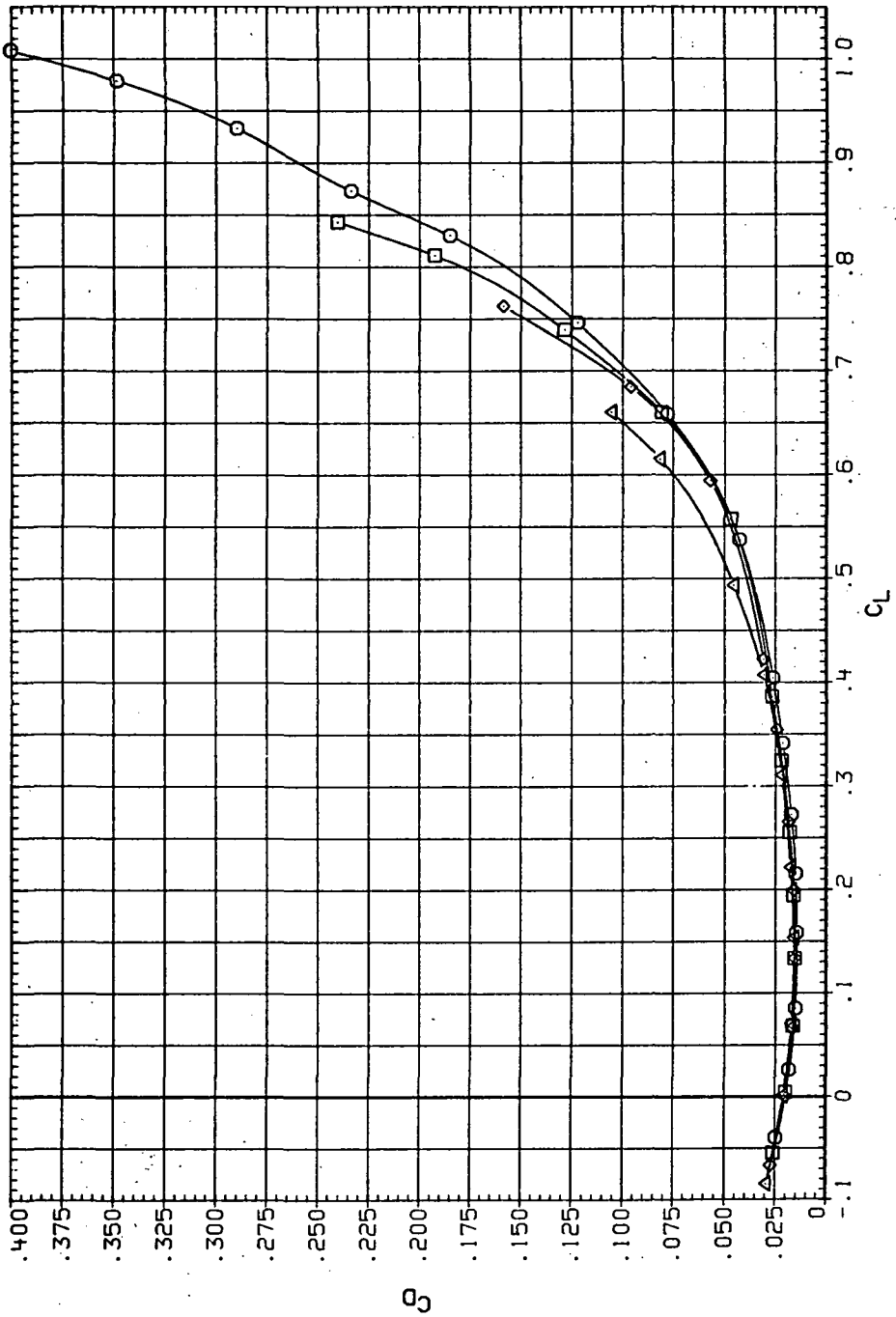


(a)  $C_L$  vs  $\alpha$ .

Figure 11.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.9$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR011 ○ SH45B (AL)  
 RJR051 □ SH45B (AL)  
 RJR091 △ SH45B (AL)  
 RJR131 ◇ SH45B (AL)

RN/L Q (INSH)  
 3.280 7.440  
 4.350 10.500  
 6.230 14.500  
 8.200 19.200



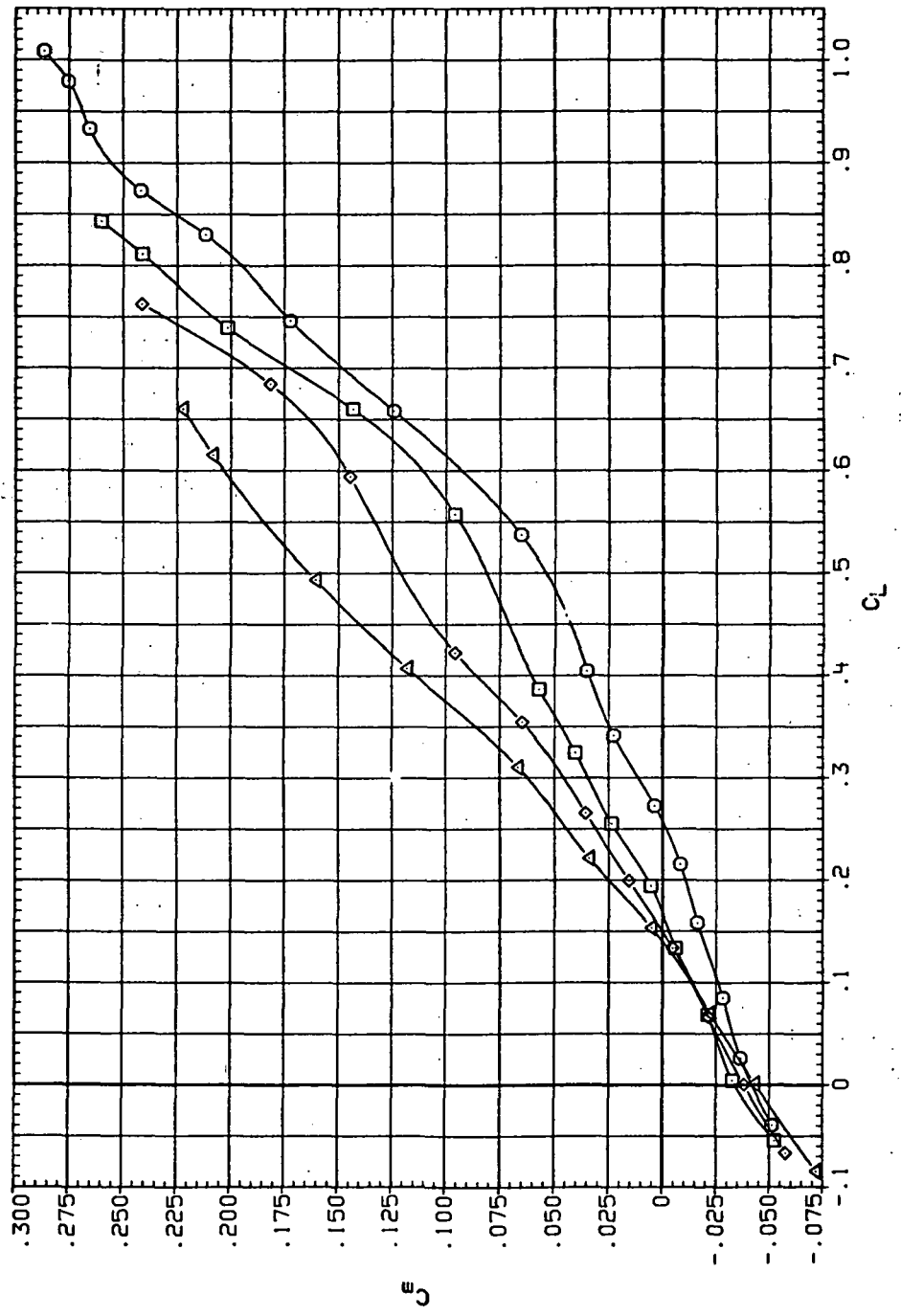
(b)  $C_D$  vs  $C_L$ .

Figure 11.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR011 ○ SH45B (AL)  
 RJR051 □ SH45B (AL)  
 RJR091 ◇ SH45B (AL)  
 RJR131 △ SH45B (AL)

RN/L  $\lambda$  (INSM)  
 3.280 7.140  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

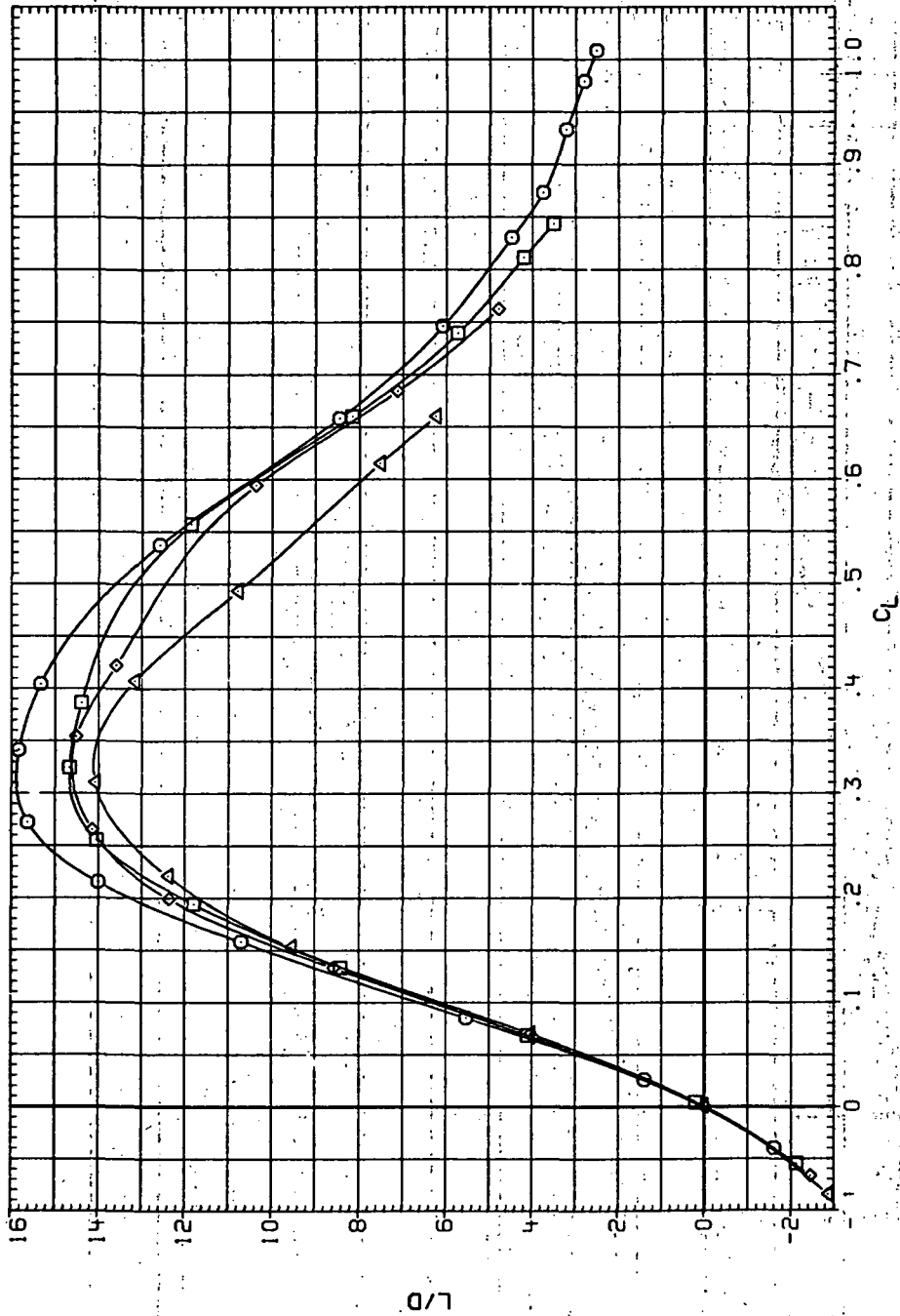


(c)  $C_m$  vs  $C_L$ .

Figure 11.- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR011 ○ SH45B (AL)  
 RJR051 □ SH45B (AL)  
 RJR091 ◇ SH45B (AL)  
 RJR131 △ SH45B (AL)

RN/L Q (°SM)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

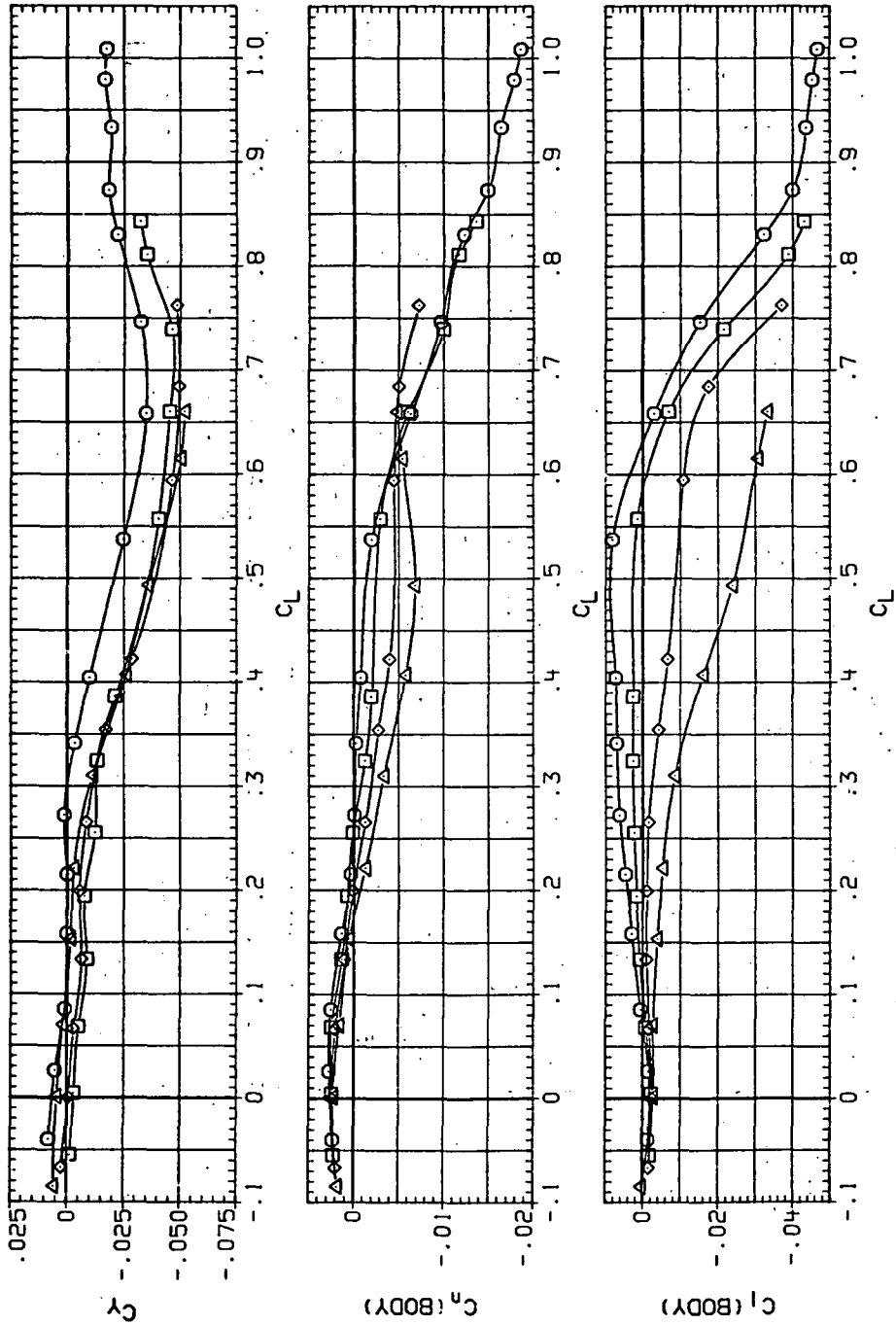


(d) L/D vs C<sub>L</sub>

Figure 11 - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR011 ○ SH45B (AL)  
 RJR051 □ SH45B (AL)  
 RJR091 ◇ SH45B (AL)  
 RJR131 △ SH45B (AL)

RN/L Q(NSH)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

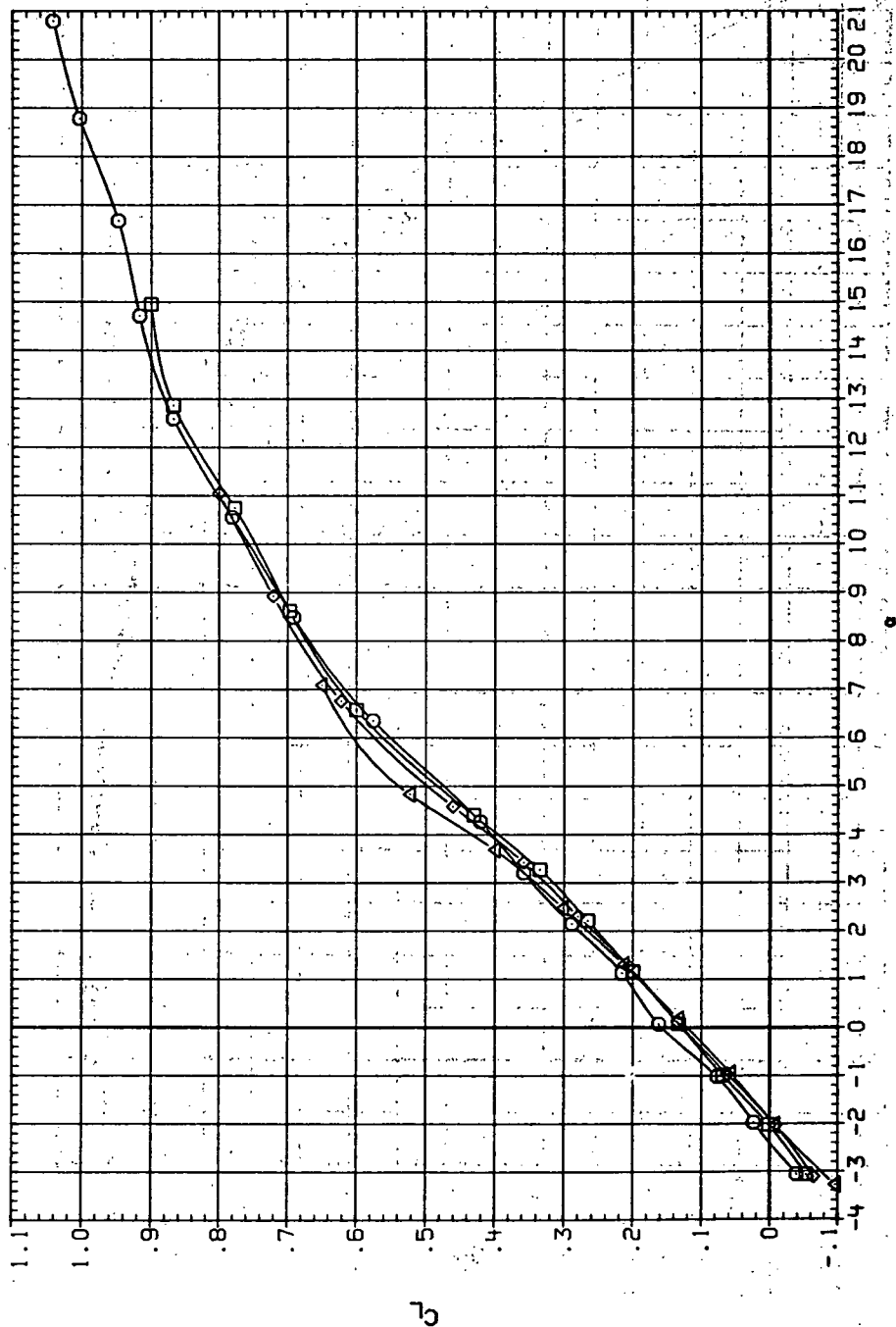


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 11. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR012 □ SH45B (AL)  
 RJR052 ○ SH45B (AL)  
 RJR092 ◇ SH45B (AL)  
 RJR132 △ SH45B (AL)

RN/L Q (NSM)  
 3.280 7.950  
 4.190 10.900  
 6.230 15.000  
 8.200 19.900

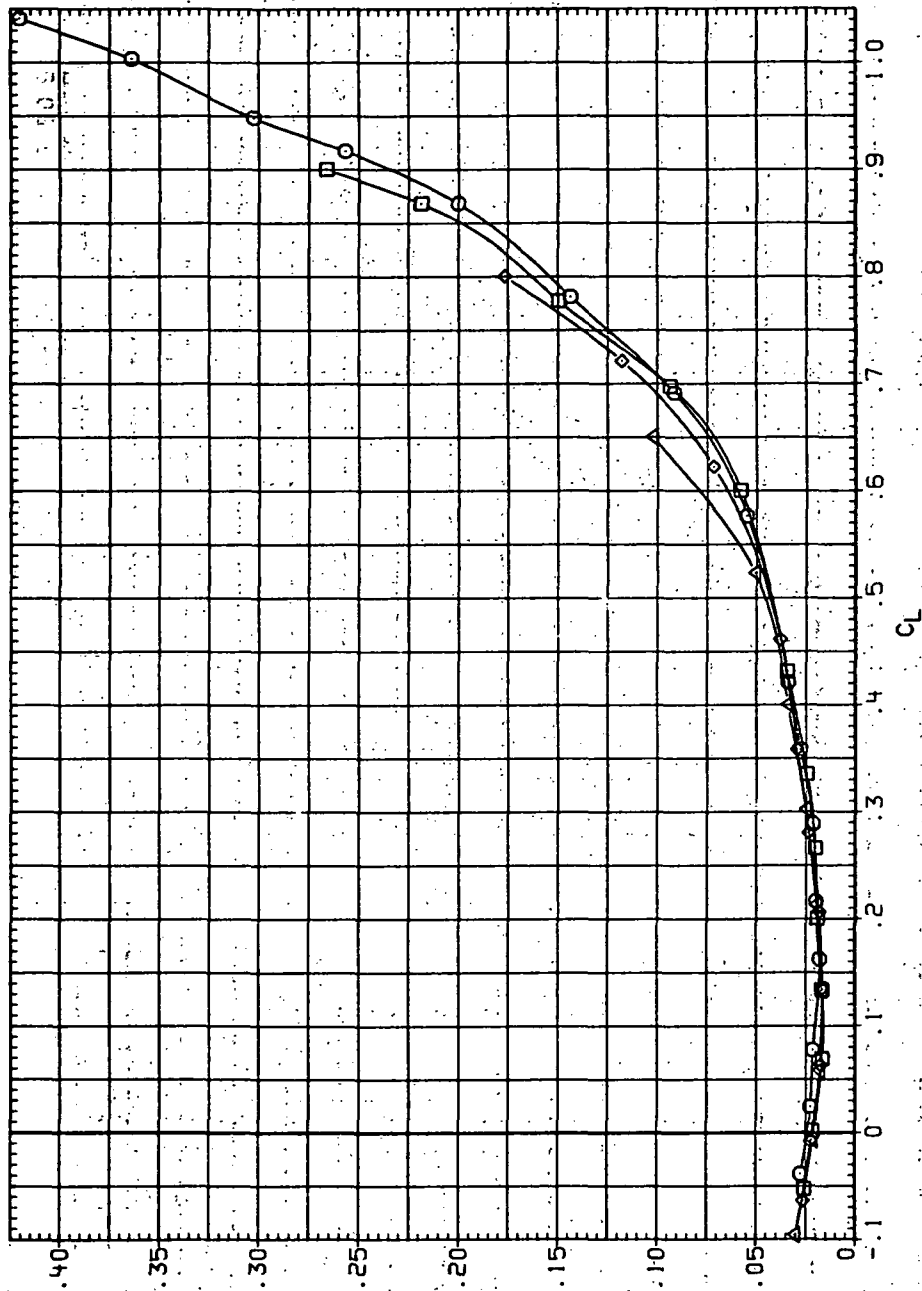


(a)  $C_L$  vs  $\alpha$

Figure 12.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.95$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R-R012 □  
 R-R092 □  
 R-R102 □  
 R-R132 □

RN/L Q(NSH)  
 3.250 7.960  
 4.500 10.000  
 6.250 15.000  
 8.250 19.900

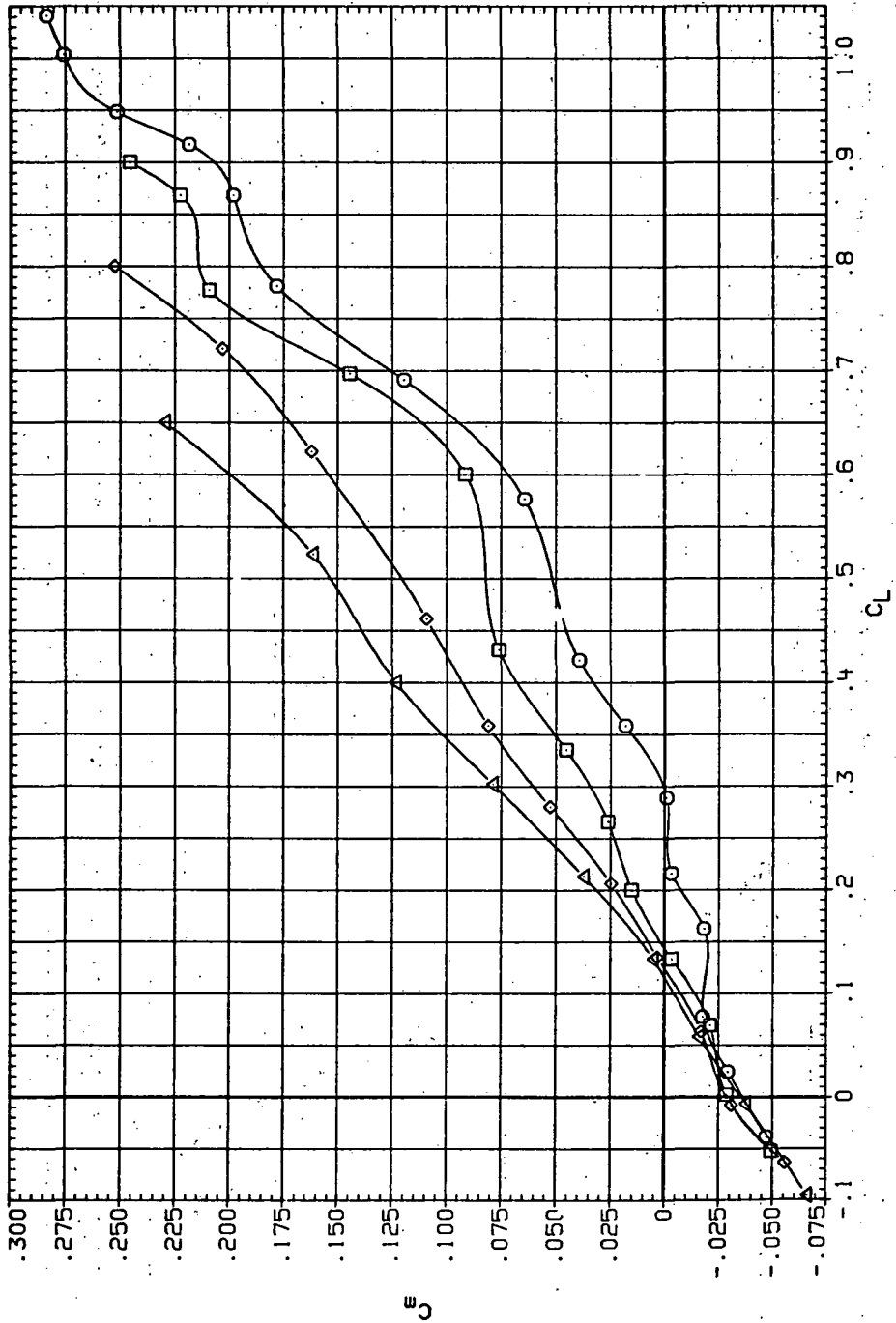


(b)  $C_D$  vs  $C_L$

Figure 12.- Continued.

DATA SET SYMBOL CONFIGURATION  
 R.JR012 □ 54458 (AL)  
 R.JR052 ○ 54458 (AL)  
 R.JR092 ◇ 54458 (AL)  
 R.JR132 △ 54458 (AL)

RN/L Q (NSM)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

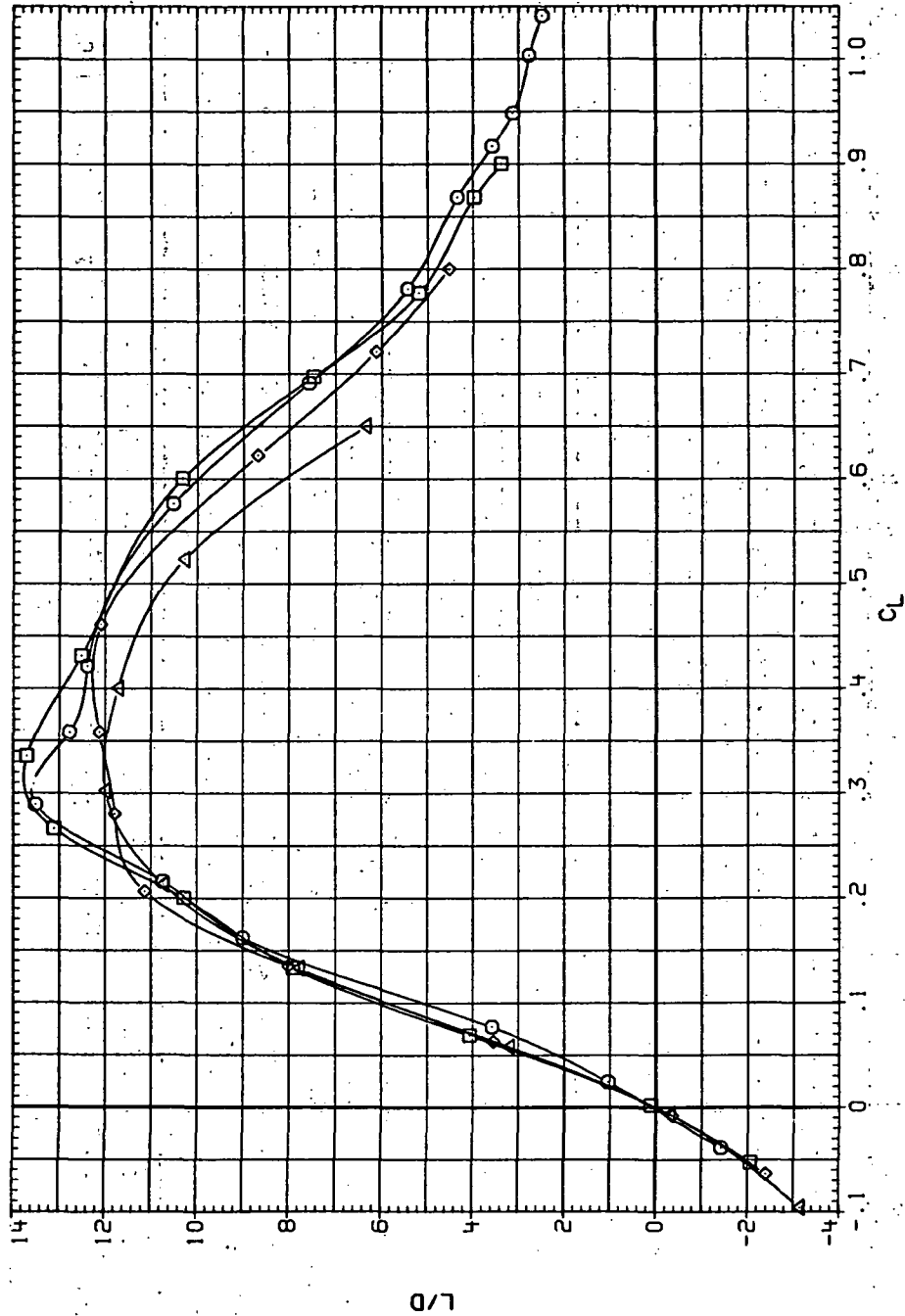


(c)  $C_m$  vs  $C_L$ .

Figure 12. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RUP012 ◻ (AL)  
 RUP052 ◻ (AL)  
 RUP092 ◻ (AL)  
 RUP132 ◻ (AL)

RN/L (01:34)  
 3.250 7.560  
 4.350 10.900  
 6.250 15.000  
 8.200 19.900

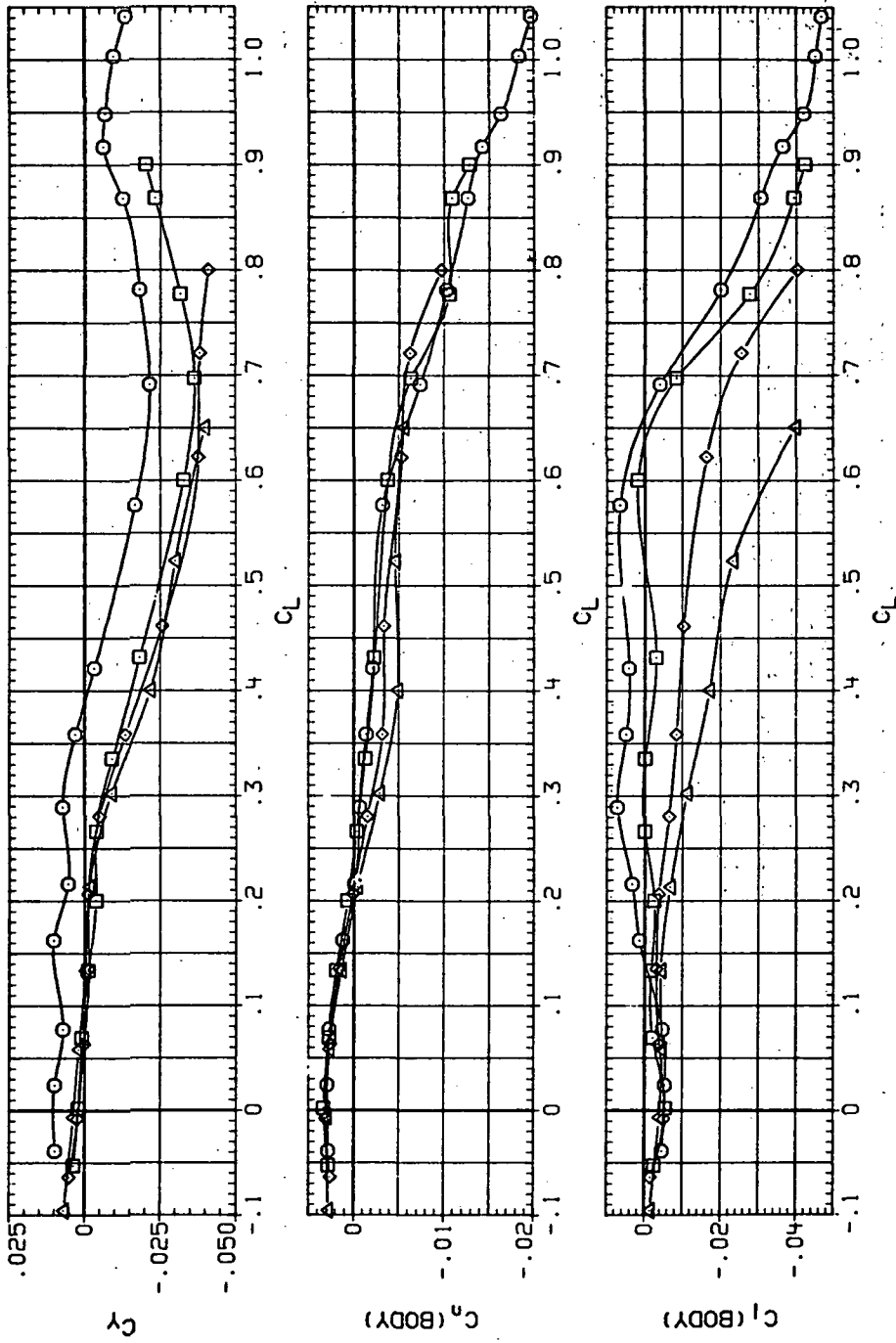


(d)  $L/D$  vs  $C_L$

Figure 12. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR012 ◯ 9A45B (AL)  
 RJR052 ◻ 9A45B (AL)  
 RJR092 ◊ 9A45B (AL)  
 RJR132 △ 9A45B (AL)

RN/L Q(NSM)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900



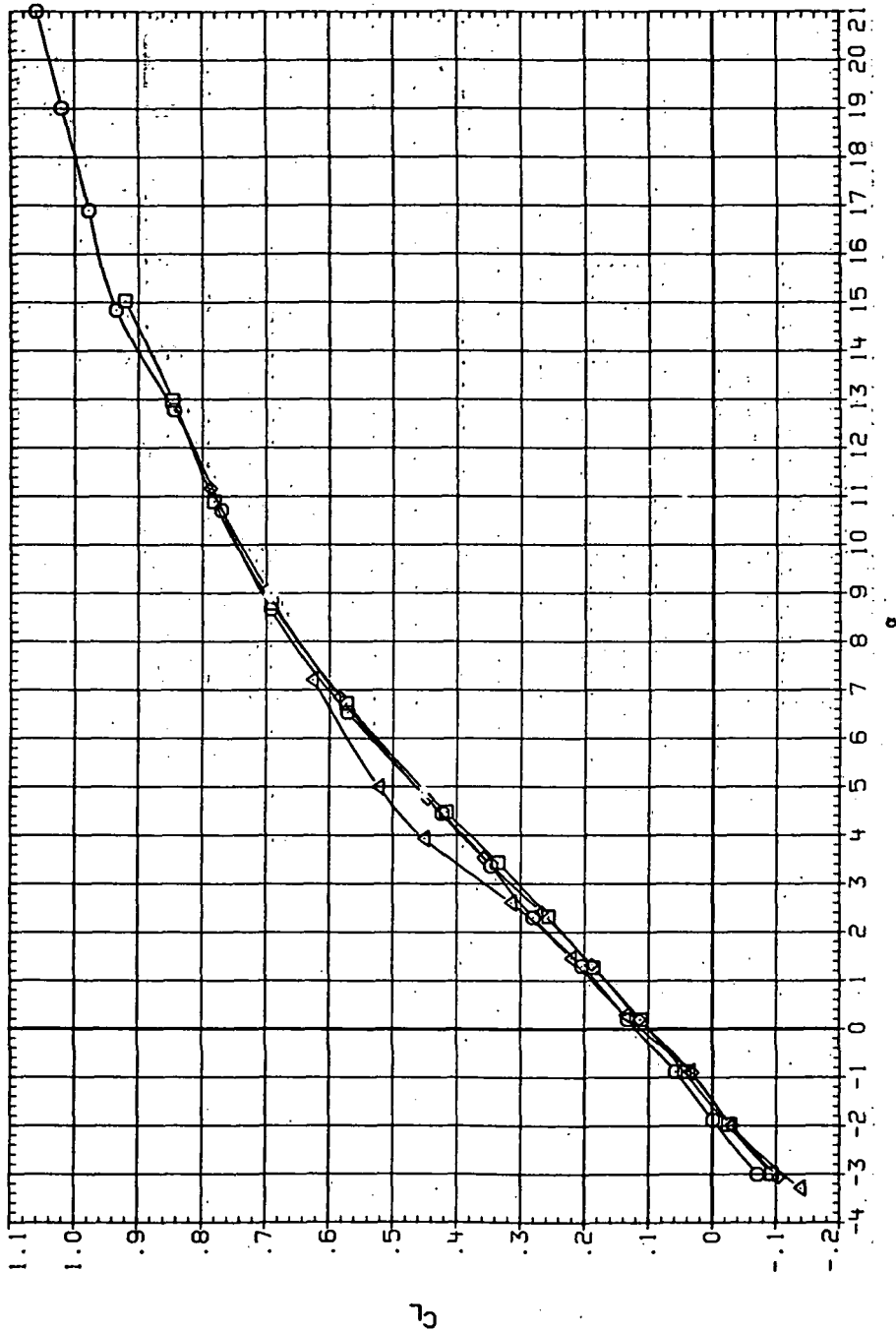
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 12.— Concluded.



DATA SET SYMBOL CONFIGURATION  
 RJR013 ◻ SH45B (AL)  
 RJR053 ◻ SH45B (AL)  
 RJR093 ◻ SH45B (AL)  
 RJR133 ◻ SH45B (AL)

PN/L Q (NSM)  
 3.280 1.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

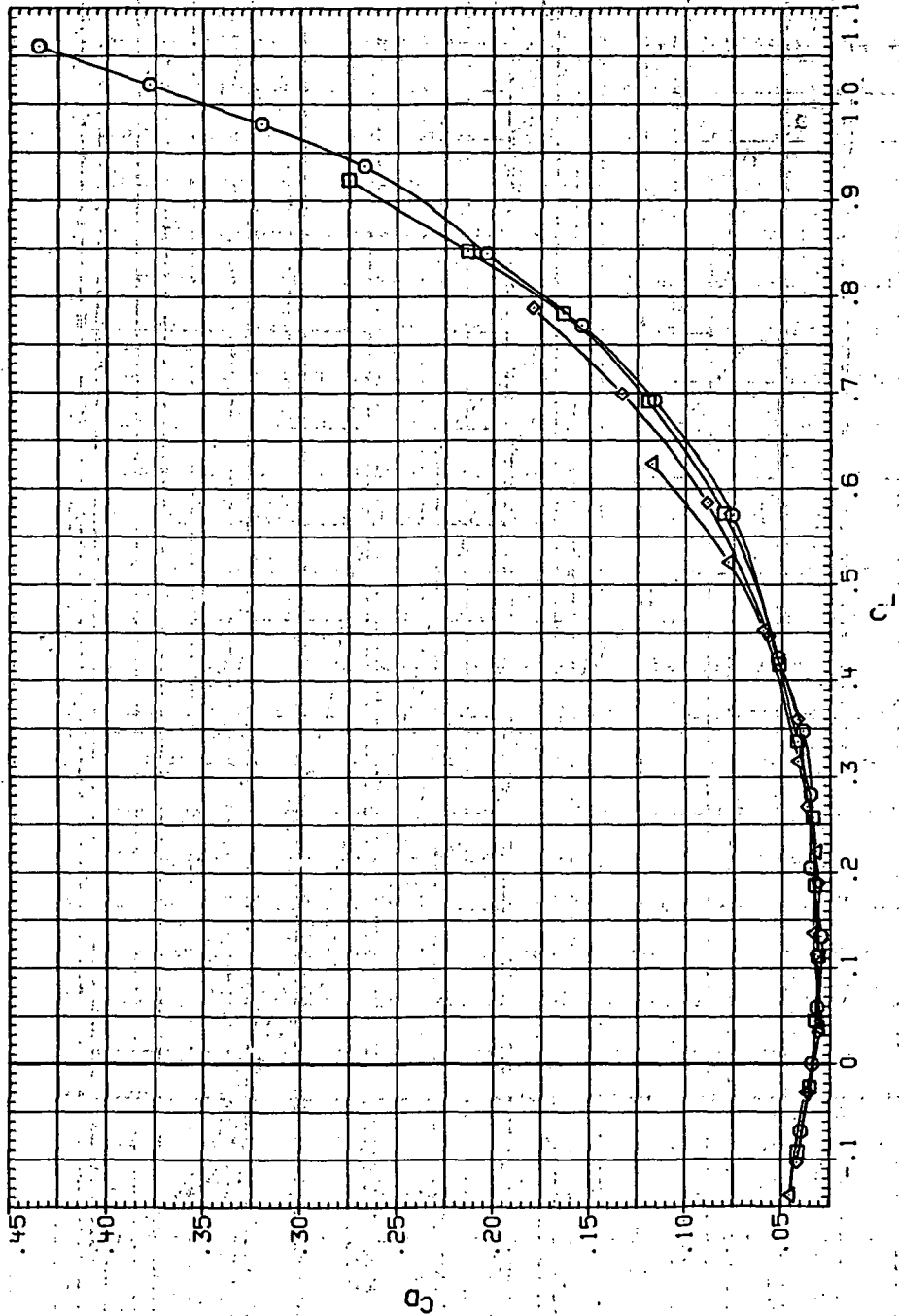


(a)  $C_L$  vs  $\alpha$ .

Figure 13.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 1.1$  and the modified-NACA 65A204 airfoil):

DATA SET SYMBOL CONFIGURATION  
 RJR013 ○  
 RJR053 □  
 RJR093 △  
 RJR133 ◇

RN/L Q(NSH)  
 3.280 8.450  
 4.590 11.900  
 6.250 16.400  
 8.200 21.200

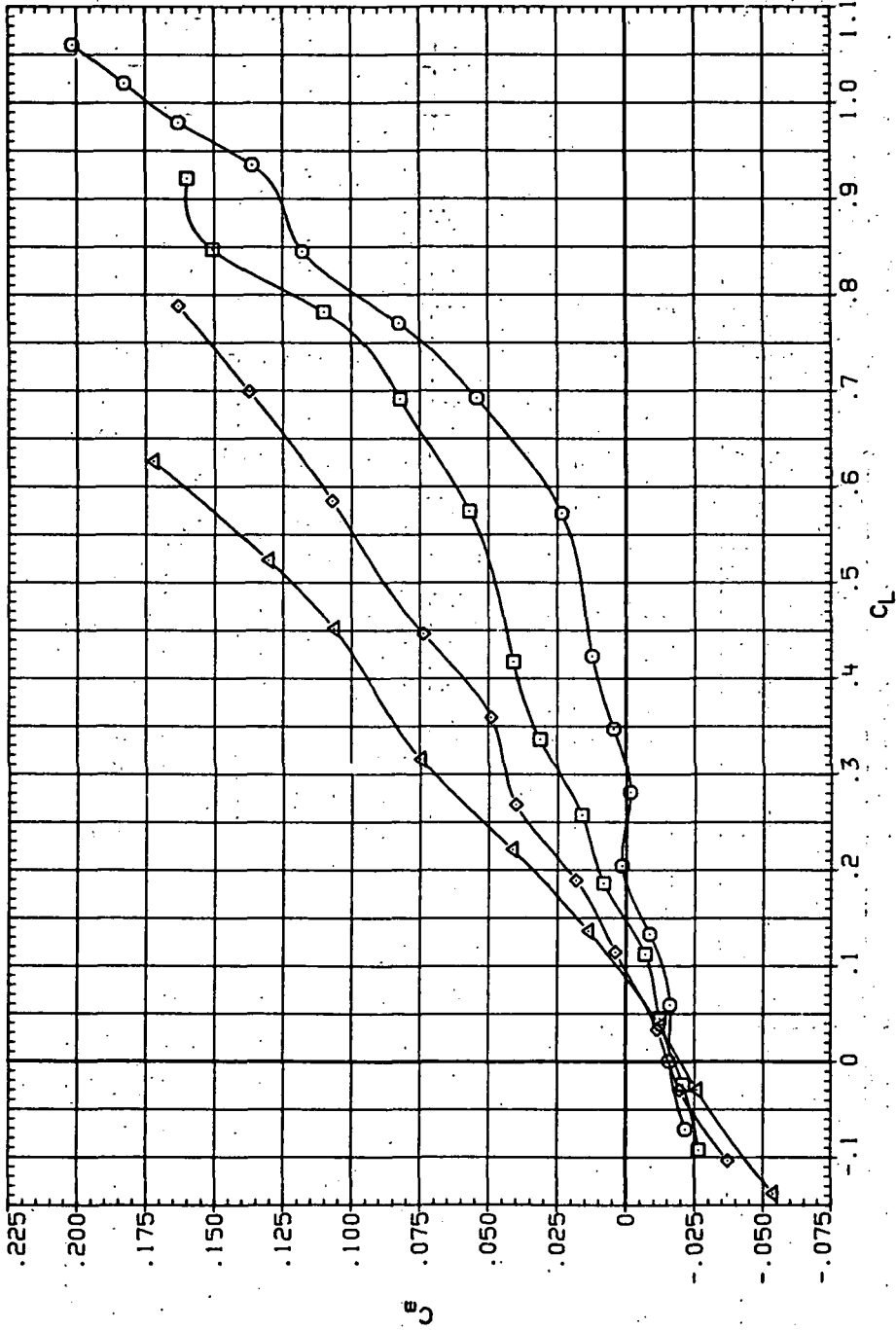


(b)  $C_D$  vs  $C_L$

Figure 13. Continued.

DATA SET SYMBOL CONFIGURATION  
 R1P013 ○ SH45B (AL)  
 R1P053 ◇ SH45B (AL)  
 R1P093 △ SH45B (AL)  
 R1A135 ○ SH45B (AL)

RN/L Q (INSH)  
 3.260 8.450  
 4.550 11.900  
 6.250 16.400  
 8.200 21.200



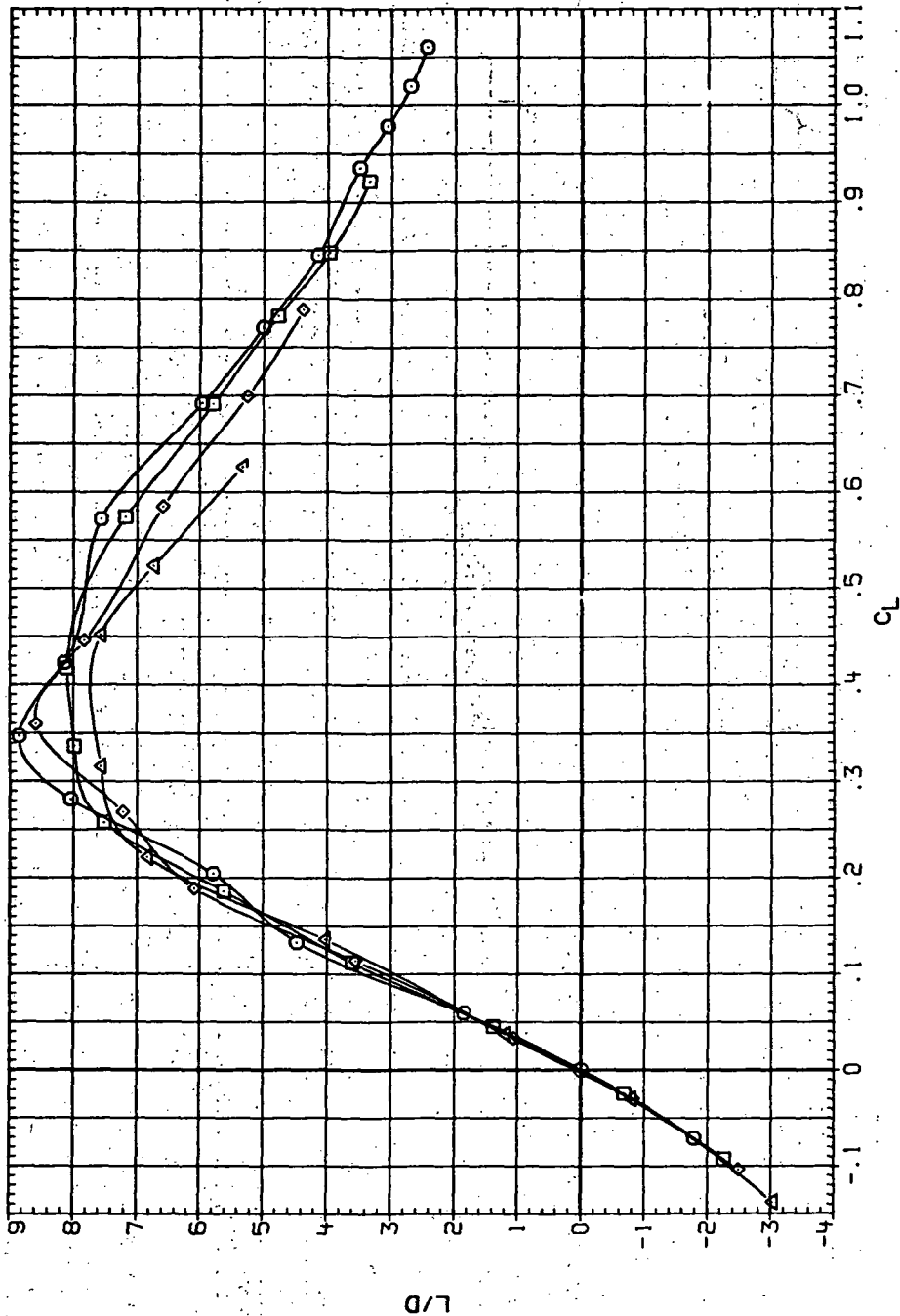
(c)  $C_m$  vs  $C_L$ .

Figure 13.—Continued.

DATA SET SYMBOL CONFIGURATION

- RJR013 ○ SM-58 (AL)
- RJR053 □ SM-58 (AL)
- RJR093 ◇ SM-58 (AL)
- RJR133 △ SM-58 (AL)

- RN/L 0 (NSM)
- 3.280 8.450
- 4.590 11.900
- 6.230 16.400
- 8.200 21.200

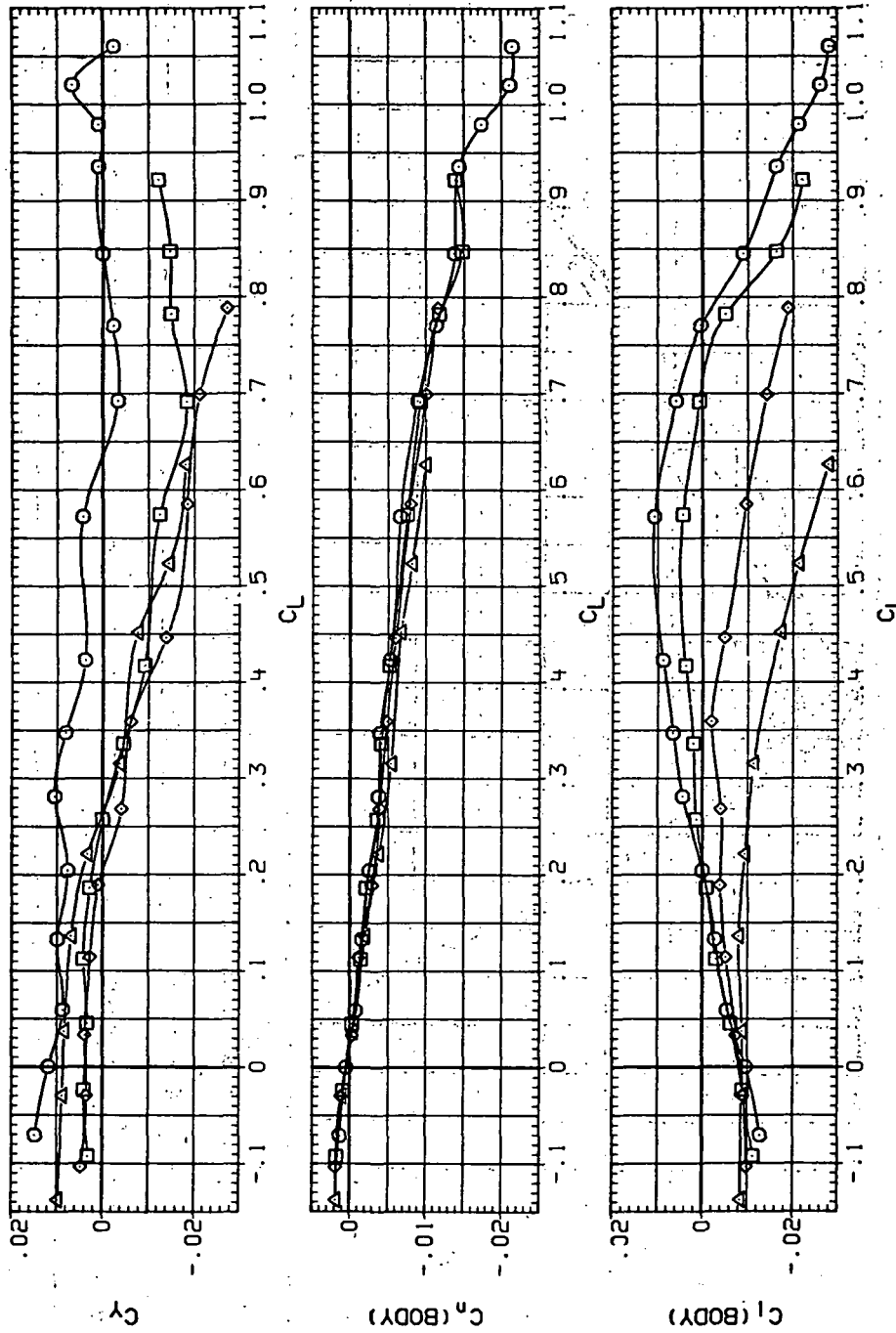


(d)  $L/D$  vs  $C_L$ .

Figure 13.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR013 SHN5B (AL)  
 RJR053 SHN5B (AL)  
 RJR093 SHN5B (AL)  
 RJR133 SHN5B (AL)

RN/L Q (NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

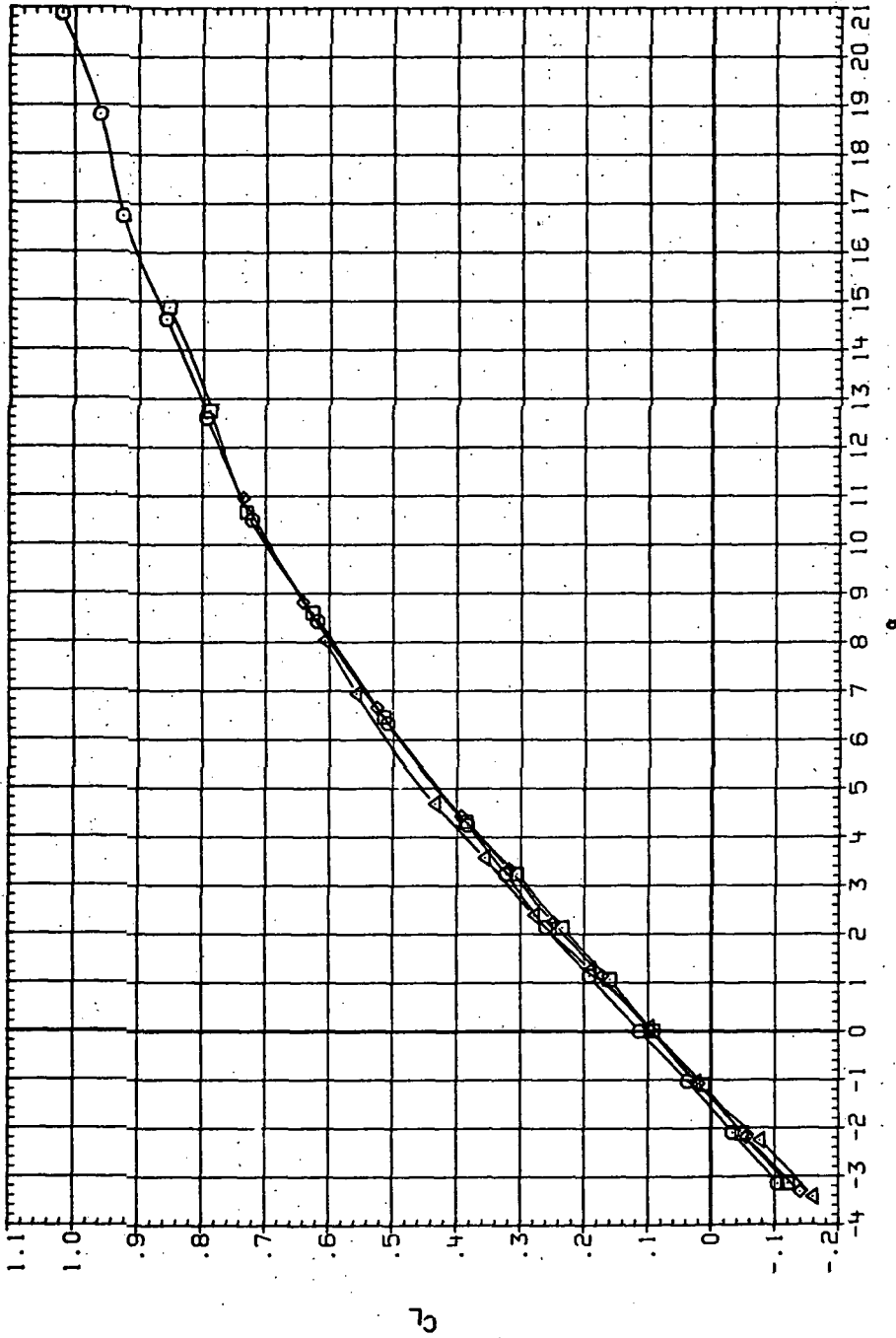


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $CL$ .

Figure 13.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 R, R014 ◻ 3A, 5B (AL)  
 R, R054 ◊ 3A, 5B (AL)  
 R, R054 ◻ 3A, 5B (AL)  
 R, R134 ◻ 3A, 5B (AL)

RN/L  $Q(\infty)$   
 3.280 8.980  
 4.550 12.400  
 6.230 17.000  
 8.200 22.800

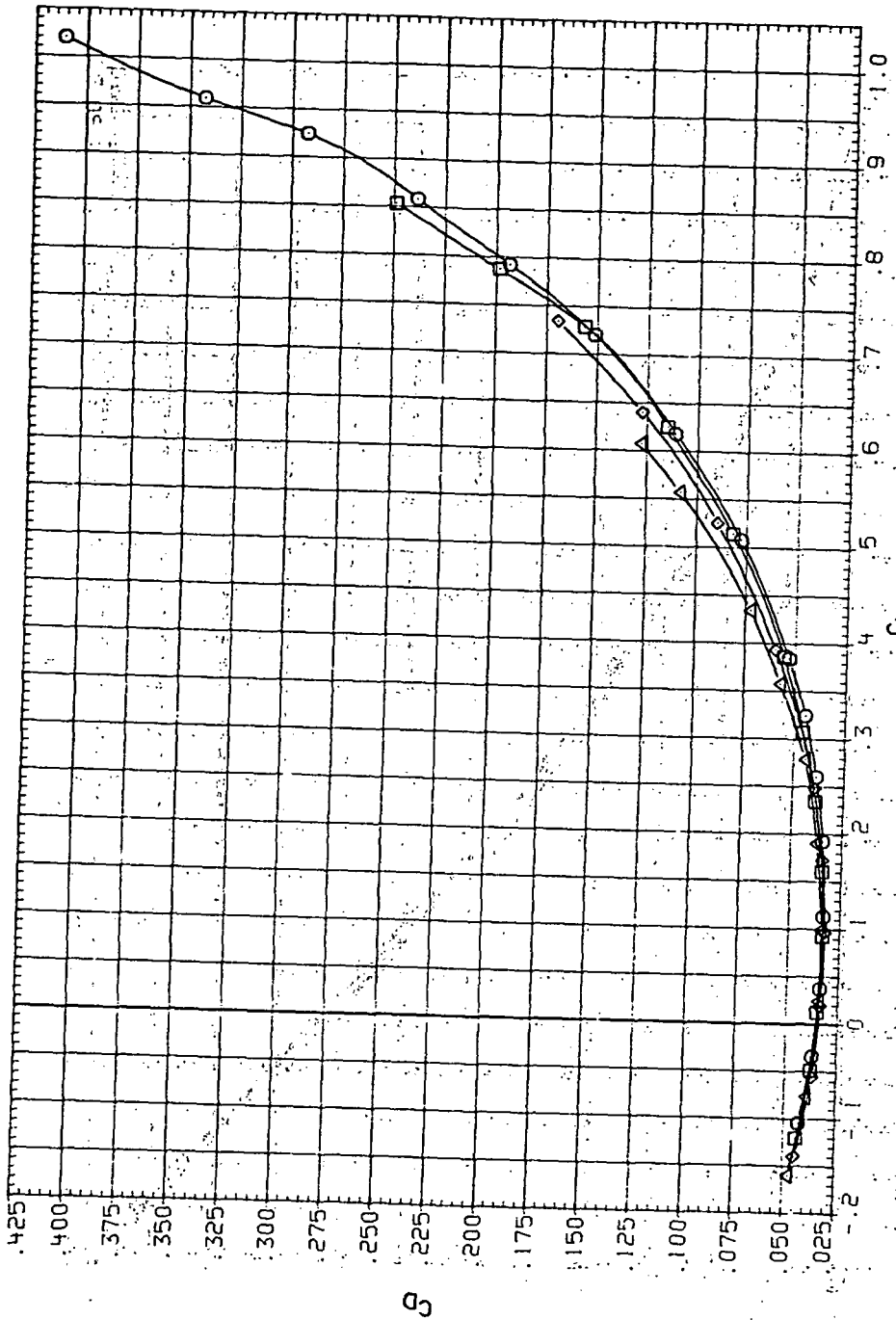


(a)  $C_L$  vs  $\alpha$ .

Figure 14.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ, M = 1.2$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR01N □ SH45B (AL)  
 RJR05N □ SH45B (AL)  
 XJR03N △ SH45B (AL)  
 RJR13N △ SH45B (AL)

RN/L Q(NSM)  
 3.280 8.980  
 4.590 15.400  
 6.230 21.000  
 8.200 22.800

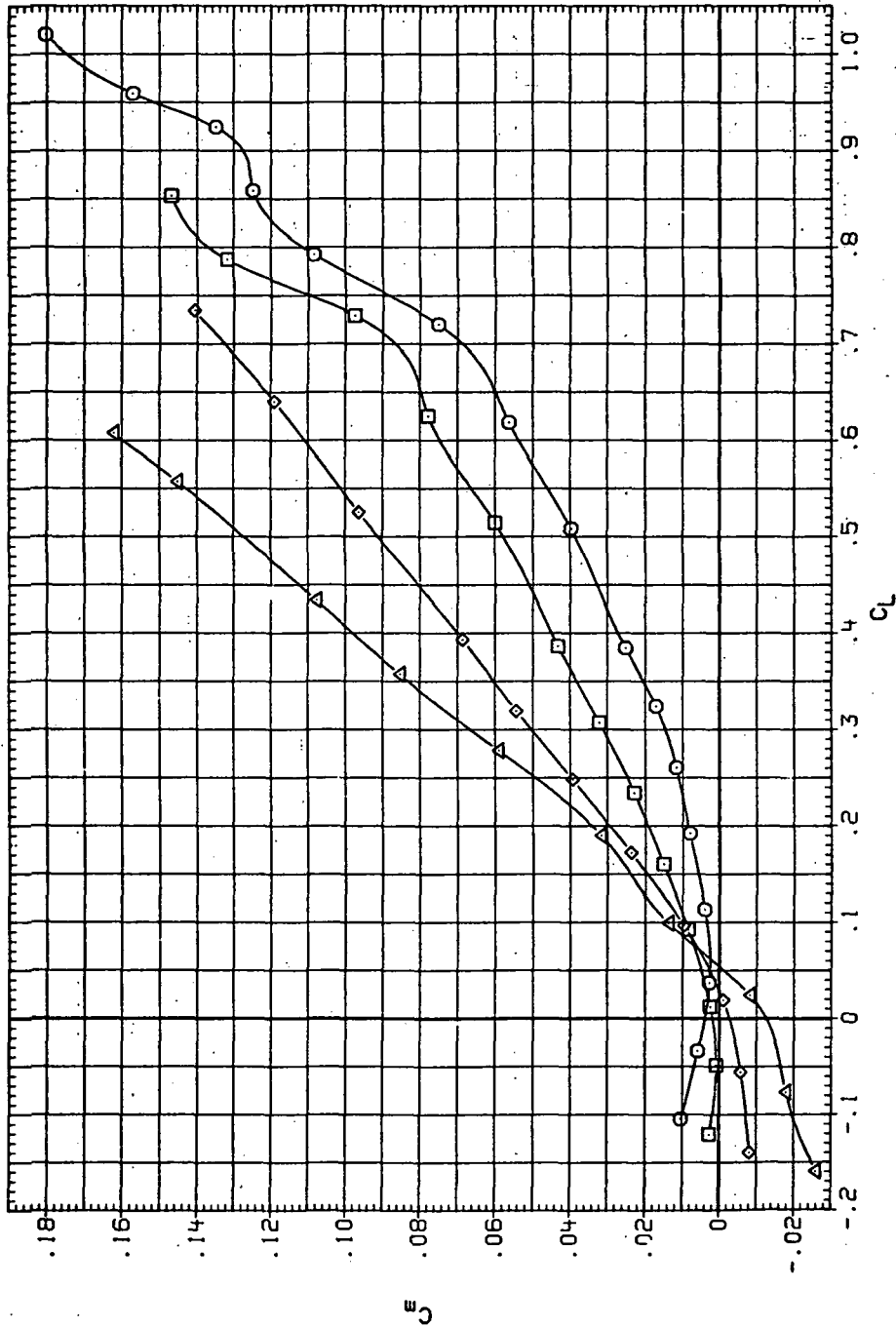


(b)  $C_D$  vs  $C_L$ .

Figure 14. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR014 ○ 9A45B (AL)  
 RJR054 □ 9A45B (AL)  
 RJR094 ◇ 9A45B (AL)  
 RJR134 △ 9A45B (AL)

RNVL Q(NSH)  
 3.280 8.980  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800



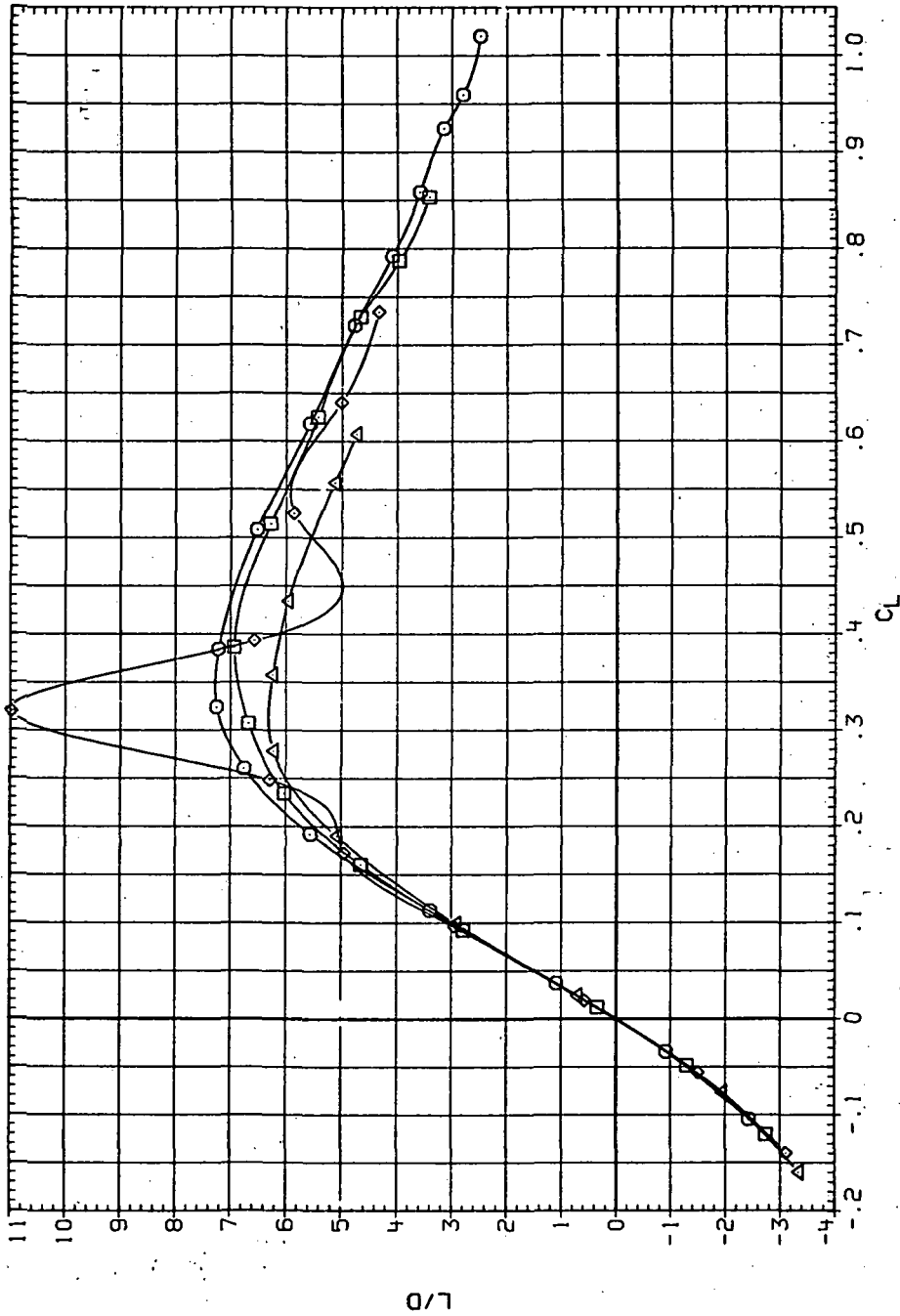
(c)  $C_m$  vs  $C_L$ .

Figure 14.- Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR014 ◻ SH45B (AL)  
 RJR054 ◻ SH45B (AL)  
 RJR084 ◻ SH45B (AL)  
 RJR134 ◻ SH45B (AL)

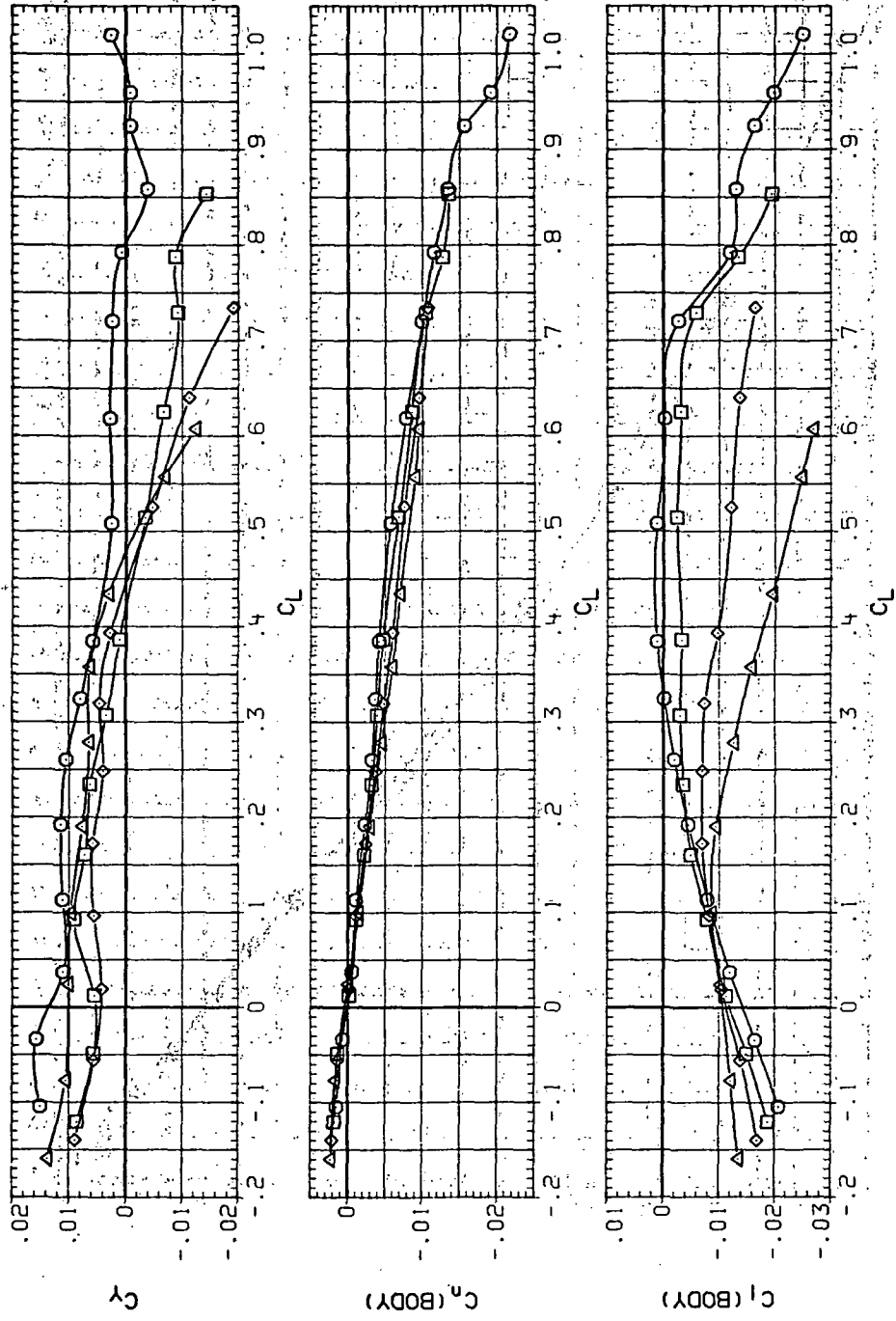
RN/L Q(NSM)  
 3.280 6.980  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800



(d) L/D vs CL  
 Figure 14.- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR014 ◻ 5M+5B (AL)  
 RJR054 ◻ 5M+5B (AL)  
 RJR094 ◻ 5M+5B (AL)  
 RJR134 ◻ 5M+5B (AL)

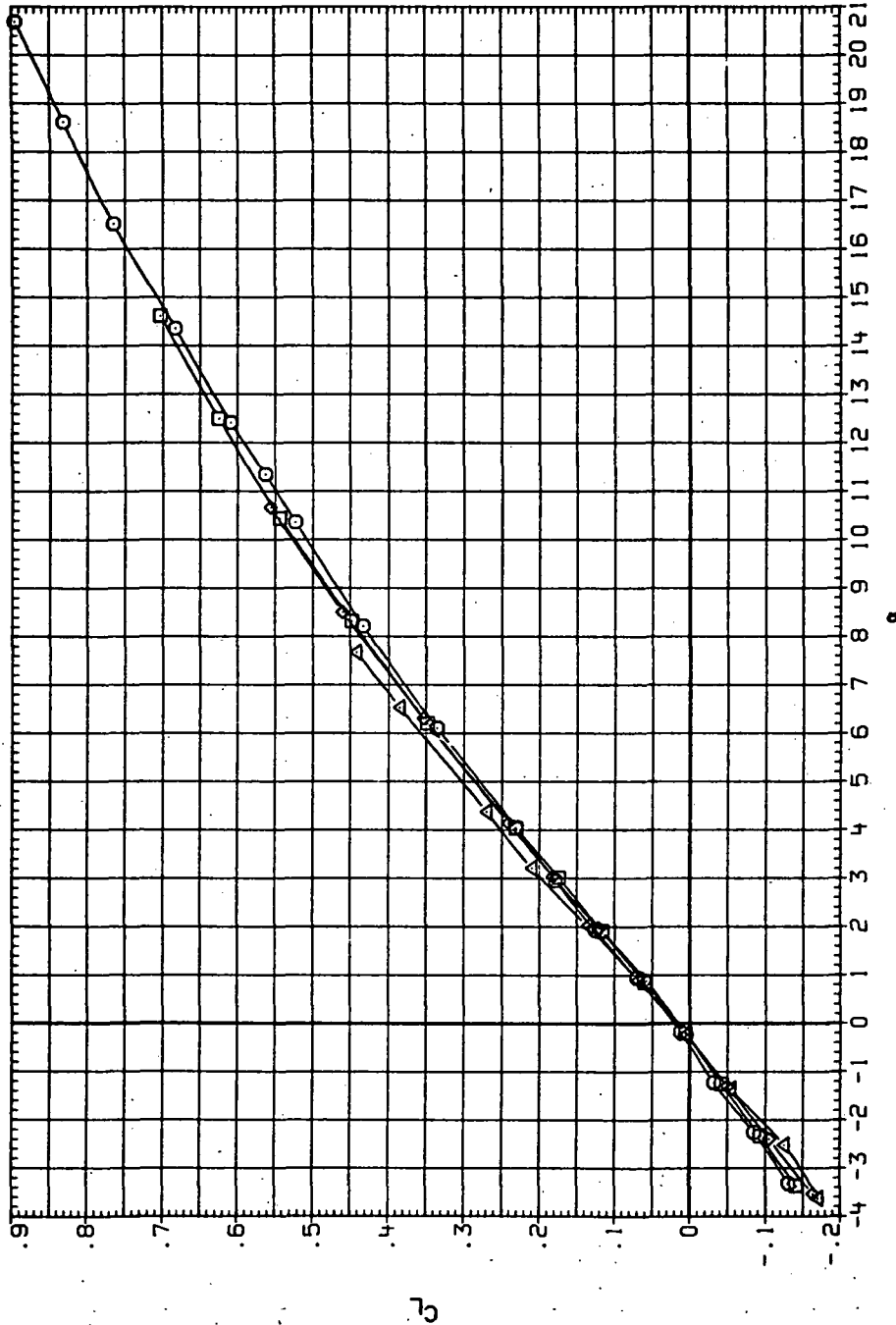
RN/VL Q(NSH)  
 3.280 6.980  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800



(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .  
 Figure 14. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR015 ○ 9M95 (AL)  
 RJR055 □ 9M95 (AL)  
 RJR095 ◇ 9M95 (AL)  
 RJR135 △ 9M95 (AL)

RN/L Q(NSH)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400



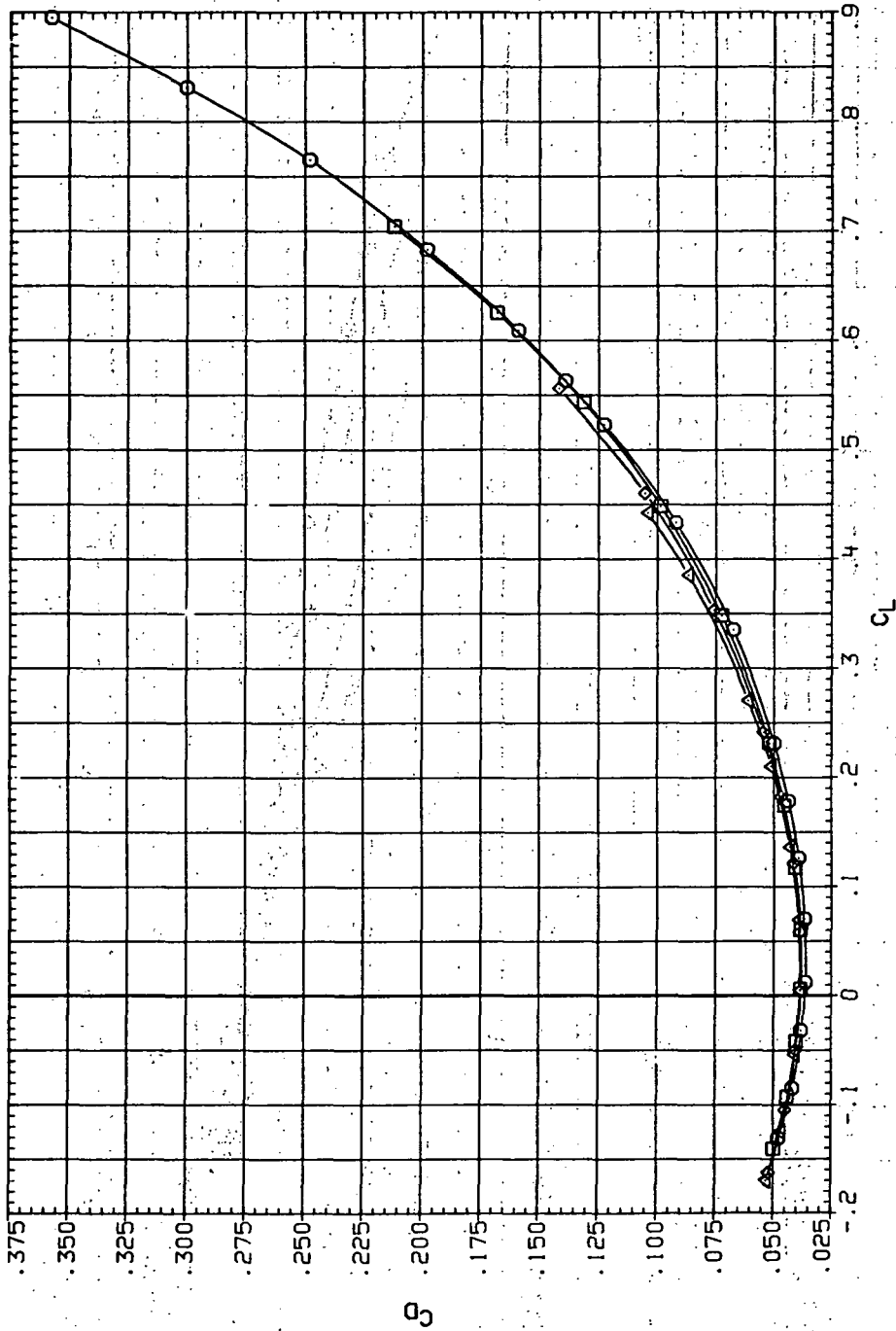
(a)  $C_L$  vs  $\alpha$ .

Figure 15.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 1.6$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION

- RJR015
- RJR055
- RJR095
- RJR135
- SM5B (AL)
- SM5B (AL)
- SM5B (AL)
- SM5B (AL)

| RN/L  | Q (INSH) |
|-------|----------|
| 3.260 | 9.420    |
| 4.590 | 13.400   |
| 6.230 | 18.600   |
| 8.200 | 24.400   |

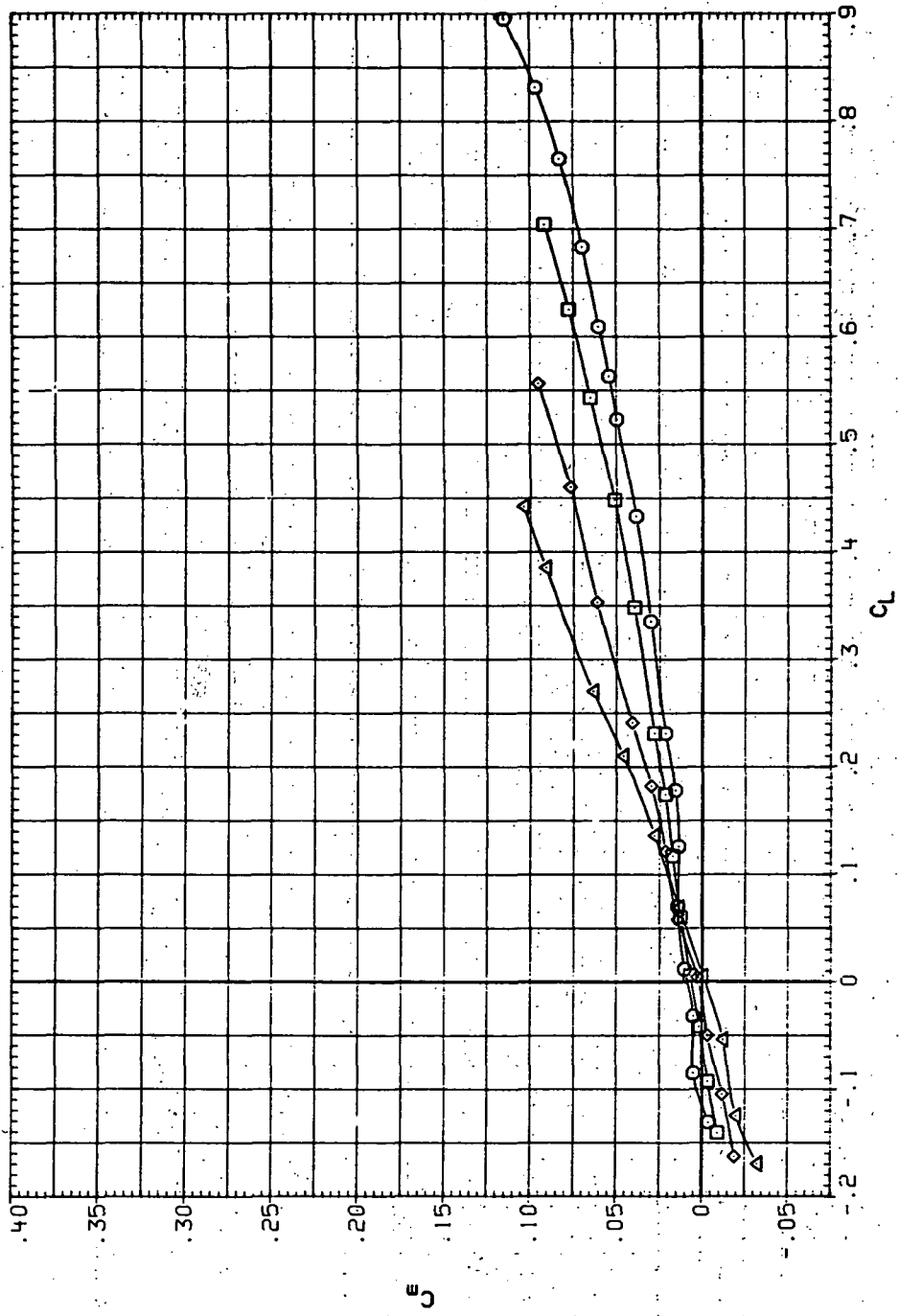


(b)  $C_D$  vs  $C_L$ .

Figure 15. — Continued.

DATA SET SYMBOL CONFIGURATION  
 R-JR015 94458 (AL)  
 R-JR055 94458 (AL)  
 R-JR095 94458 (AL)  
 R-JR135 94458 (AL)

RN/L Q(NSH)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400

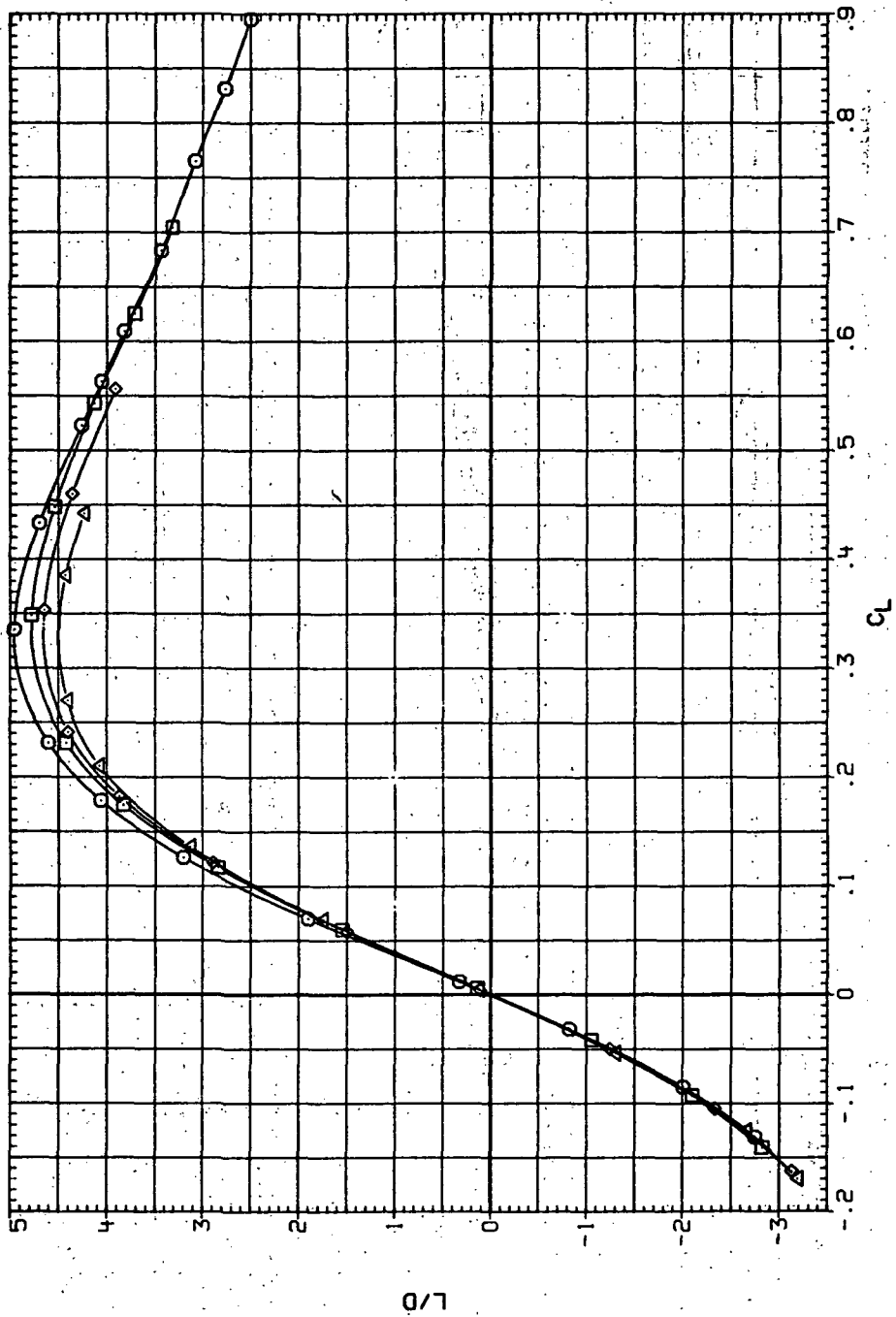


(c)  $C_m$  vs  $C_L$

Figure 15.- Continued.

DATA SET SYMBOL CONFIGURATION  
 R1R015 SH45B (AL) □  
 R1R025 SH45B (AL) ○  
 R1R035 SH45B (AL) △  
 R1R135 SH45B (AL) ◇

RN/L Q1:SH1  
 3.200 9.420  
 4.500 13.400  
 6.250 18.600  
 8.200 24.400

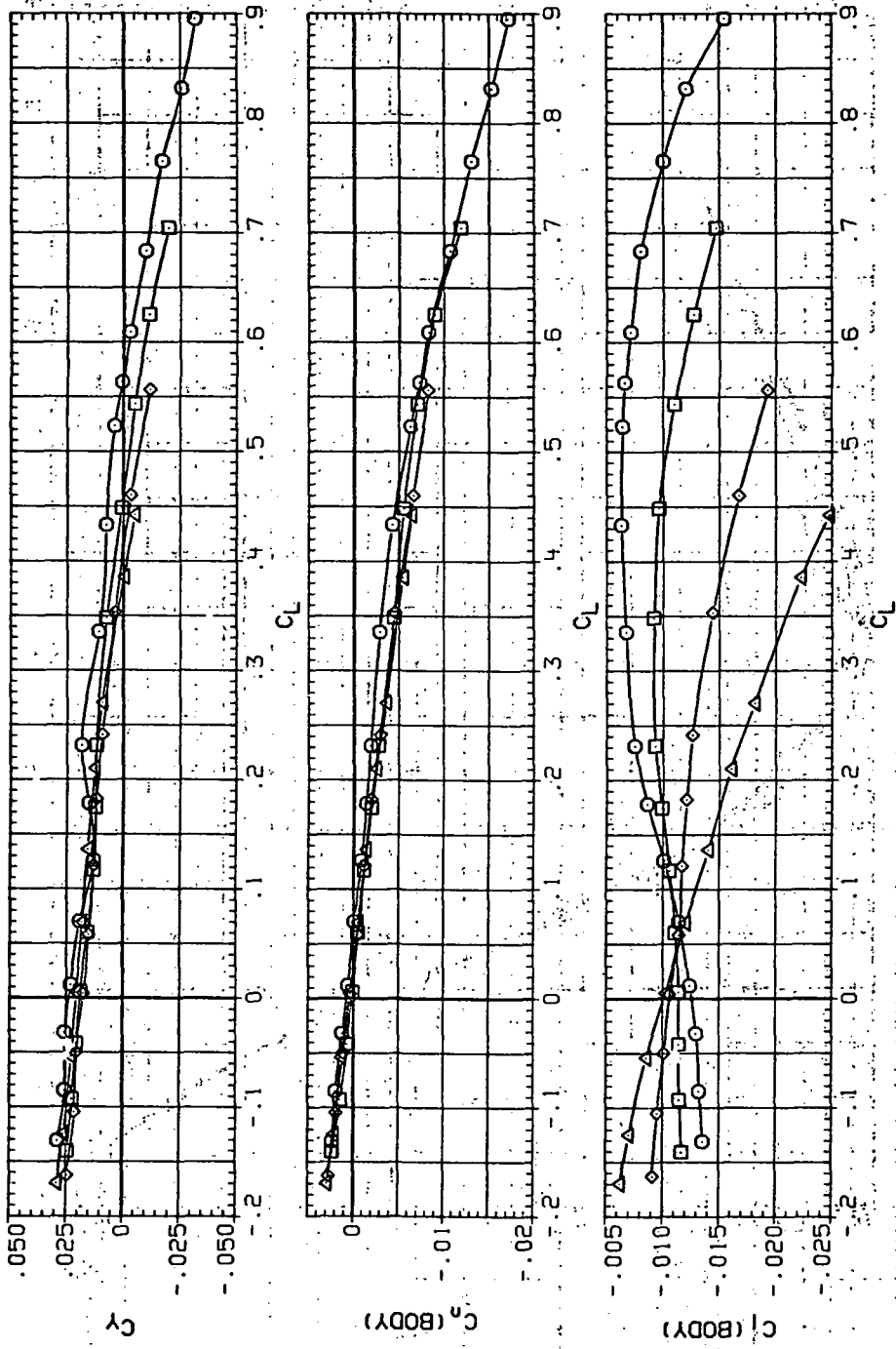


(d) L/D vs C<sub>L</sub>.

Figure 15.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR018 ○ SH45B (AL)  
 RJR055 □ SH45B (AL)  
 RJR092 ◇ SH45B (AL)  
 RJR135 △ SH45B (AL)

PN/L Q(NE.°)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400

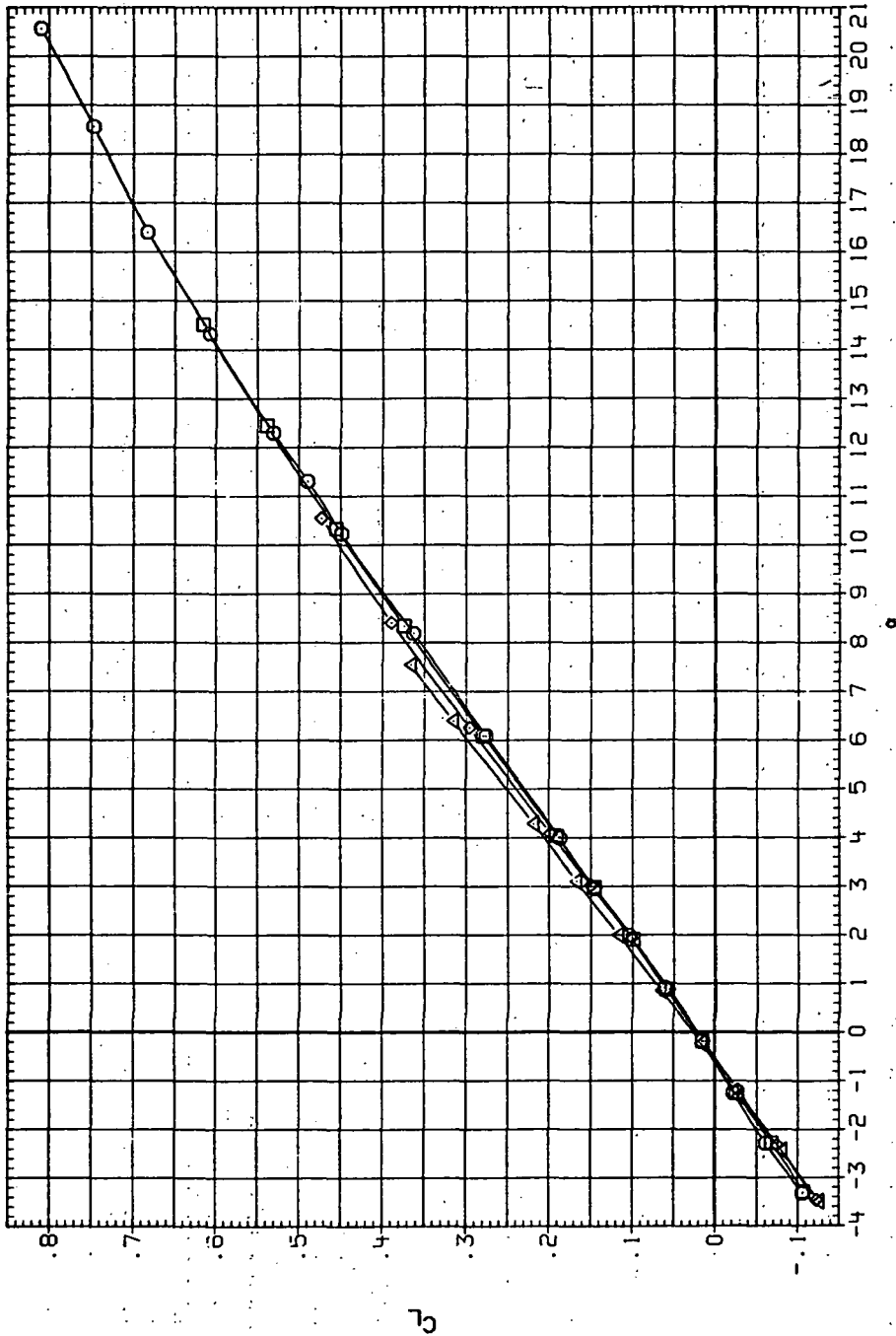


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 15.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR016 ◯ SH-5B (AL)  
 RJR056 ◻ SH-5B (AL)  
 RJR096 ◇ SH-5B (AL)  
 RJR136 △ SH-5B (AL)

RN/L O(NSM)  
 3.280 9.457  
 4.590 13.500  
 6.230 18.550  
 8.200 24.700



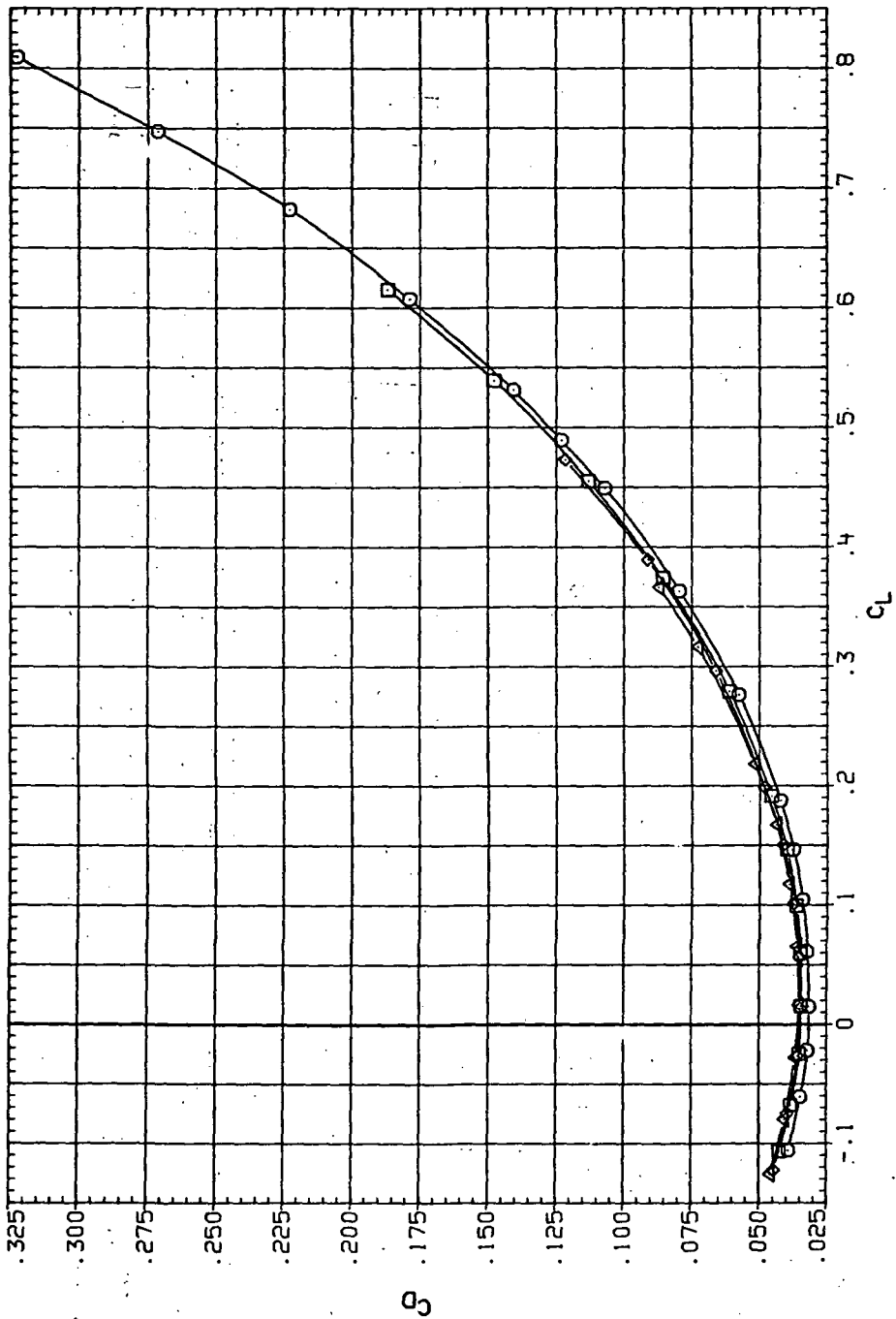
(a)  $C_L$  vs  $\alpha$ .

Figure 16.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 2.0$  and the modified NACA 65A204 airfoil).



DATA SET SYMBOL CONFIGURATION  
 RUP016 □ SH-5B (AL)  
 RUP056 ◇ SH-5B (AL)  
 RUP096 △ SH-5B (AL)  
 RUP136 ○ SH-5B (AL)

RN/L Q (NSM)  
 3.260 9.450  
 4.580 13.300  
 6.260 18.500  
 8.200 24.700

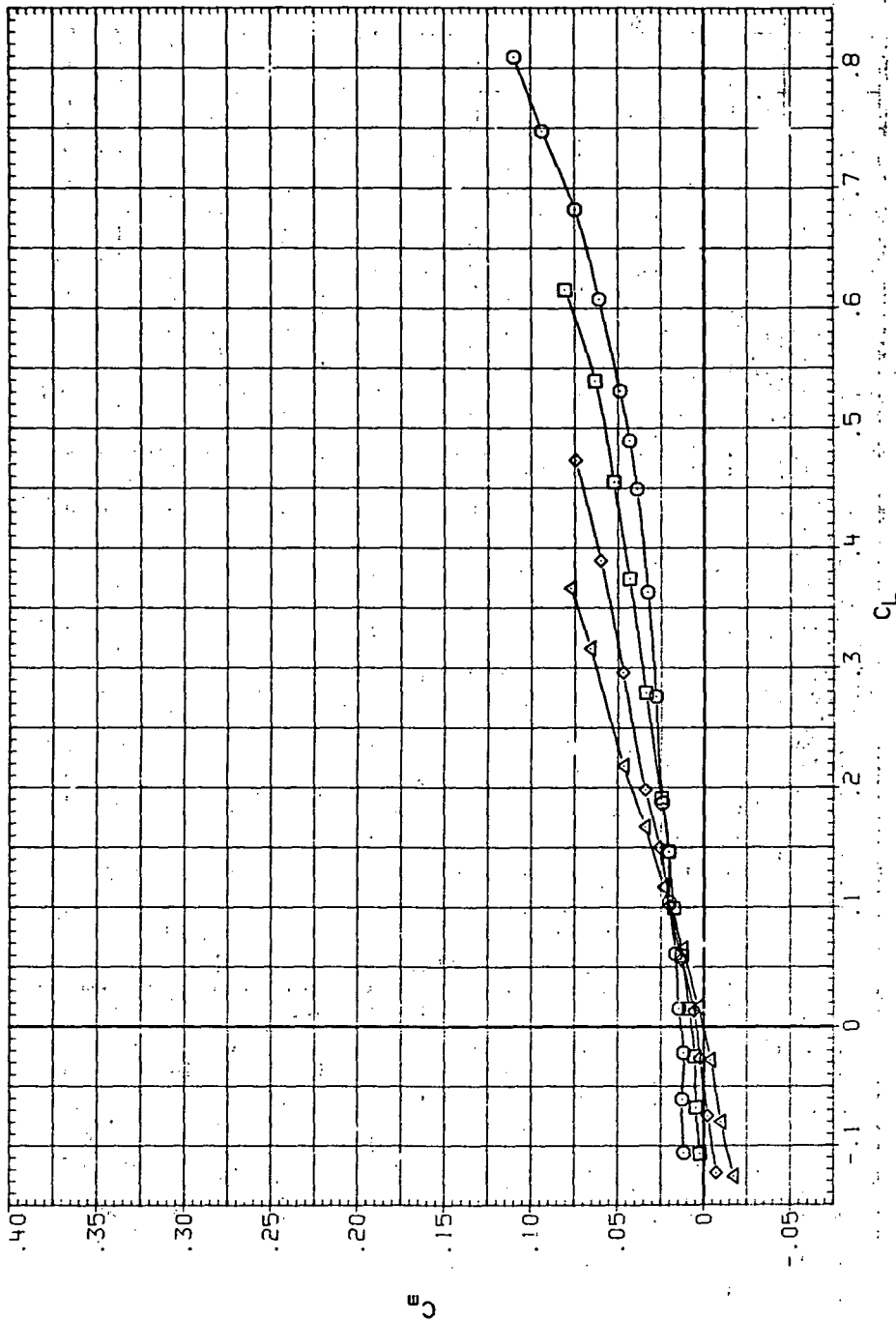


(b)  $C_D$  vs  $C_L$ .

Figure 16.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR016 □ SH45B (AL)  
 RJR056 □ SH45B (AL)  
 RJR096 □ SH45B (AL)  
 RJR136 □ SH45B (AL)

RN/L Q(NSM)  
 3.290 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

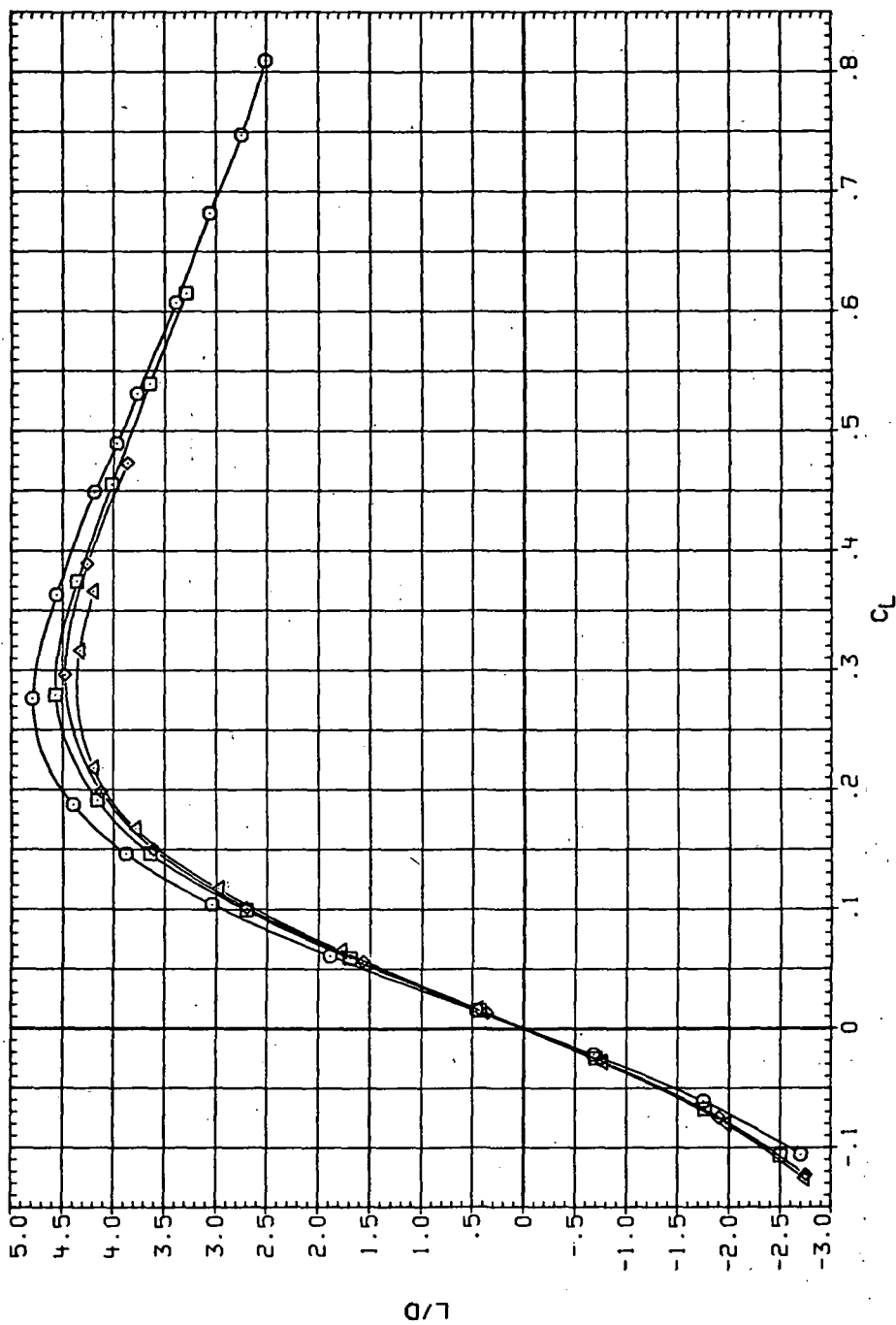


(c)  $C_m$  vs  $C_L$ .

Figure 16.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR016 ○ SH45B (AL)  
 RJR056 □ SH45B (AL)  
 RJR096 ◇ SH45B (AL)  
 RJR135 △ SH45B (AL)

RN/L Q(NSH)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

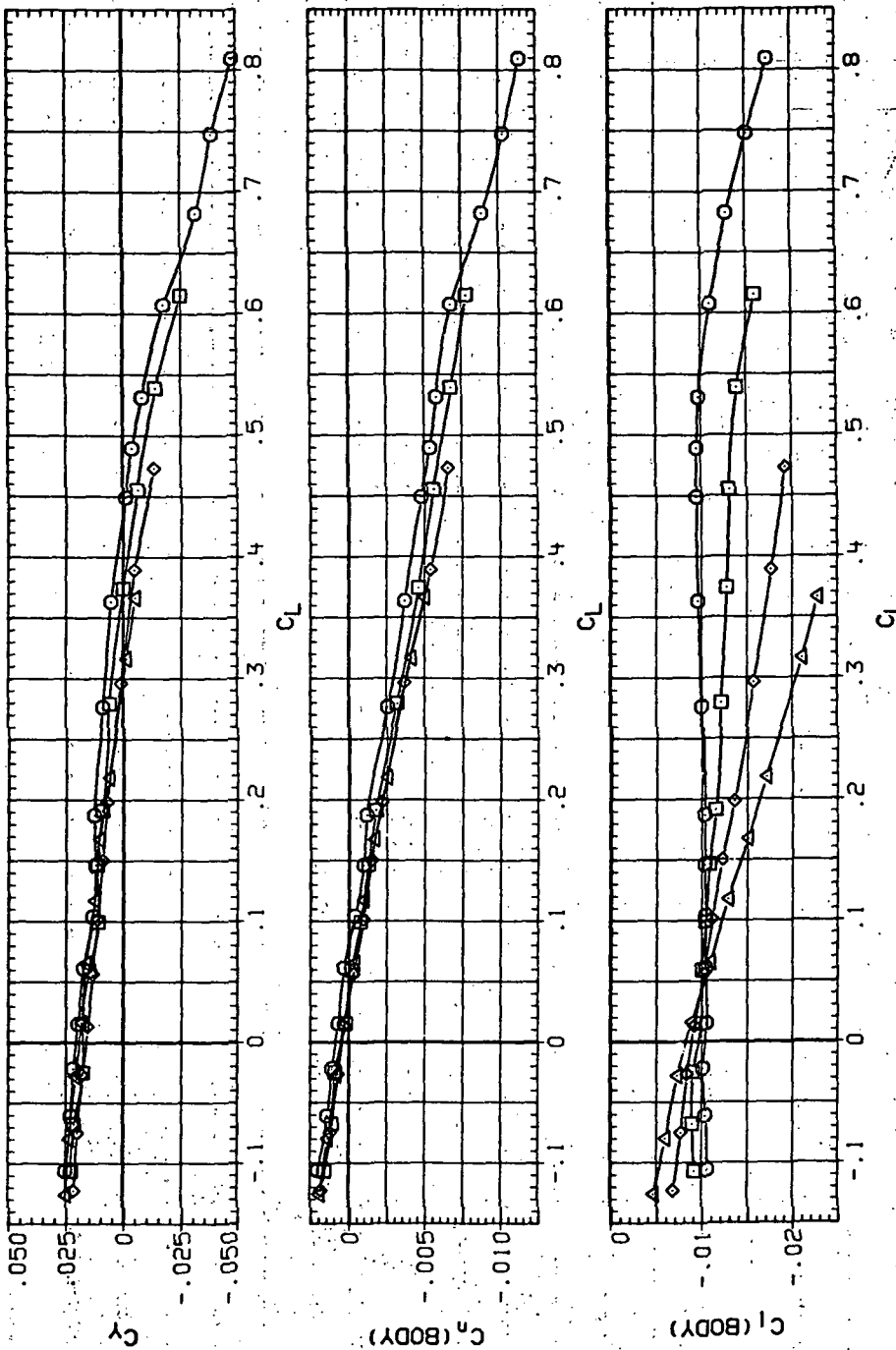


(d)  $L/D$  vs  $CL$ .

Figure 16.- Continued.

DATA SET SYMBOL CONFIGURATION  
 R-RO16 ○  
 R-RO18 □  
 R-RO28 △

RN/L Q(NSH)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

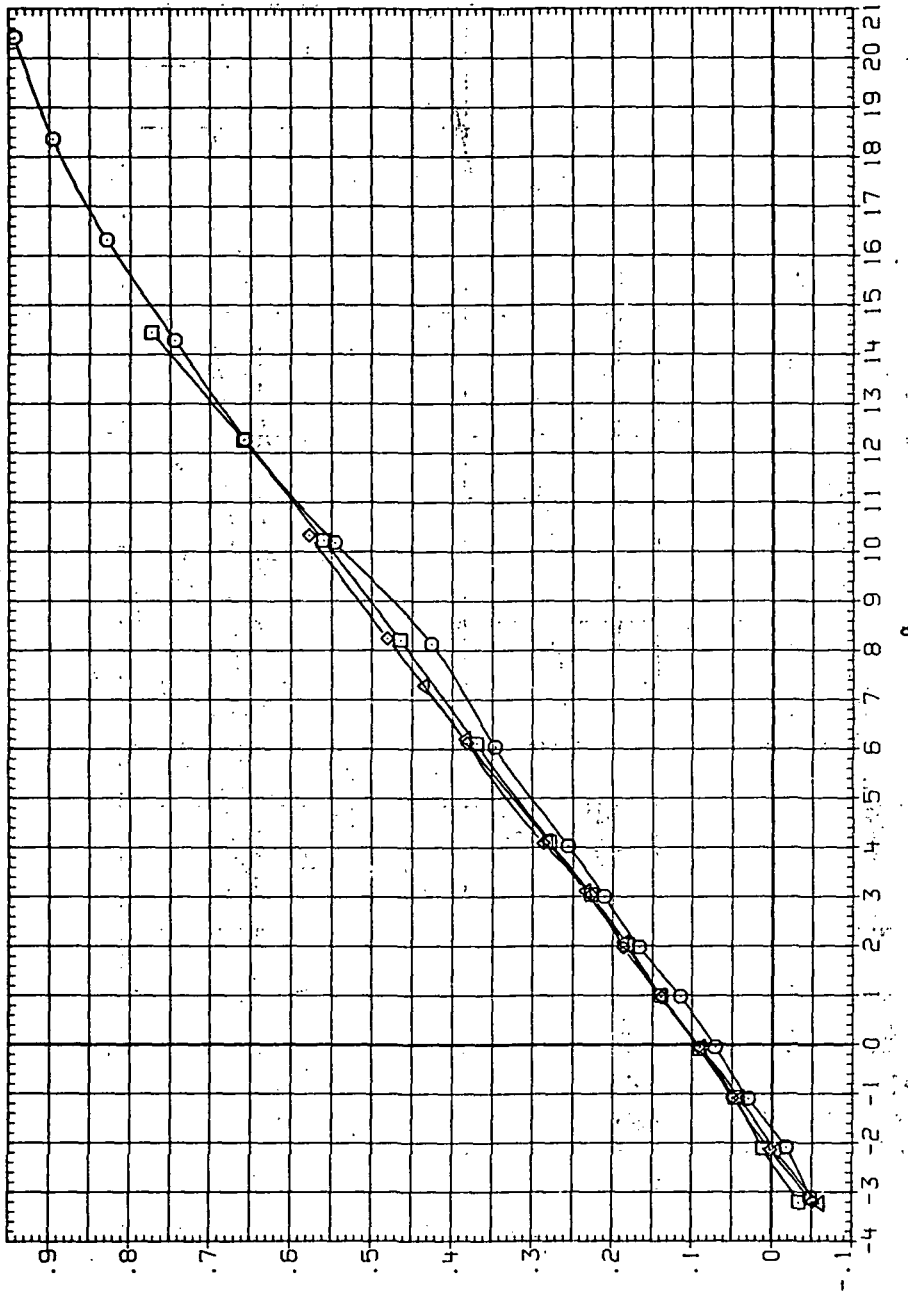


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 16. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR018 ◻ SH508 (AL)  
 RJR058 ◻ SH508 (AL)  
 RJR098 ◻ SH508 (AL)  
 RJR137 ◻ SH508 (AL)

RN/L Q (INSH)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

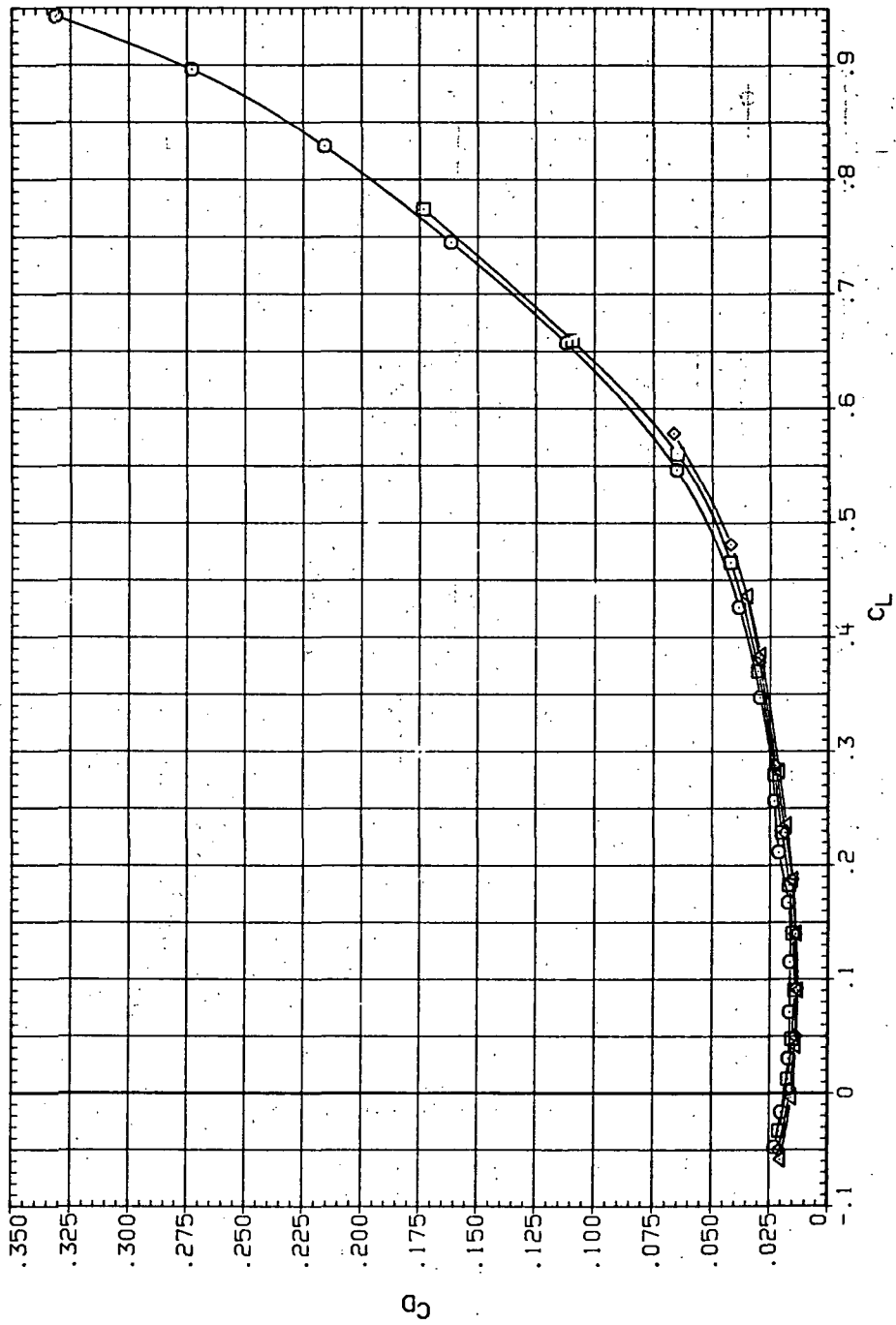


(a)  $C_L$  vs  $\alpha$ .

Figure 17.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.4$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR018 ○ 9A508 (AL)  
 RJR058 □ 9A508 (AL)  
 RJR098 ◇ 9A508 (AL)  
 RJR137 △ 9A508 (AL)

RN/VL Q (NSH)  
 3.280 3.5 0  
 4.590 5.400  
 6.230 7.490  
 8.200 9.900

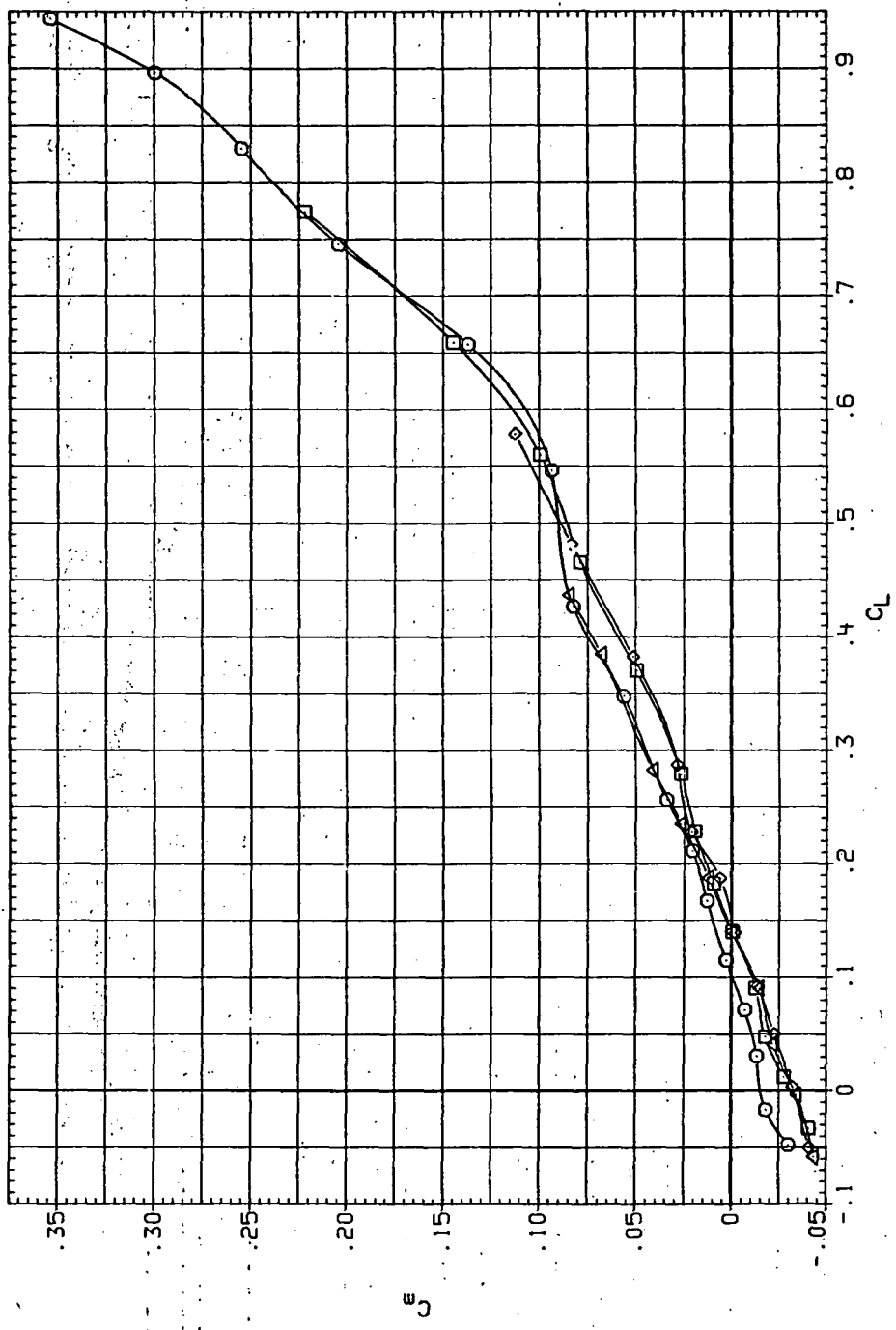


(b)  $C_D$  vs  $C_L$

Figure 17.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR016 ◻ SH50B (AL)  
 RJR058 ◻ SH50B (AL)  
 RJR068 ◻ SH50B (AL)  
 RJR137 ◻ SH50B (AL)

SRN/L Q(NSH)  
 3.280 3.870  
 4.590 5.400  
 5.230 7.480  
 6.500 9.900

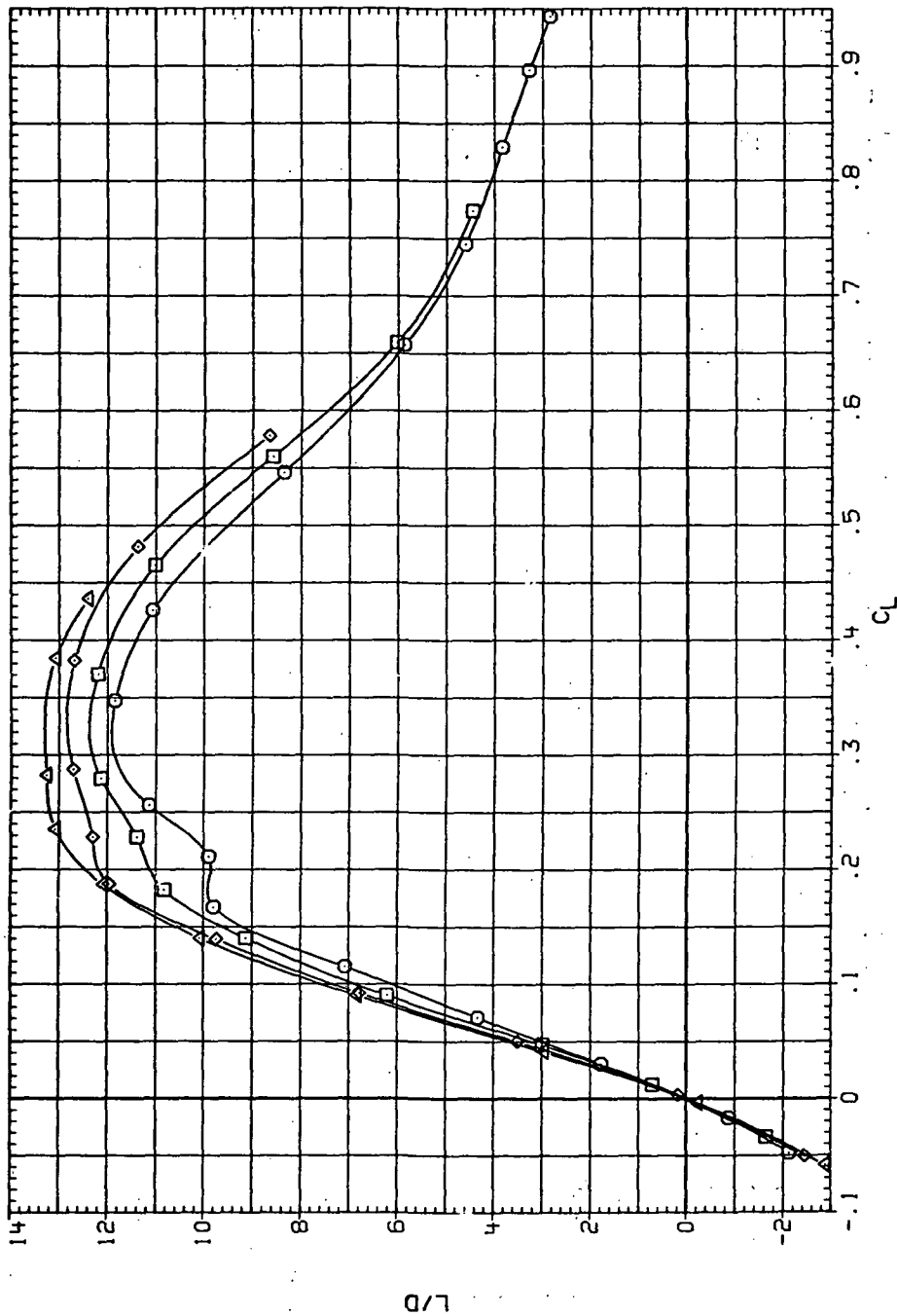


(c)  $C_m$  vs  $C_L$ .

Figure 17.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR018 ◻ SH508 (AL)  
 RJR058 ◻ SH508 (AL)  
 RJR098 ◻ SH508 (AL)  
 RJR137 ◻ SH508 (AL)

RN/L Q(NSH)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900



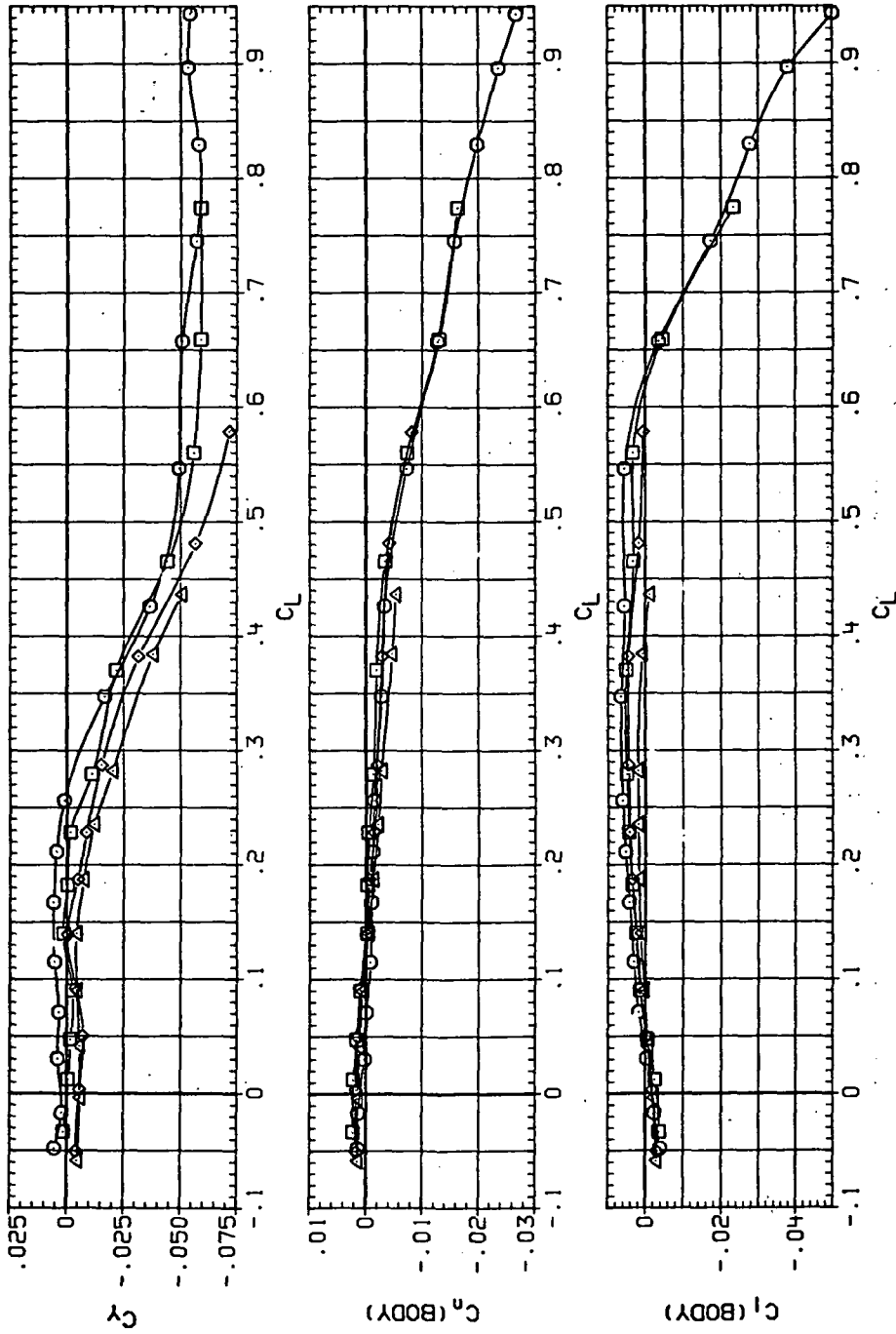
(d) L/D vs C<sub>L</sub>.

Figure 17.— Continued.



DATA SET SYMBOL CONFIGURATION  
 R-JR018 ◻ 9450B (AL)  
 R-JR058 ◻ 9450B (AL)  
 R-JR098 ◻ 9450B (AL)  
 R-JR137 ◻ 9450B (AL)

RN/L Q(NSM)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

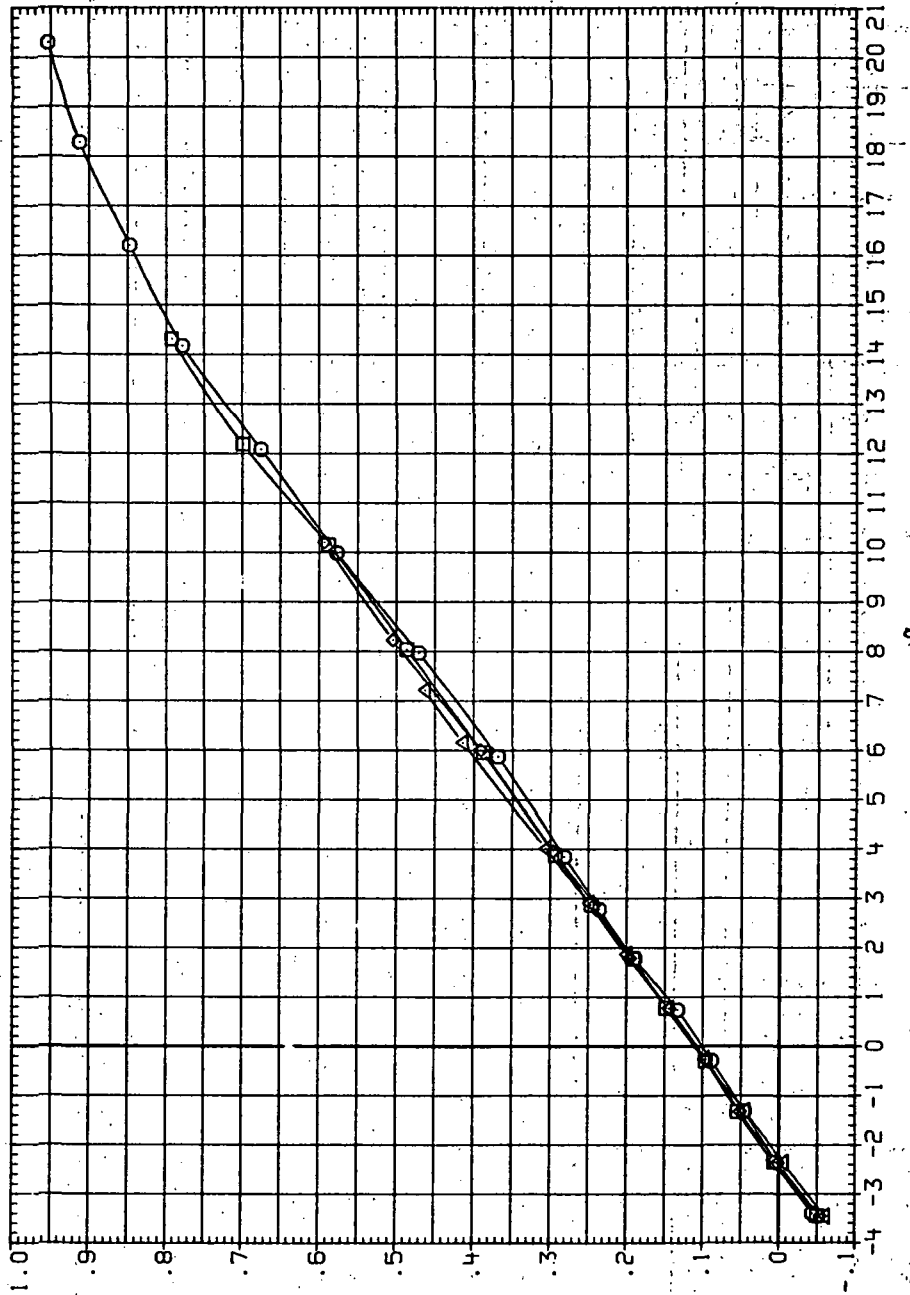


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 17.- Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR019 □ 94508 (AL)  
 RJR059 ○ 94508 (AL)  
 RJR099 □ 94508 (AL)  
 RJR138 △ 94508 (AL)

RV/L Q (INSH)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

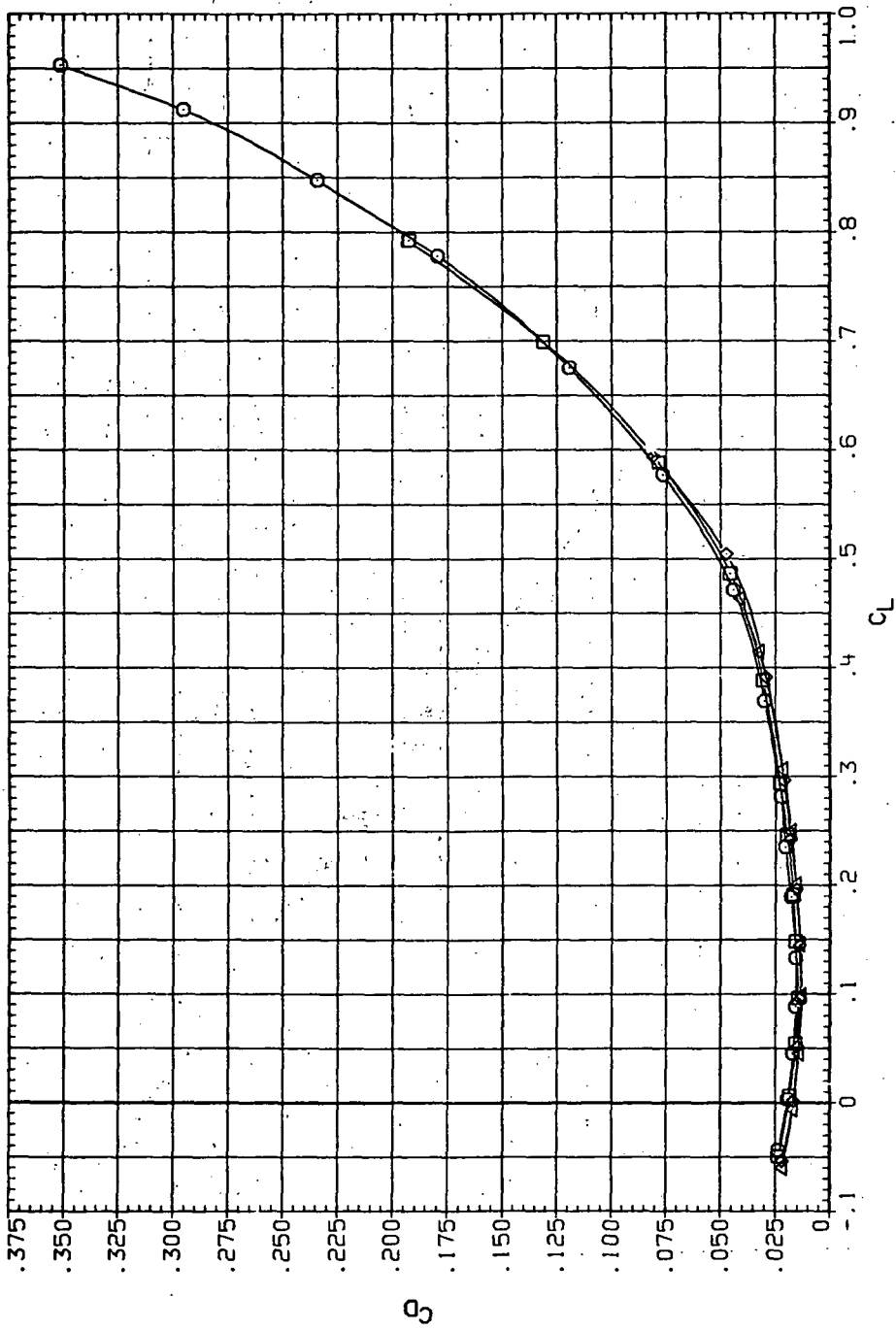


(a)  $C_L$  vs  $\alpha$ .

Figure 18.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.6$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR019 ◯ 94508 (AL)  
 RJR059 ◻ 94508 (AL)  
 RJR099 ◊ 94508 (AL)  
 RJR138 △ 94508 (AL)

RM/L QINSV  
 3.280 5.810  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

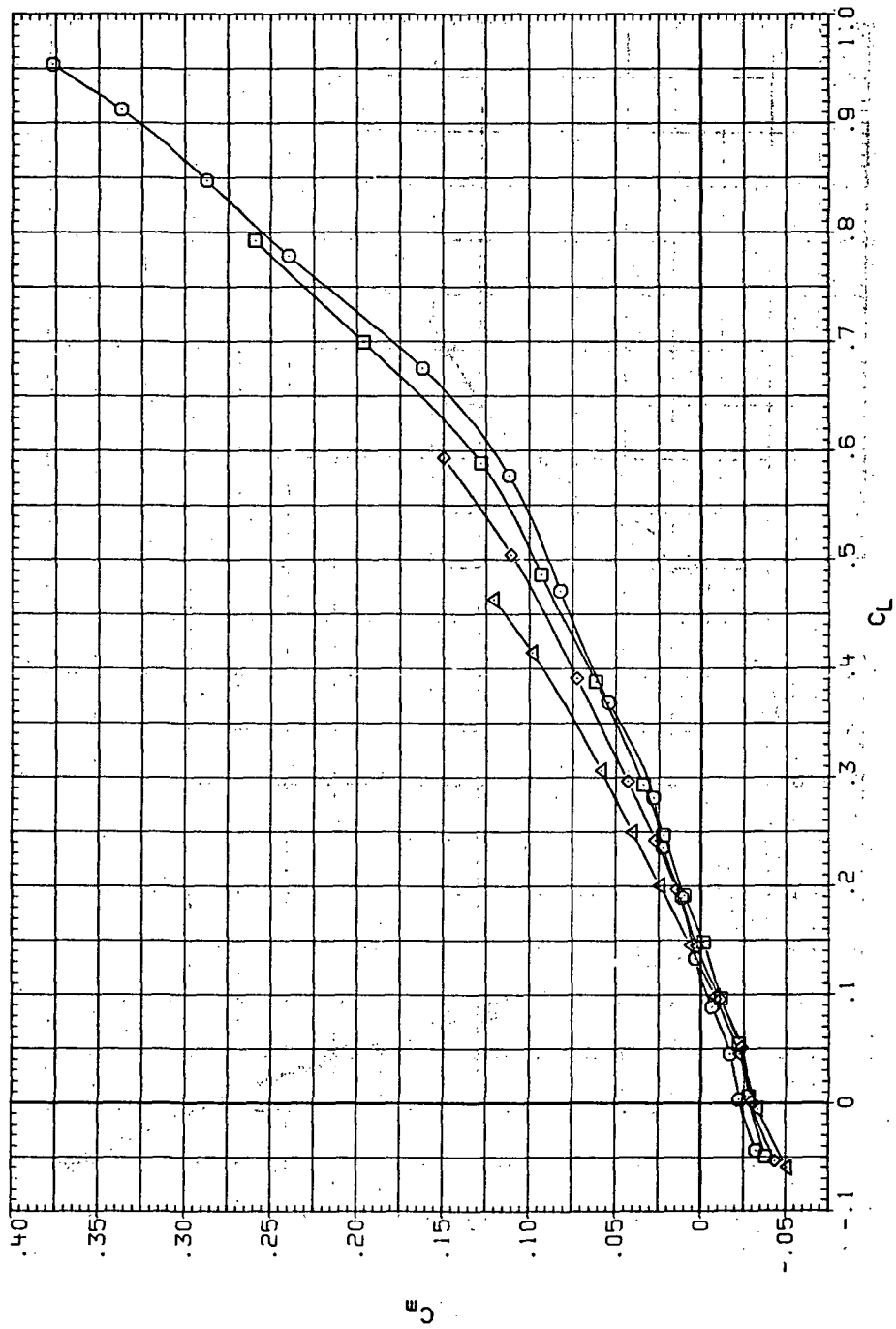


(b)  $C_D$  vs  $C_L$ .

Figure 18.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR019 ○ 9M505 (AL)  
 RJR059 □ 9M508 (AL)  
 RJR099 ◇ 9M508 (AL)  
 RJR138 △ 9M508 (AL)

RN/L Q (NSM)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

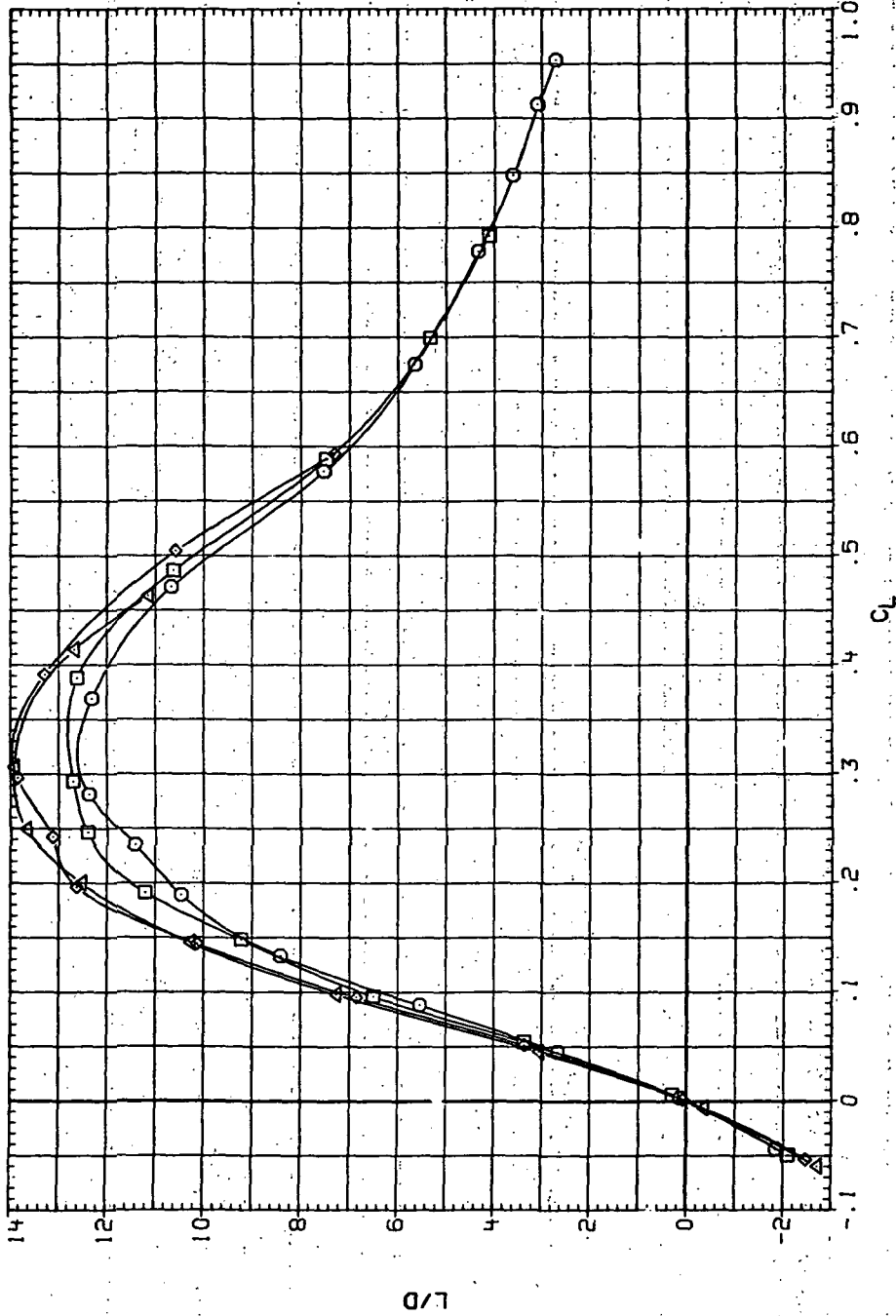


(c)  $C_m$  vs  $C_L$ .

Figure 18.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR019 94508 (AL) ○  
 RJR059 94508 (AL) □  
 RJR099 94508 (AL) ◇  
 RJR138 94508 (AL) △

RV/L Q(NSM)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

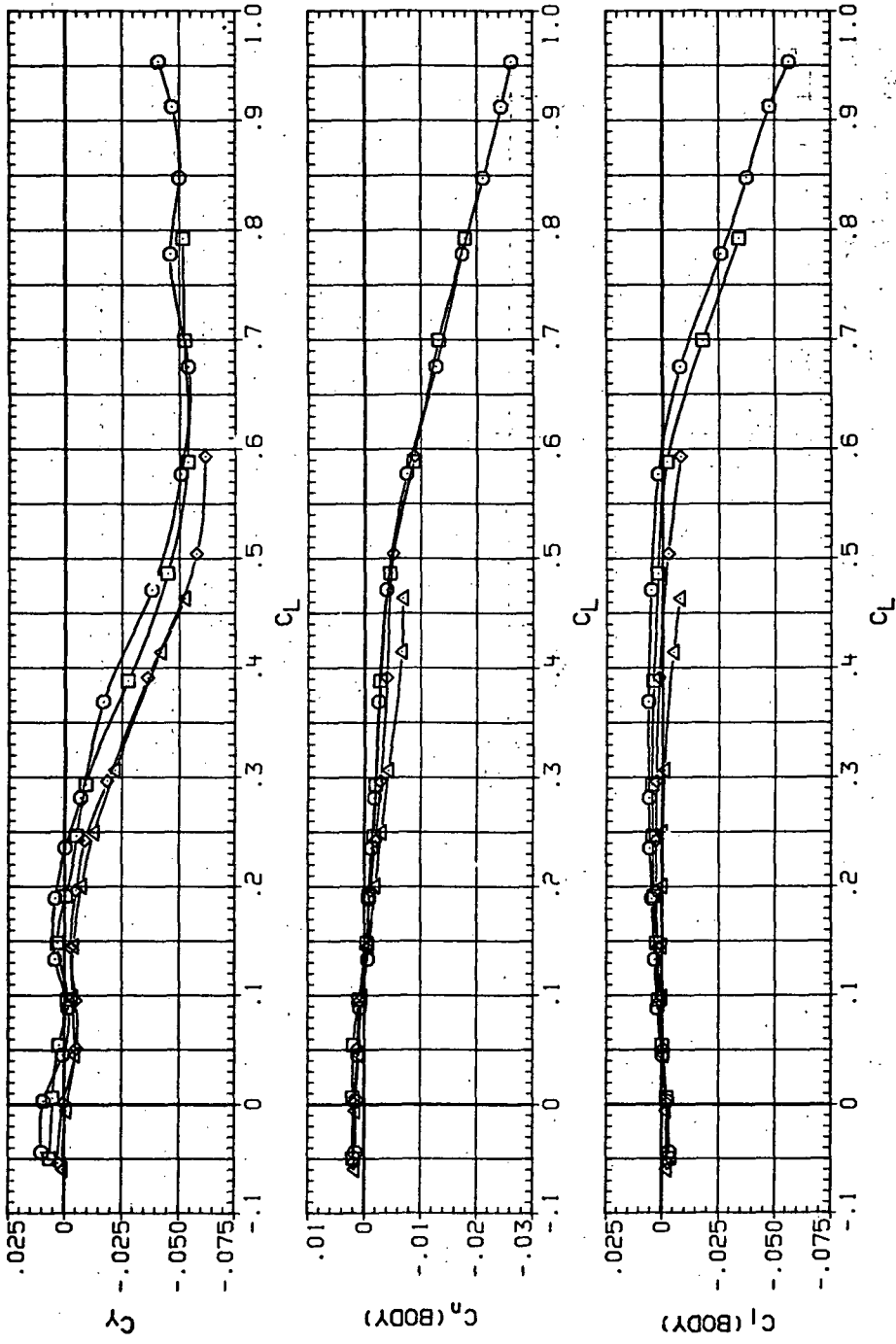


(d)  $L/D$  vs  $C_L$ .

Figure 18.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR019 ○ 9x508 (AL)  
 RJR059 □ 9x508 (AL)  
 RJR099 ◇ 9x508 (AL)  
 RJR138 △ 9x508 (AL)

RN/L Q(NSH)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

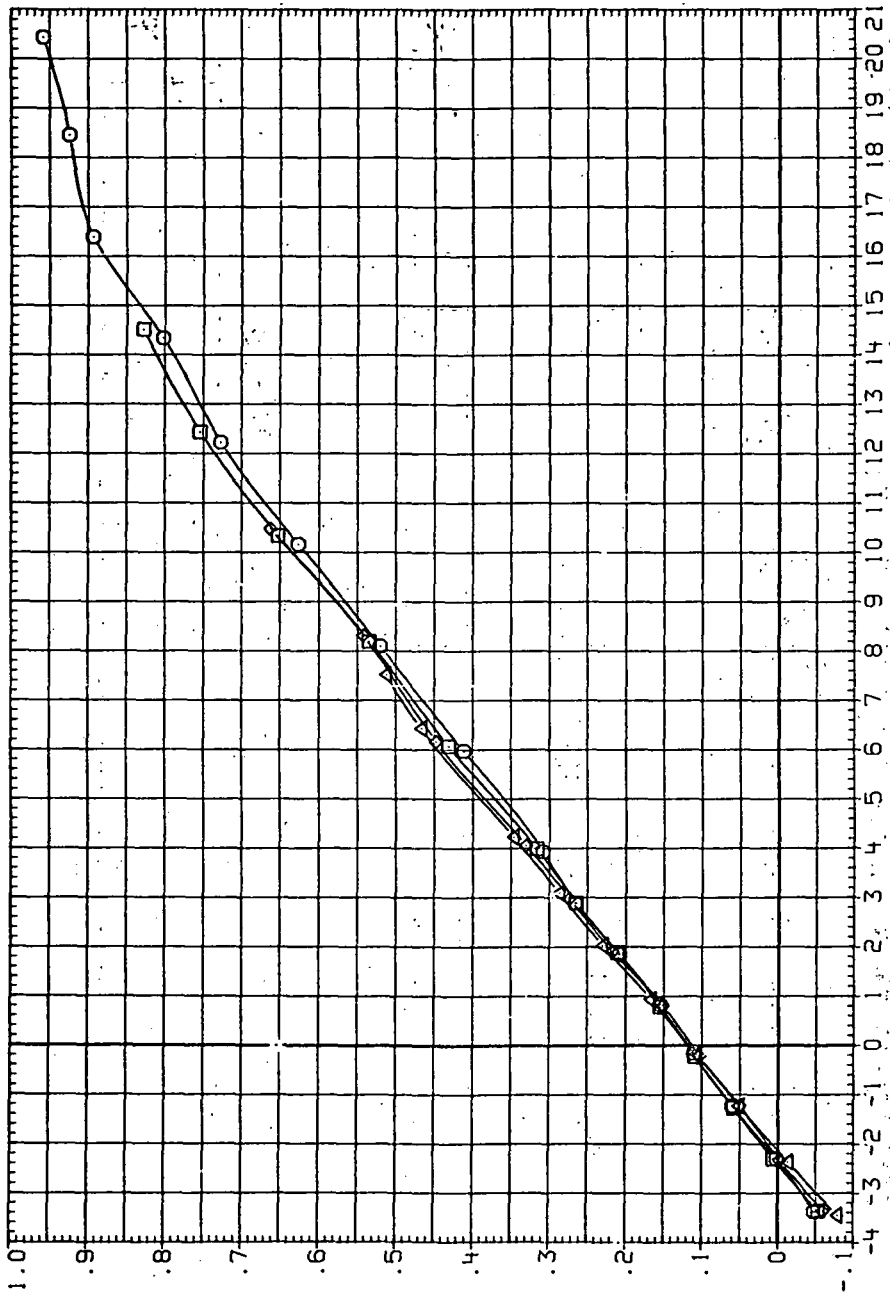


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 18.—Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR020 ○ SH50B (AL)  
 RJR060 □ SH50B (AL)  
 RJR100 ○ SH50B (AL)  
 RJR139 △ SH50B (AL)

RN/L Q(NSM)  
 3.280 7.060  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800

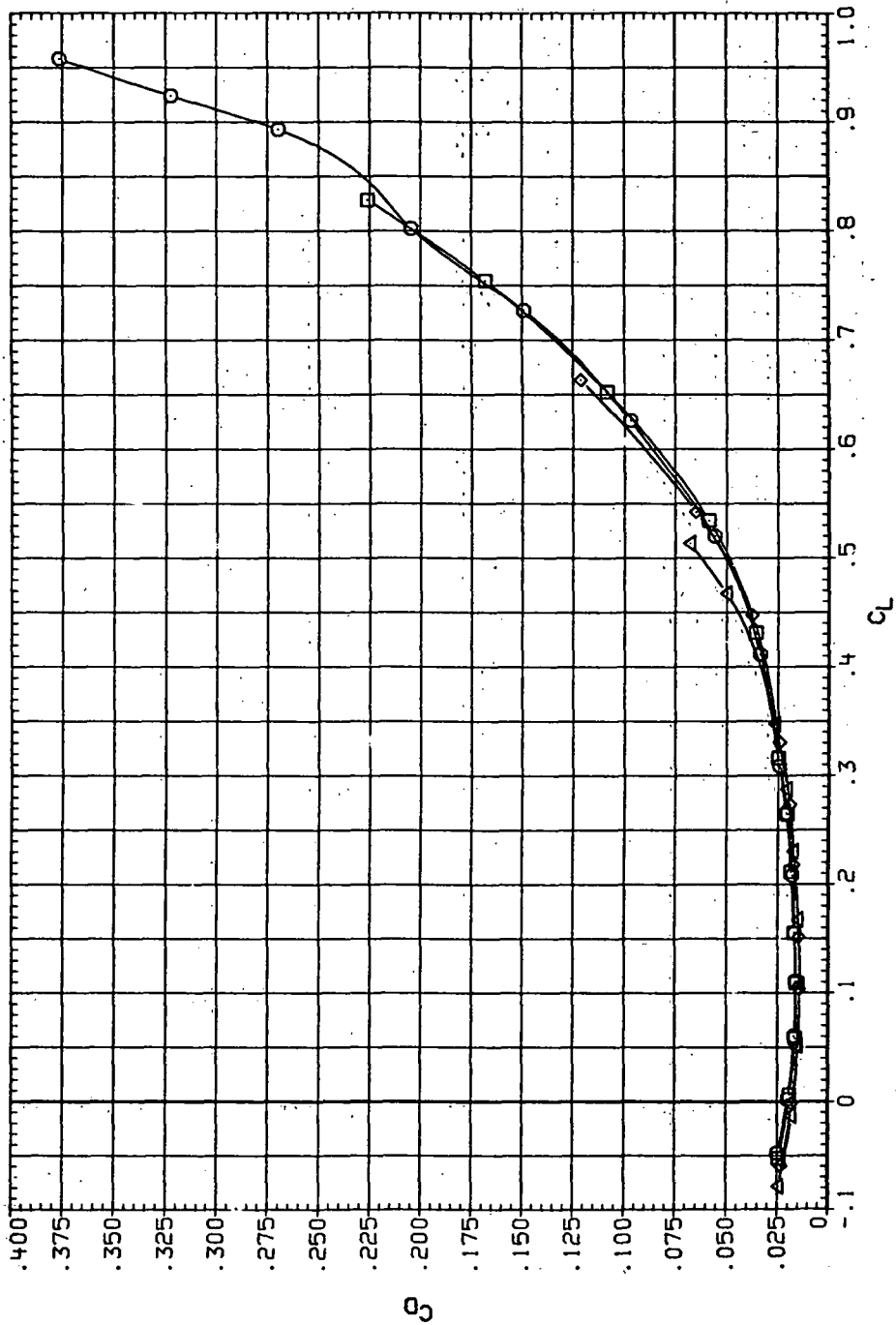


(a)  $C_L$  vs  $\alpha$ .

Figure 19. Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.8$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR020 ○ 9450B (AL)  
 RJR050 □ 9450B (AL)  
 RJR100 ◇ 9450B (AL)  
 RJR139 △ 9450B (AL)

RV/L Q (NSM)  
 3.280 7.050  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800



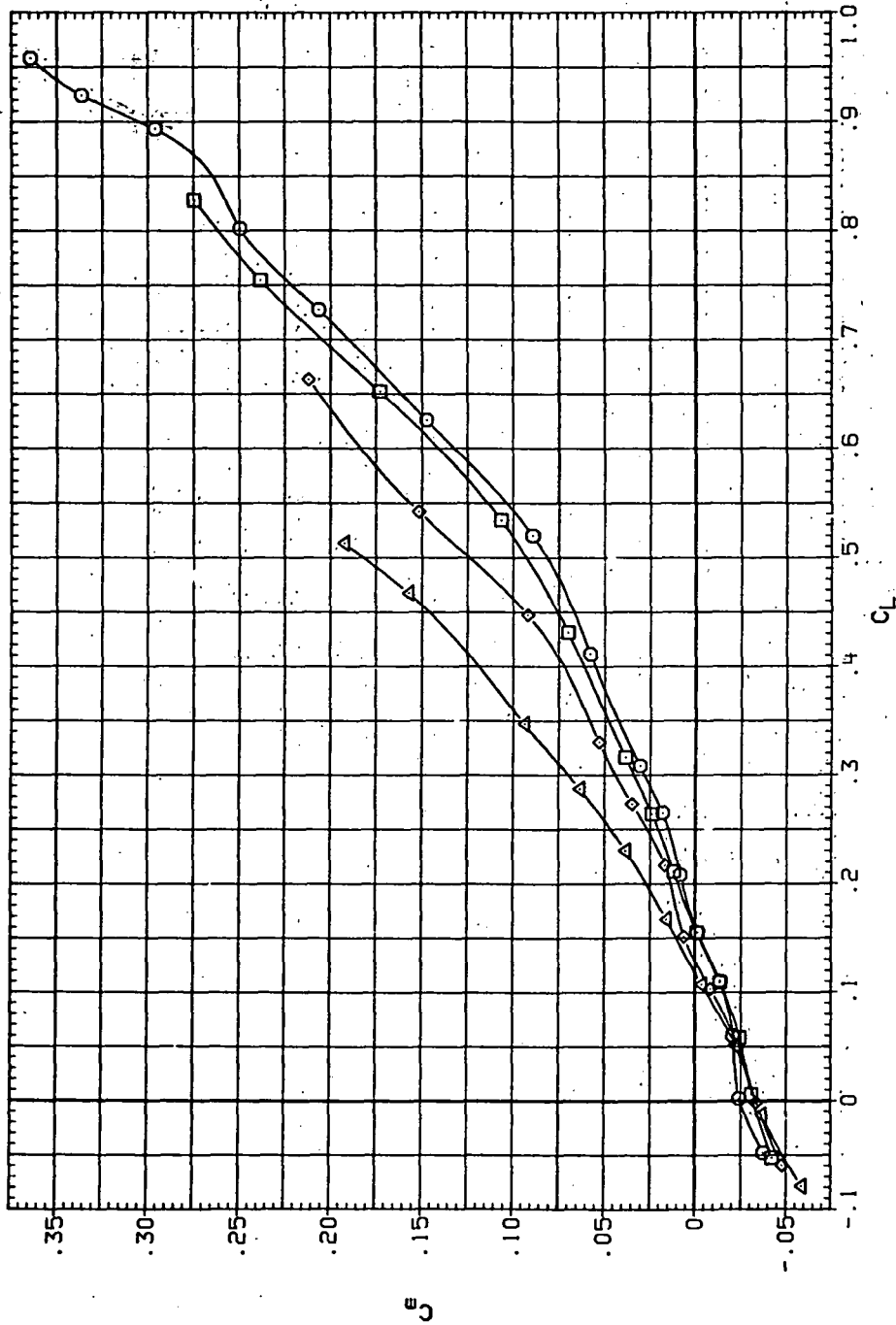
(b)  $C_D$  vs  $C_L$ .

Figure 19.—Continued.



DATA SET SYMBOL CONFIGURATION  
 R-JR020 □ SH50B (AL)  
 R-JR050 ○ SH50B (AL)  
 R-JR100 ◇ SH50B (AL)  
 R-JR139 △ SH50B (AL)

RN/L Q(NSM)  
 3.260 7.050  
 4.330 9.720  
 6.330 13.700  
 8.200 17.800

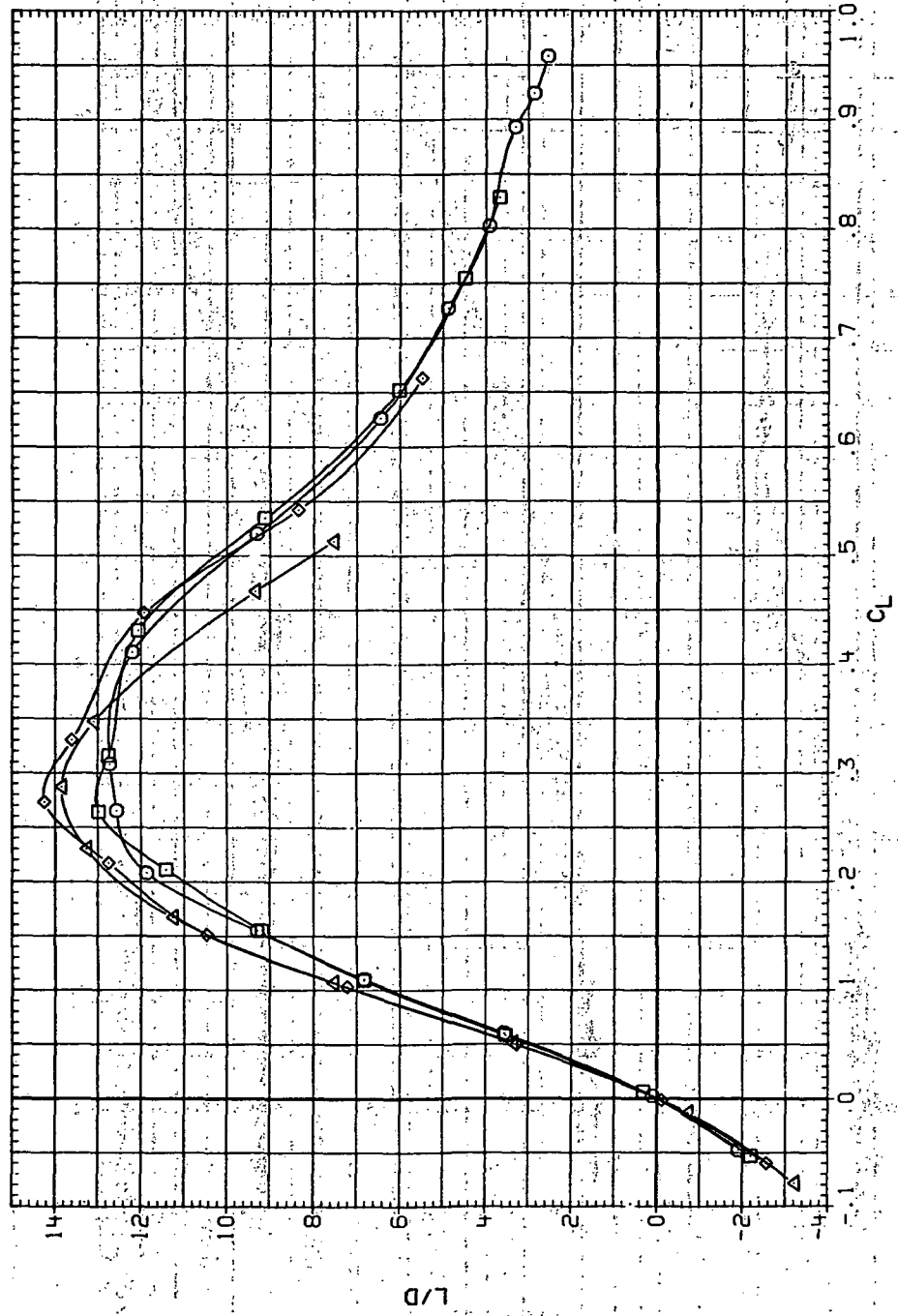


(c)  $C_m$  vs  $C_L$ .

Figure 19.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR020 ○ 9M50B (AL)  
 RJR060 □ 9M50B (AL)  
 RJR100 ◇ 9M50B (AL)  
 RJR139 △ 9M50B (AL)

RN/L O(NSM)  
 3.280 7.060  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800



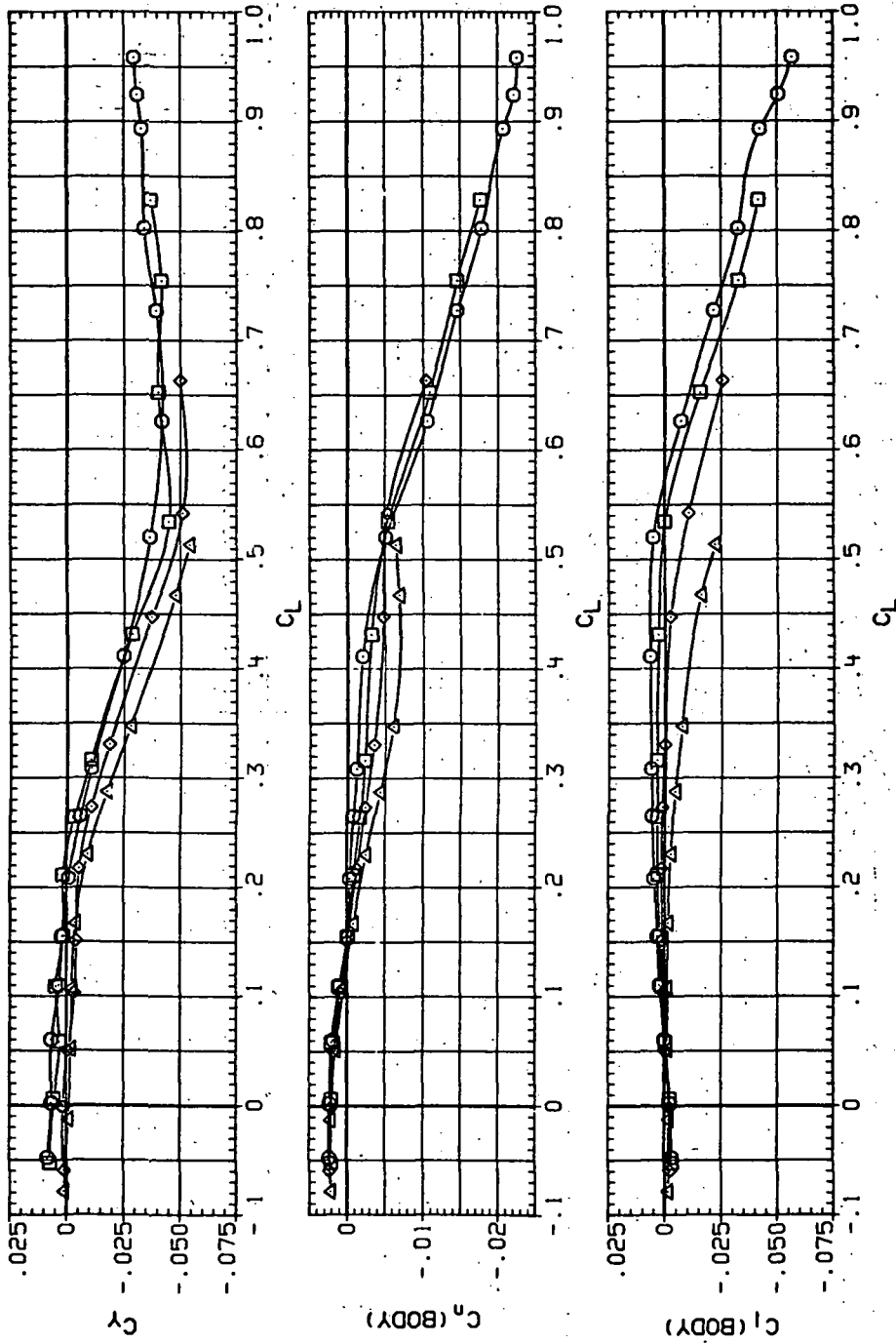
(d) L/D vs CL

Figure 19 - Continued

DATA SET SYMBOL CONFIGURATION

|        |   |            |
|--------|---|------------|
| RJR020 | ○ | SM508 (AL) |
| RJR050 | □ | SM508 (AL) |
| RJR100 | ◇ | SM508 (AL) |
| RJR139 | △ | SM508 (AL) |

|       |         |
|-------|---------|
| RM/L  | 0 (NSM) |
| 3.280 | 7.050   |
| 4.590 | 9.720   |
| 6.230 | 13.400  |
| 8.200 | 17.800  |

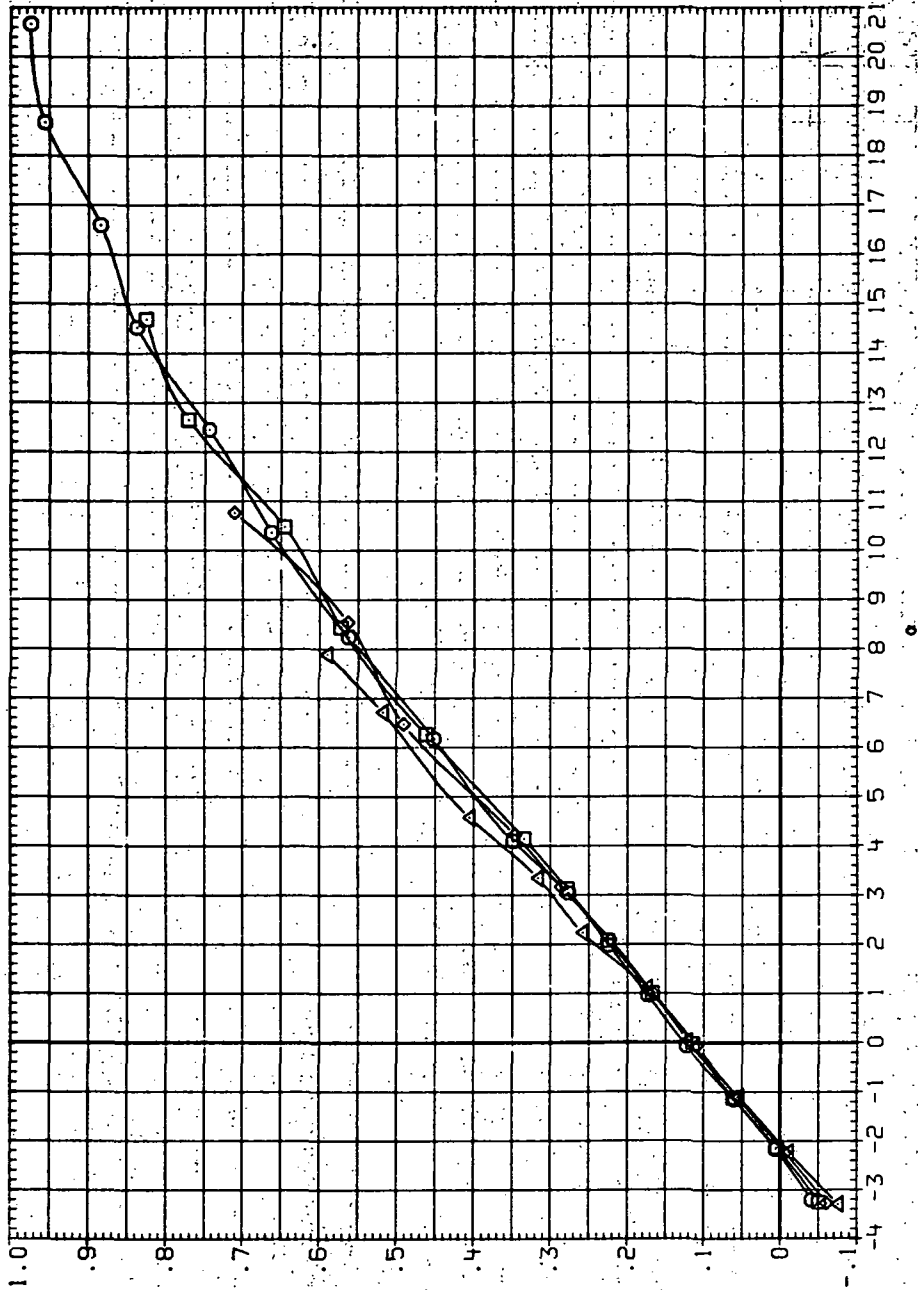


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 19. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 R.JR021 □ 9M50B (AL)  
 R.JR051 ○ 9M50B (AL)  
 R.JR101 ◇ 9M50B (AL)  
 R.JR140 △ 9M50B (AL)

RV/L Q(NSH)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200



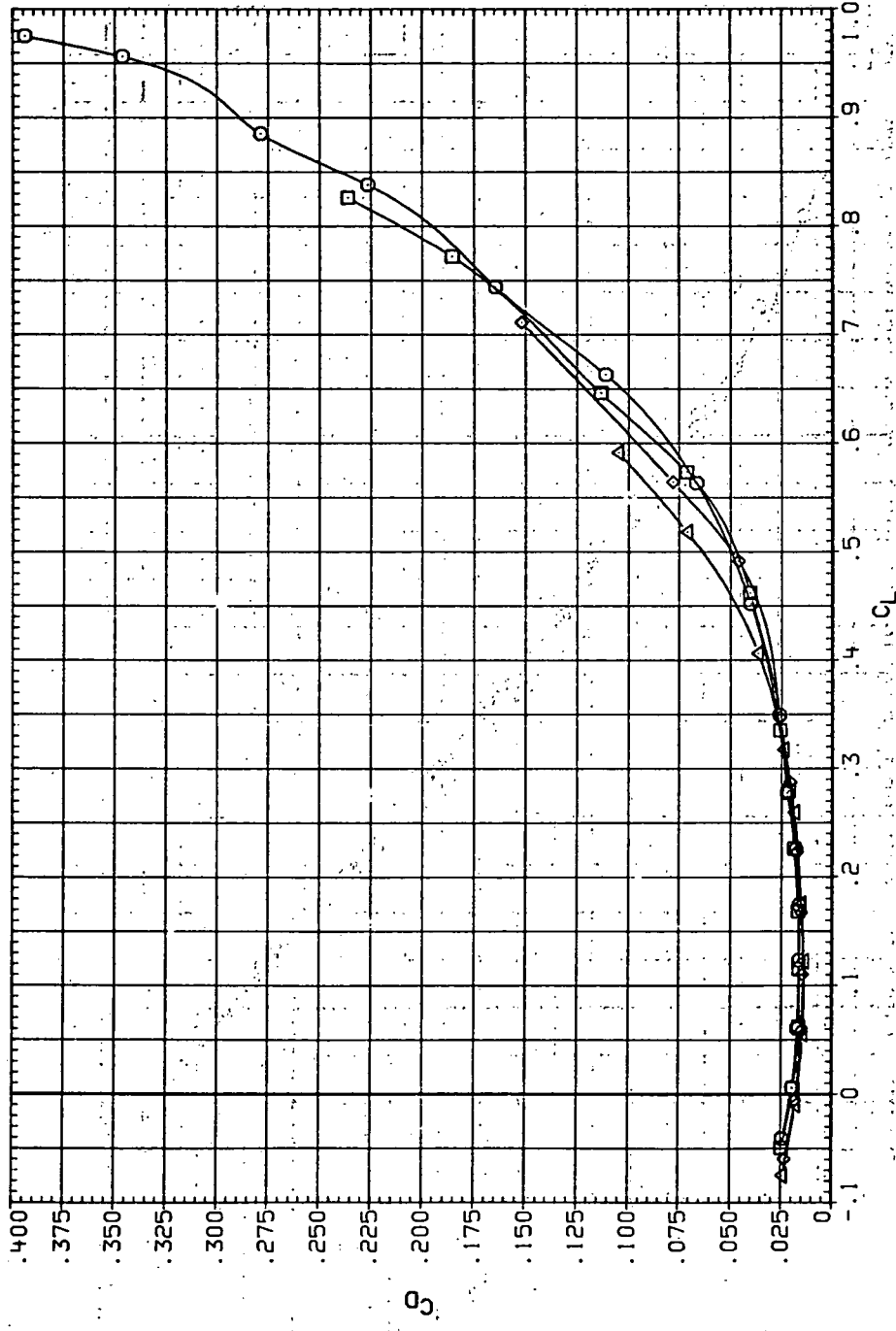
(a)  $C_L$  vs  $\alpha$ .

Figure 20.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.9$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION

- RJ021 ○ 94508 (AL)
- RJ061 □ 94508 (AL)
- RJ101 ◇ 94508 (AL)
- RJ140 △ 94508 (AL)

- FN/L ○ (NSH)
- 3.280 7.440
- 4.590 10.500
- 6.230 14.500
- 8.200 19.200

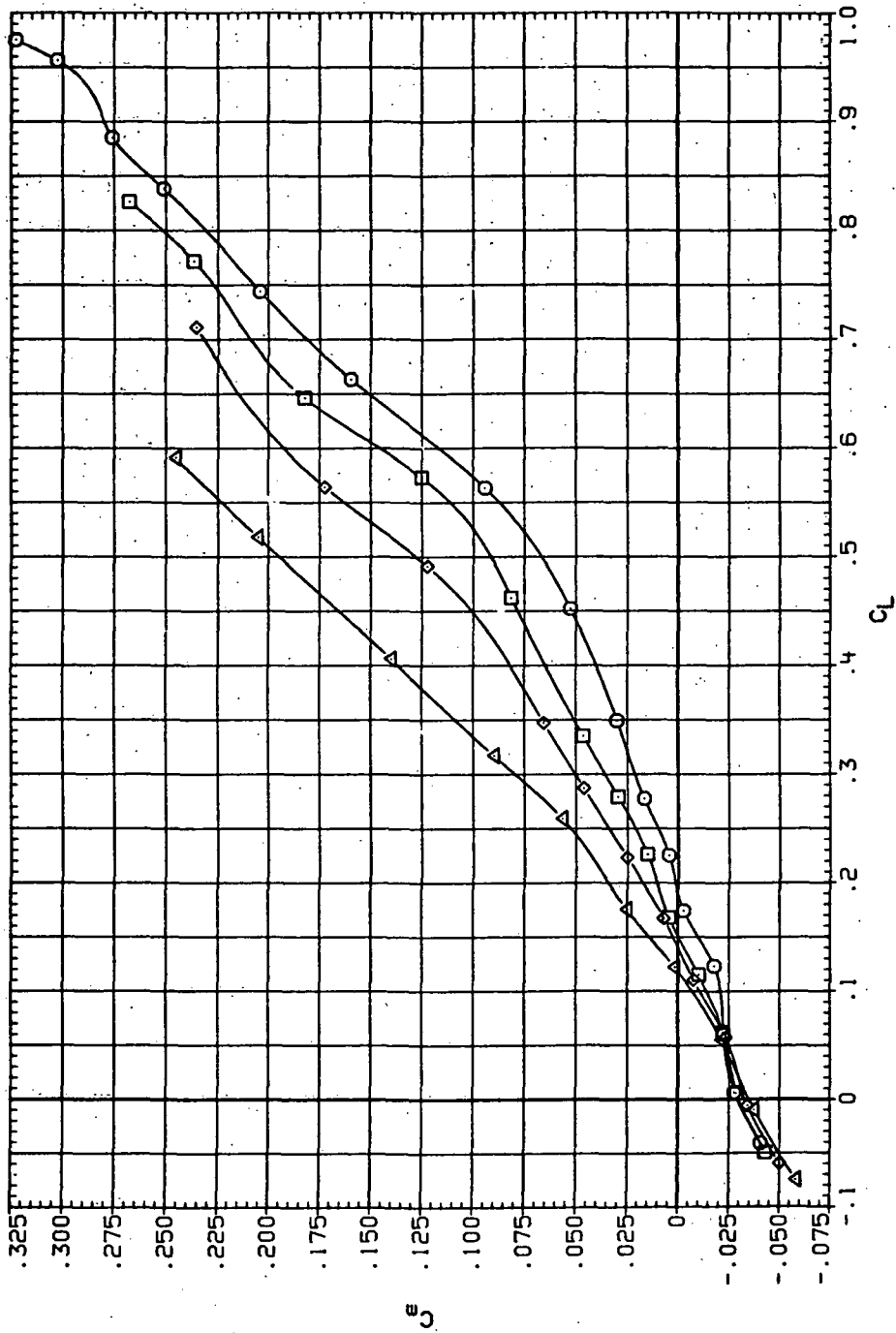


(b)  $C_D$  vs  $C_L$ .

Figure 20. — Continued.

DATA SET SYMBOL CONFIGURATION  
 R.JR021 ◯ S.M208 (AL)  
 R.JR051 ◻ S.M208 (AL)  
 R.JR101 ◇ S.M208 (AL)  
 R.JR140 △ S.M208 (AL)

RM/L Q (INCH)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

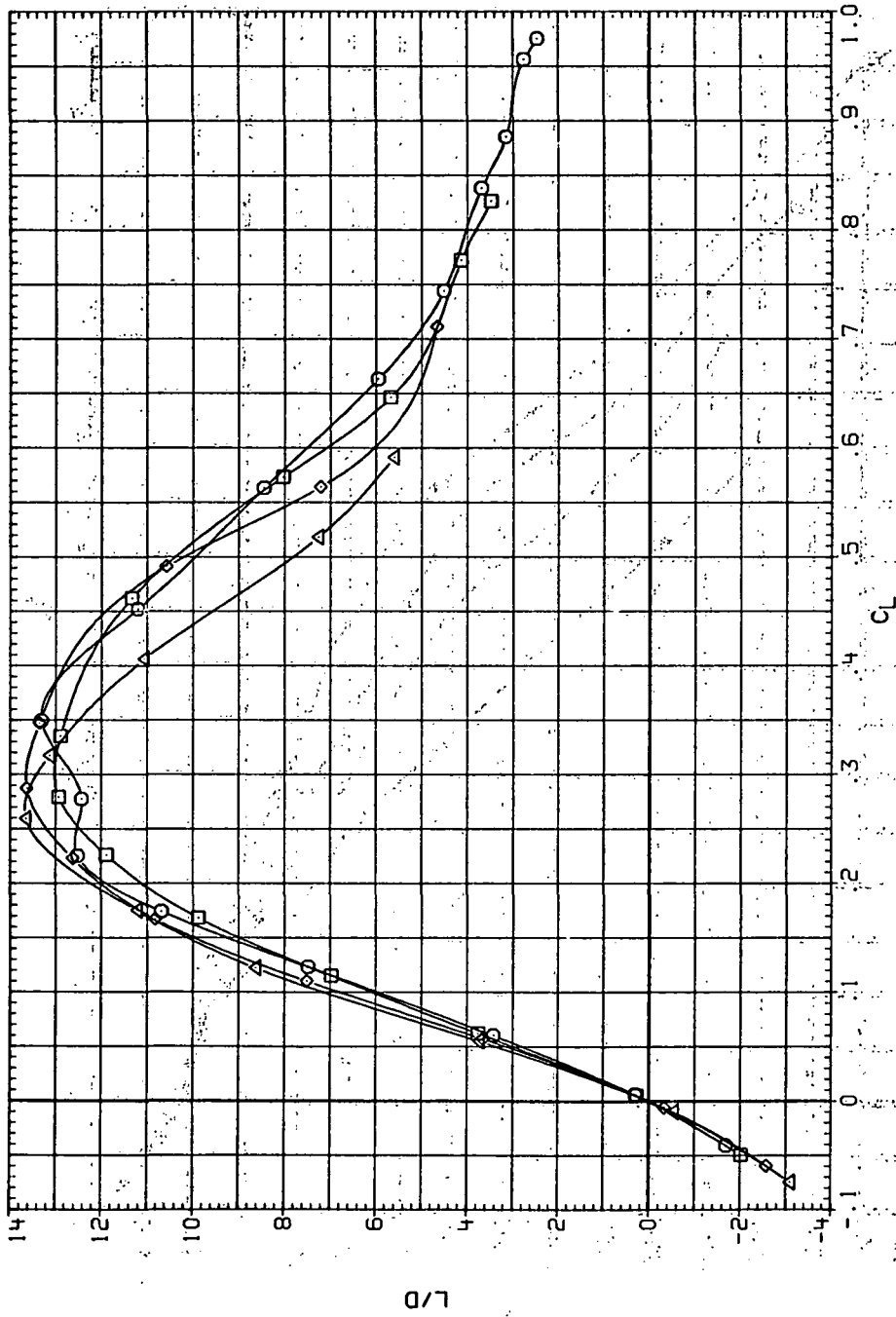


(c)  $C_m$  vs  $C_L$ .

Figure 20. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR021 ○ 9M50B (AL)  
 RJR061 □ 9M50B (AL)  
 RJR101 ◇ 9M50B (AL)  
 RJR140 △ 9M50B (AL)

RN/L Q (NSM)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200



(d)  $L/D$  vs  $C_L$ .

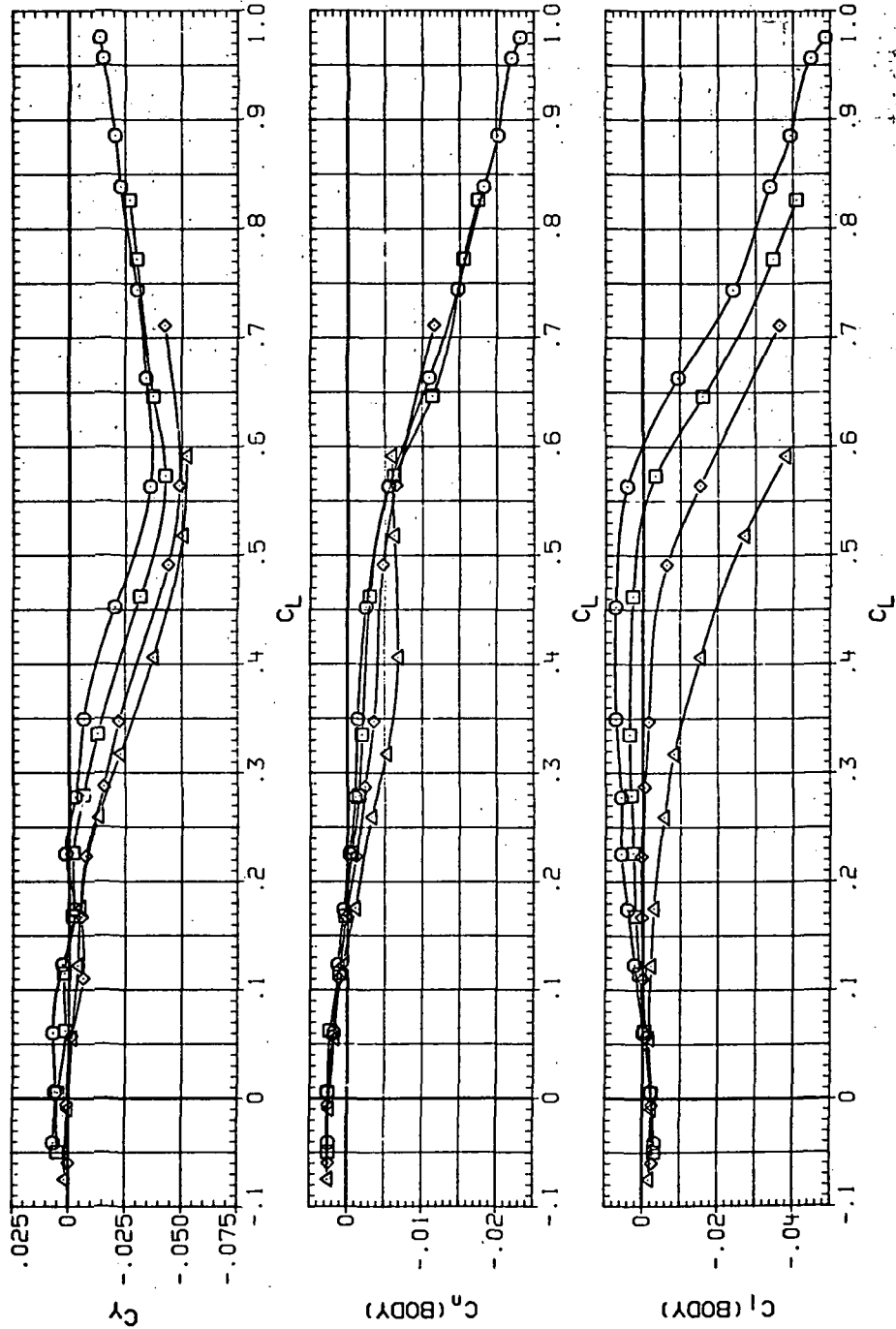
Figure 20.— Continued.

DATA SET SYMBOL CONFIGURATION

- RJR021 ○ 9A508 (AL)
- RJR051 □ 9A508 (AL)
- RJR101 ◇ 9A508 (AL)
- RJR140 △ 9A508 (AL)

RN/L Q(NSH)

- 3.280 7.440
- 4.590 10.500
- 6.230 14.500
- 8.200 19.200



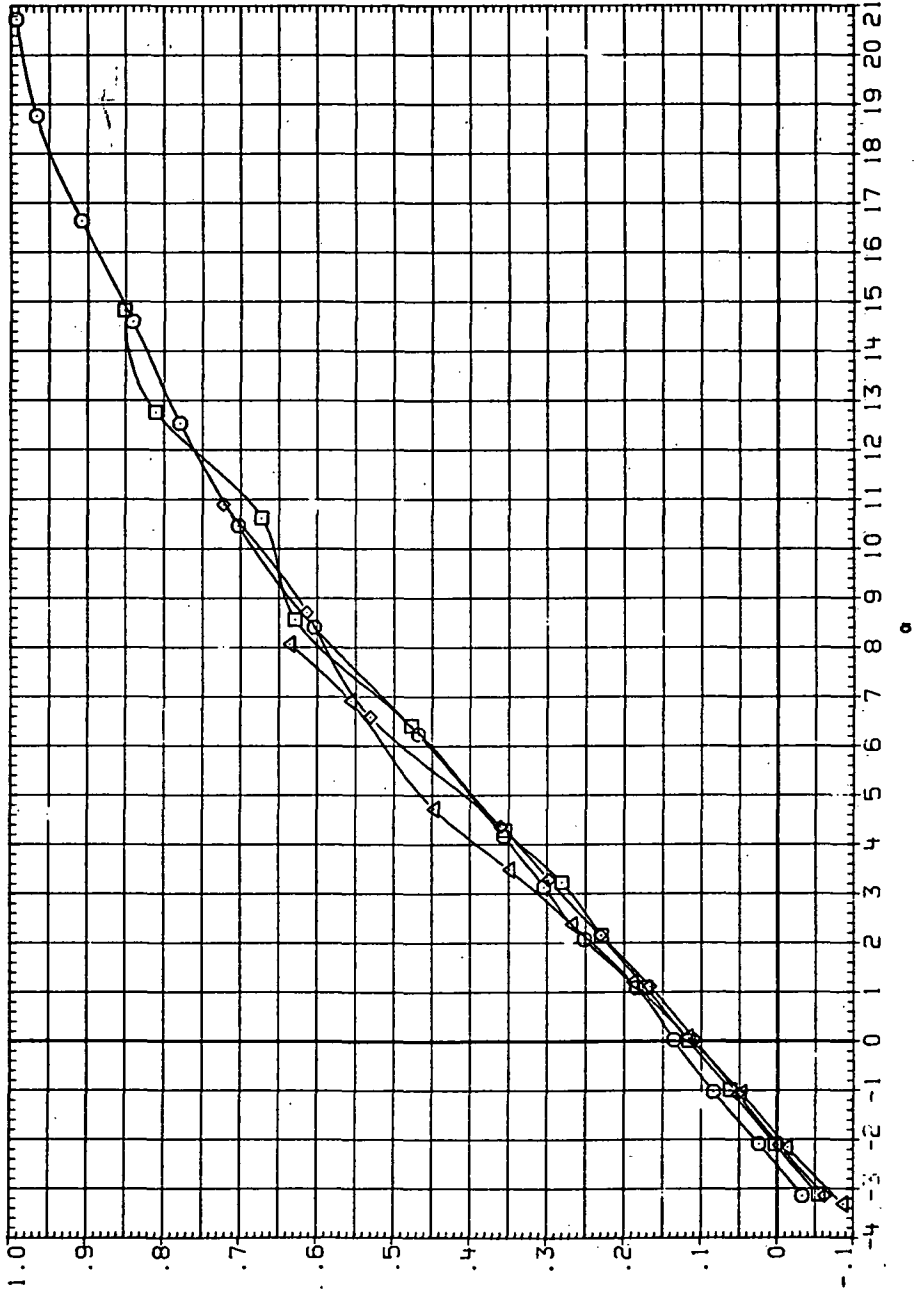
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 20.- Concluded.



DATA SET SYMBOL CONFIGURATION  
 R.JR022 □ 9450B (AL)  
 R.JR062 ○ 9450B (AL)  
 R.JR102 ◇ 9450B (AL)  
 R.JR141 △ 9450B (AL)

RN/L Q (NSH)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

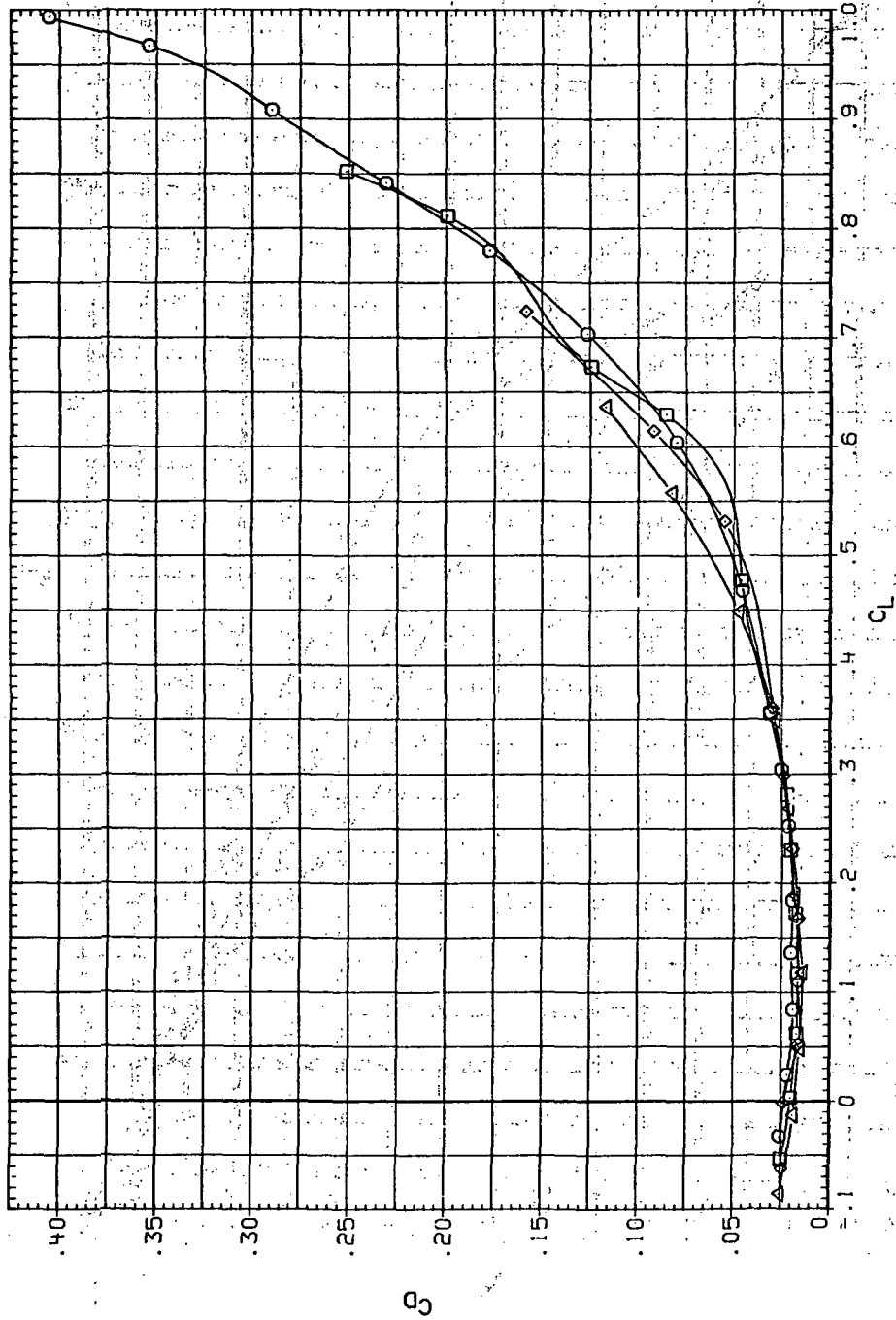


(a)  $C_L$  vs  $\alpha$ .

Figure 21.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.95$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR022 ◻ 5M50B (AL)  
 RJR062 ◻ 5M50B (AL)  
 RJR102 ◻ 5M50B (AL)  
 RJR141 ◻ 5M50B (AL)

PM/L Q (NSM)  
 3.260 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

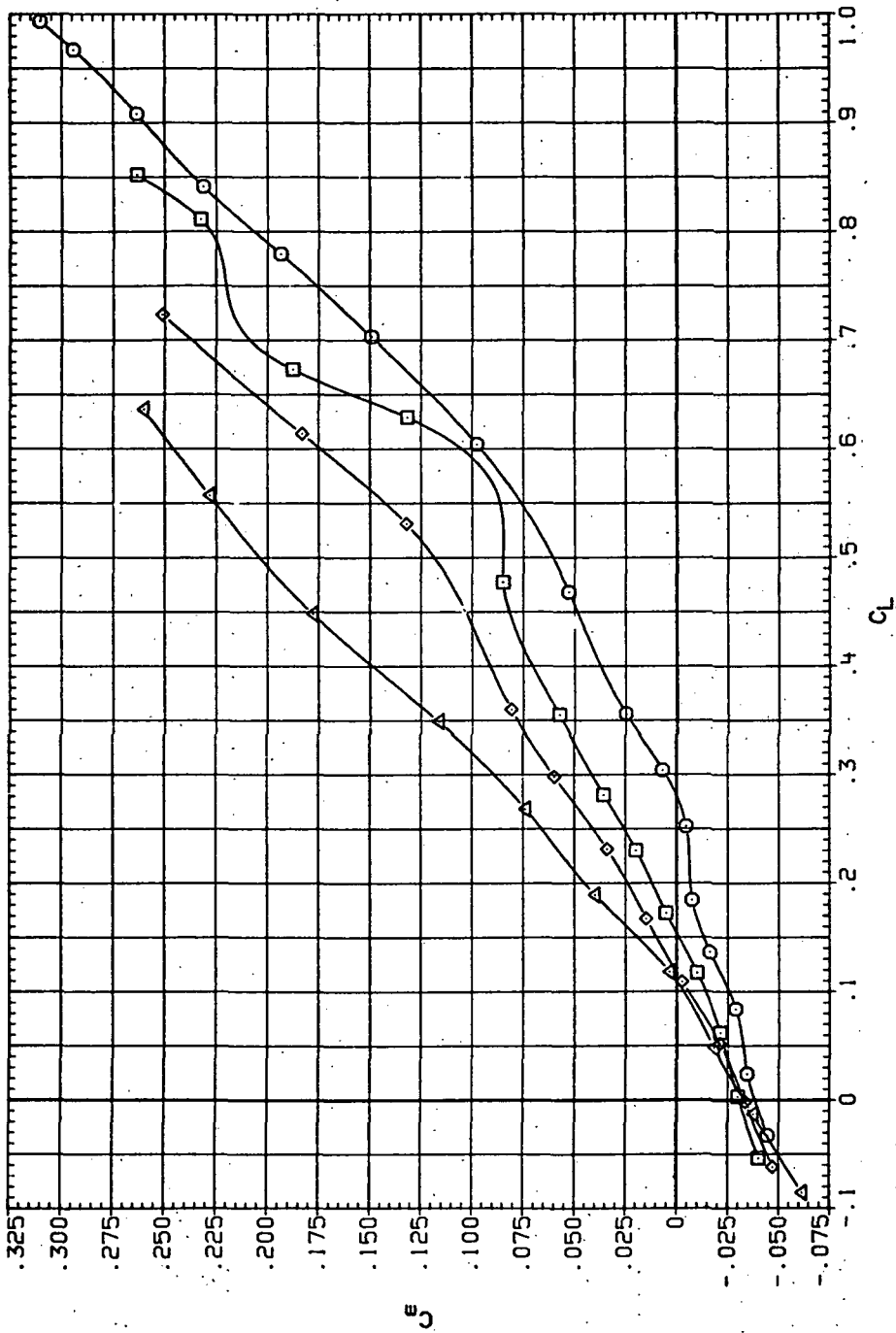


(b)  $C_D$  vs  $C_L$ .

Figure 21. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR022 ○ SH508 (AL)  
 RJR062 □ SH508 (AL)  
 RJR102 ◇ SH508 (AL)  
 RJR141 △ SH508 (AL)

RN/L Q(NSH)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

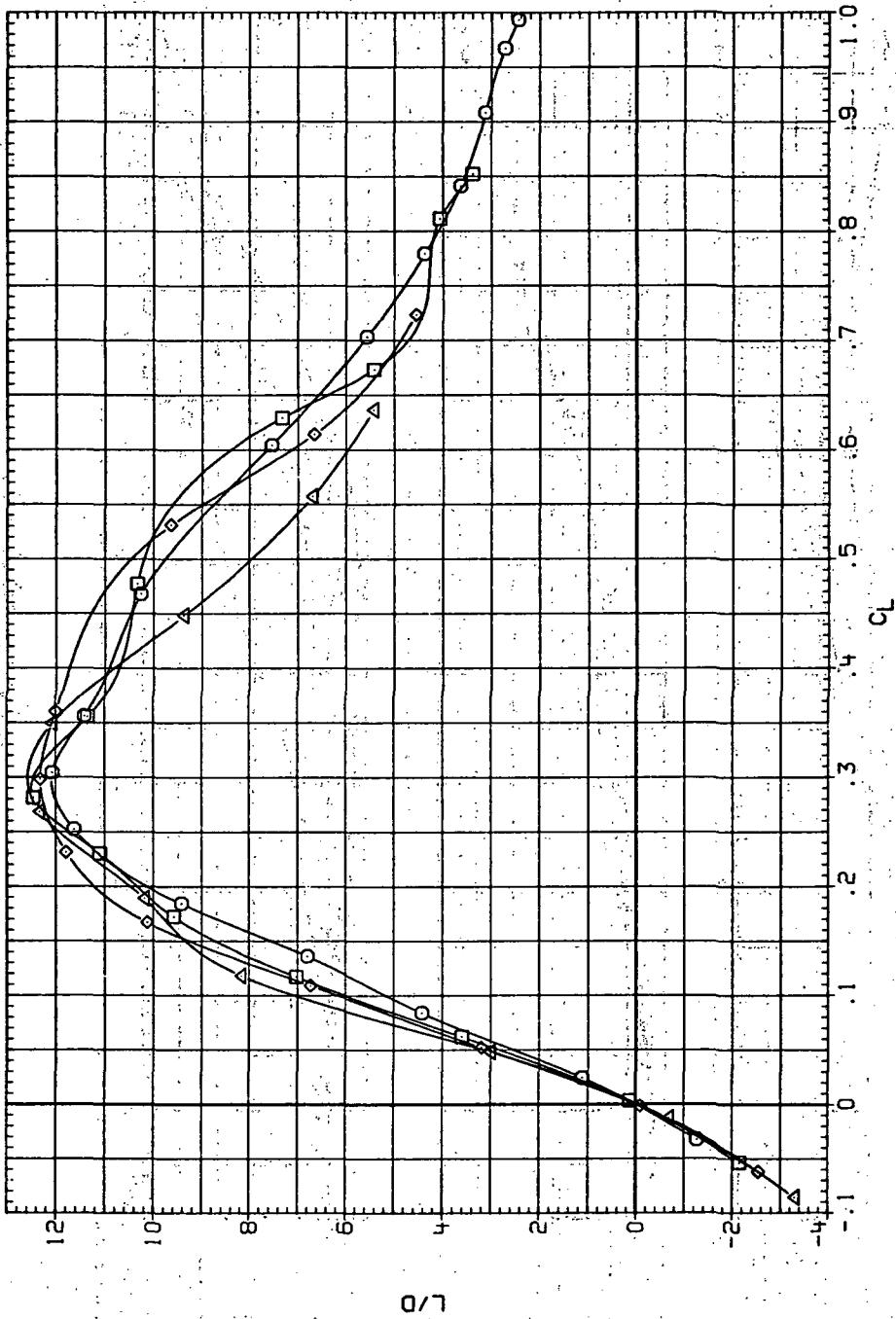


(c)  $C_m$  vs  $C_L$ .

Figure 21.—Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR022 9W50B (AL)  
 RJR062 9W50B (AL)  
 RJR102 9W50B (AL)  
 RJR141 9W50B (AL)

RN/L Q(NSM)  
 3.260 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900



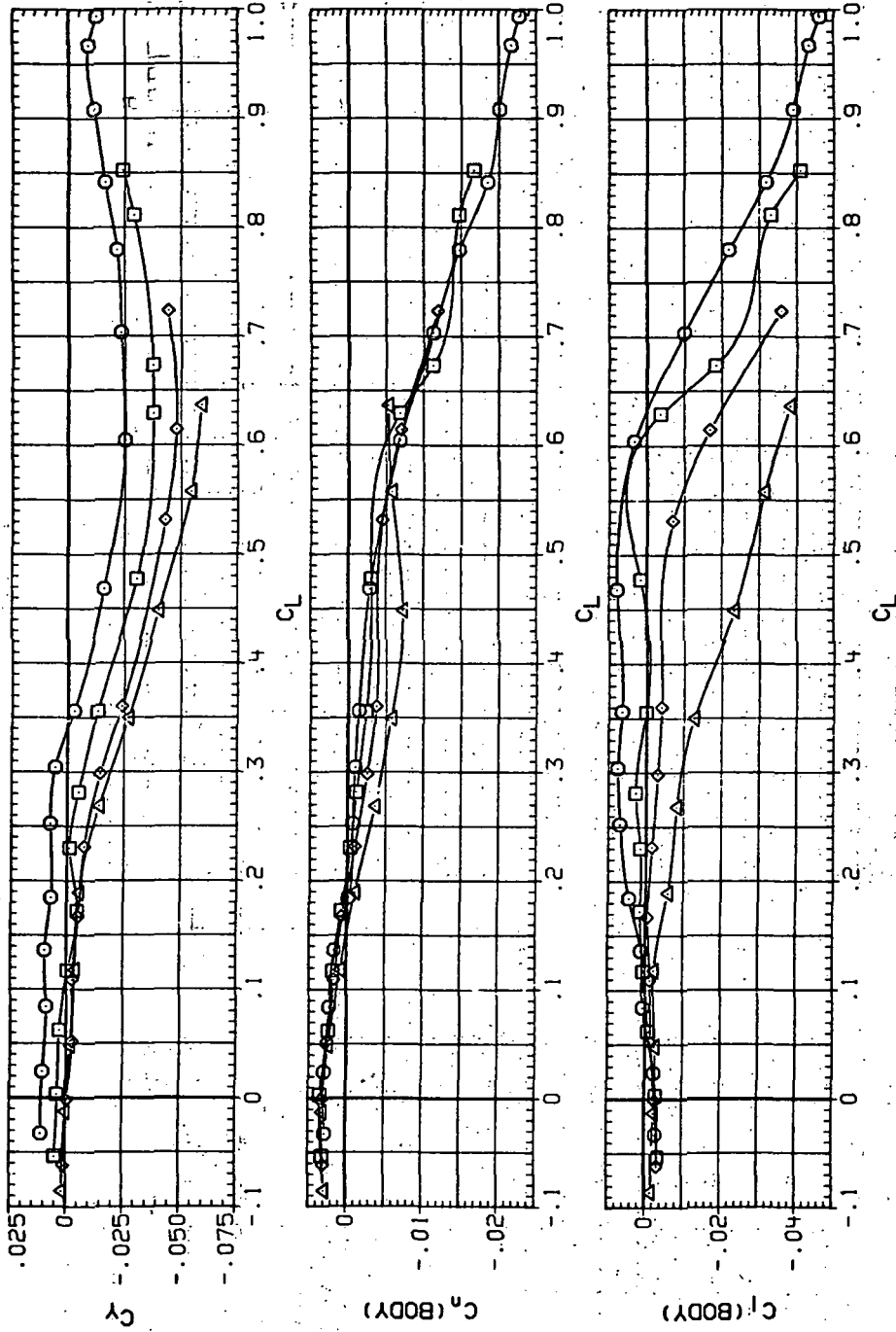
(d)  $L/D$  vs  $C_L$

Figure 21. - Continued.

DATA SET SYMBOL CONFIGURATION

RJ0022 ○ 9M508 (AL)  
 RJ0052 □ 9M508 (AL)  
 RJ0102 ◇ 9M508 (AL)  
 RJ0141 △ 9M508 (AL)

RN/L Q(NSM)  
 3.280 7.950  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

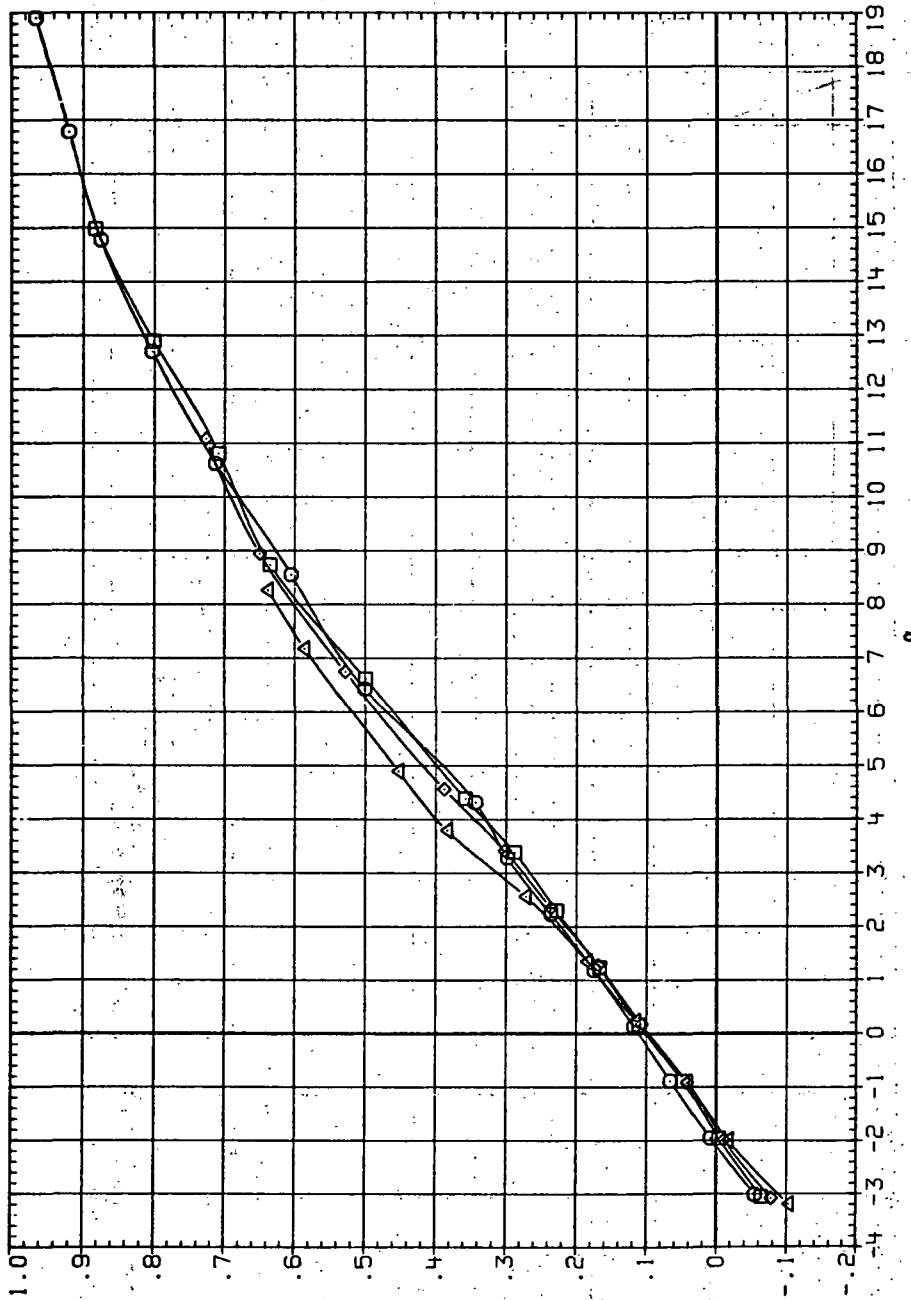


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$

Figure 21.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR023 □ 9H50B (AL)  
 RJR063 ○ 9H50B (AL)  
 RJR103 ◇ 9H50B (AL)  
 RJR142 △ 9H50B (AL)

RN/L Q(NSH)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

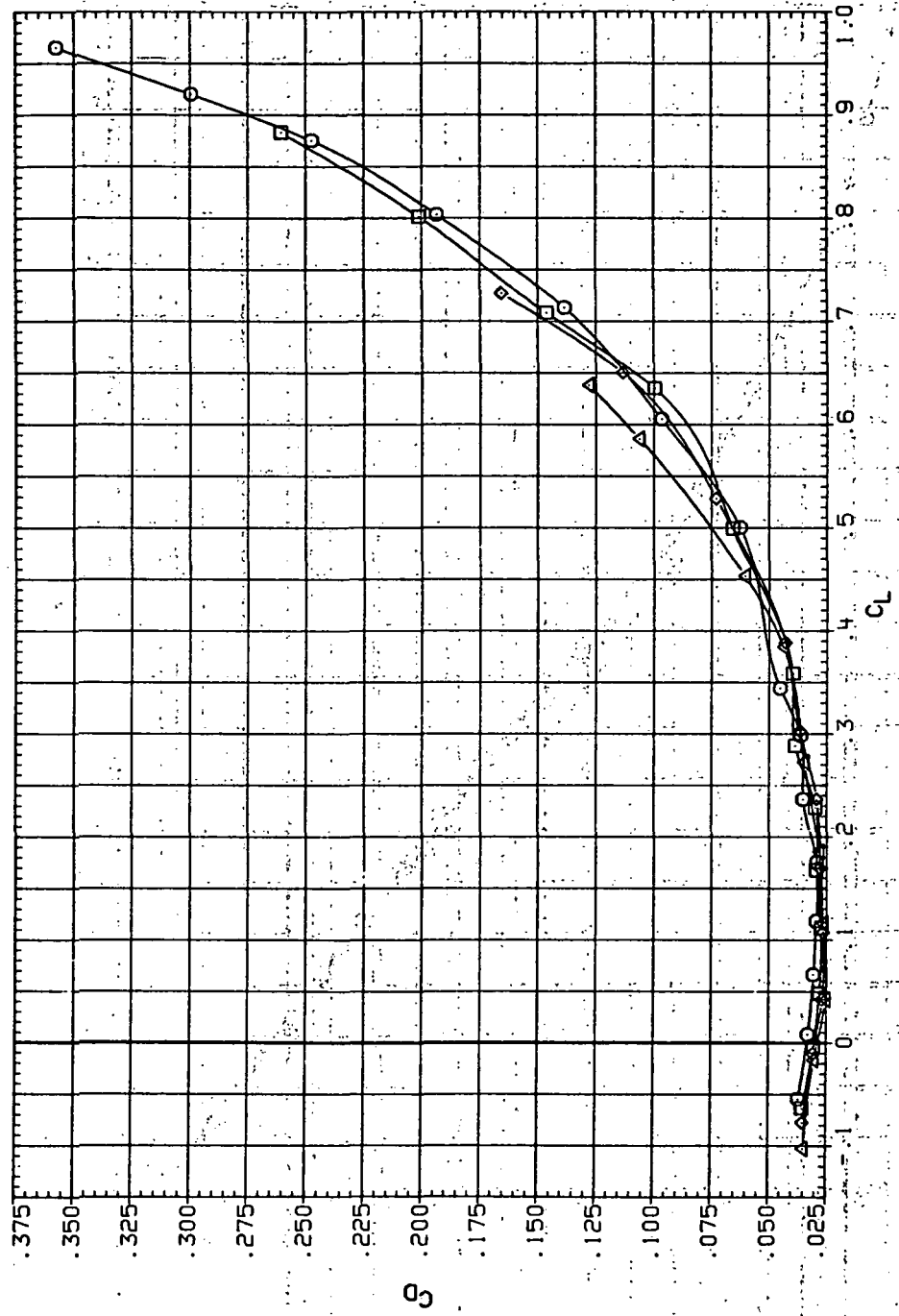


(a)  $C_L$  vs  $\alpha$ .

Figure 22.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 1.1$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR023 ◯ S450B (AL)  
 RJR063 ◻ S450B (AL)  
 RJR103 ◇ S450B (AL)  
 RJR142 △ S450B (AL)

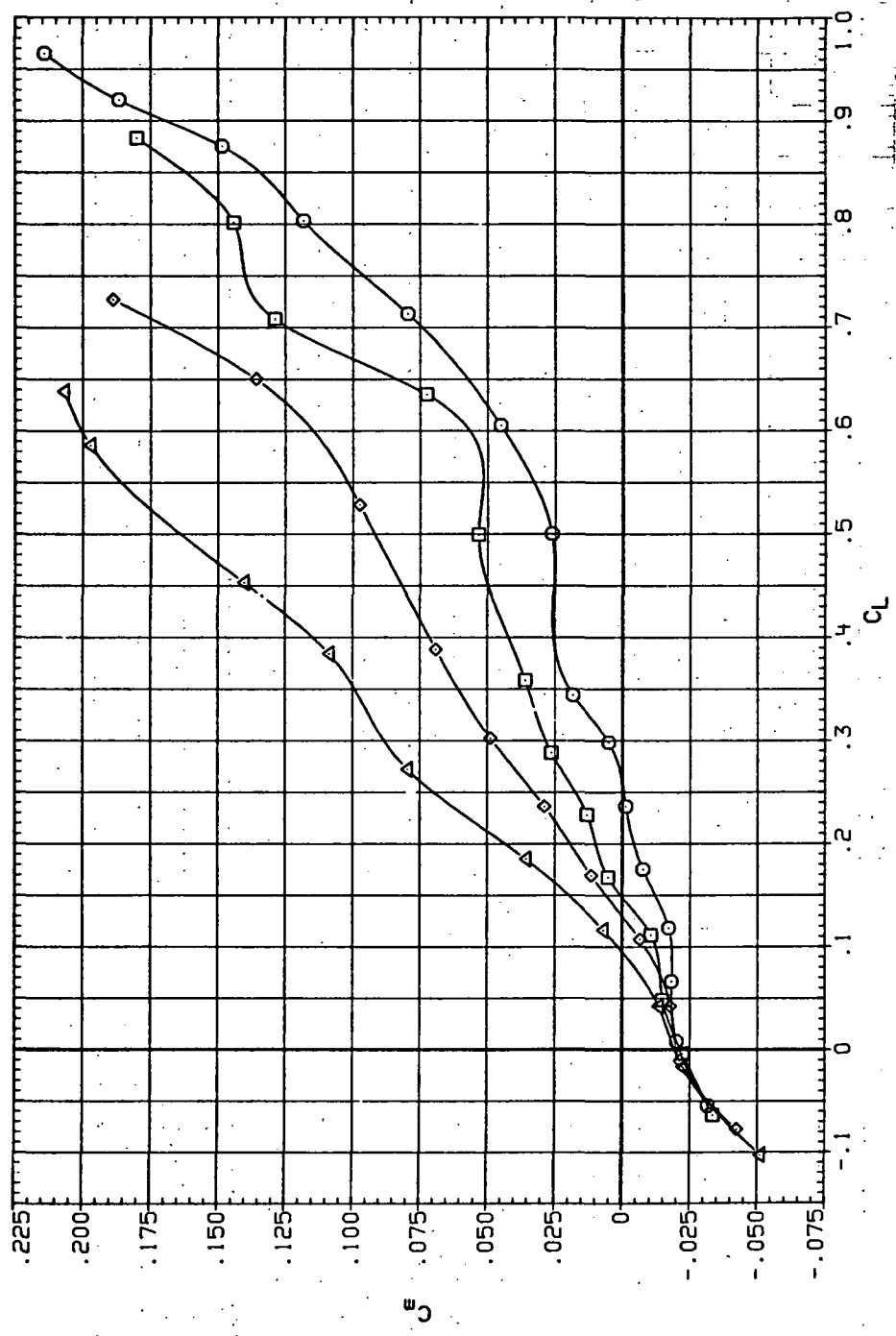
RN/L Q INSHI  
 3.260 8.450  
 4.580 11.900  
 6.230 16.400  
 8.200 21.200



(b)  $C_D$  vs  $C_L$   
 Figure 22. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR023 ◻ SM50B (AL)  
 RJR063 ◻ SM50B (AL)  
 RJR103 ◊ SM50B (AL)  
 RJR142 ◻ SM50B (AL)

RN/L Q(NSH)  
 3.280 8.450  
 4.580 11.900  
 6.230 16.400  
 8.200 21.200



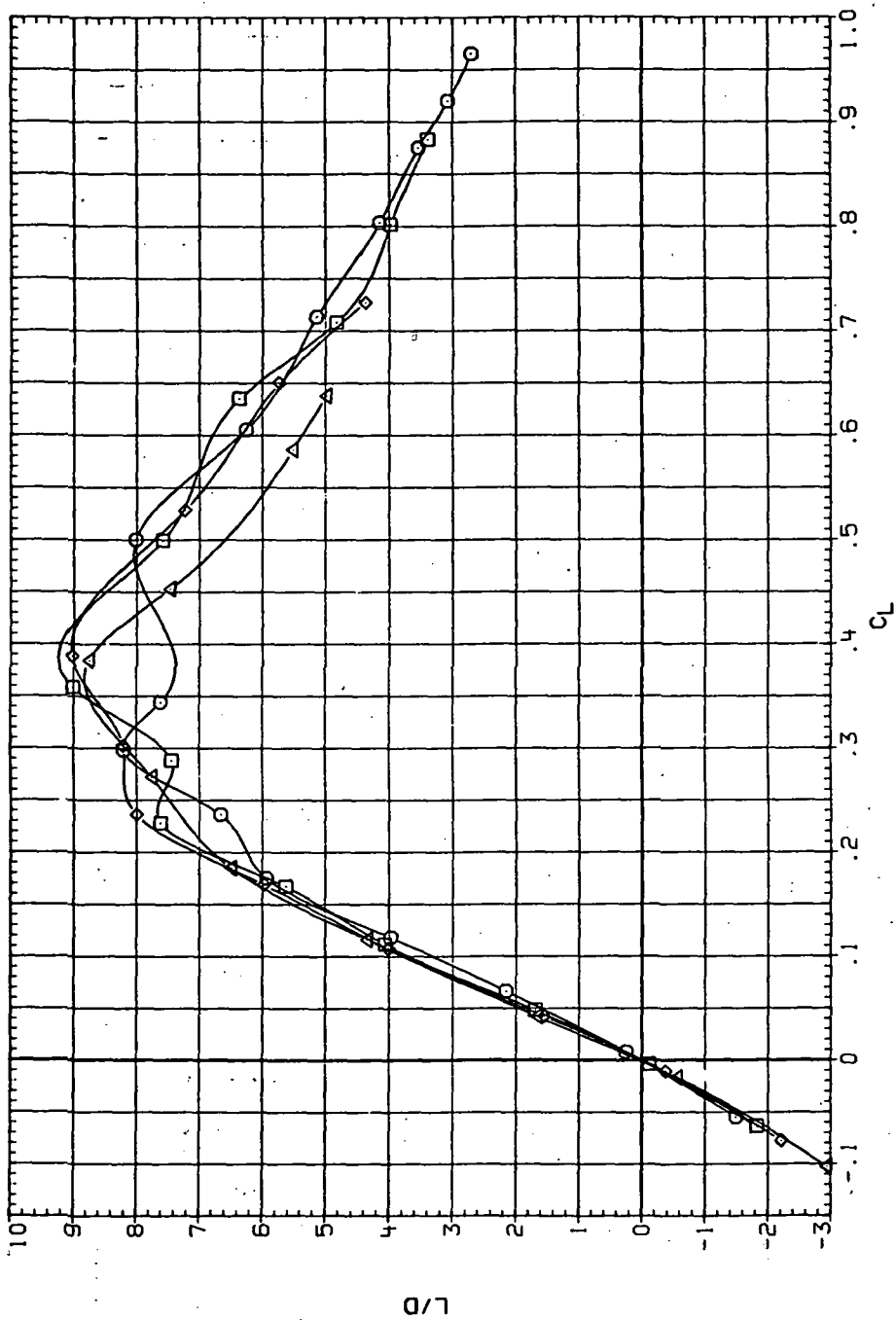
(c)  $C_m$  vs  $C_L$ .

Figure 22.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR023 ◻ SWS08 (AL)  
 RJR063 ◯ SWS08 (AL)  
 RJR103 ◊ SWS08 (AL)  
 RJR142 △ SWS08 (AL)

RN/L Q(NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200



(d)  $L/D$  vs  $C_L$ .

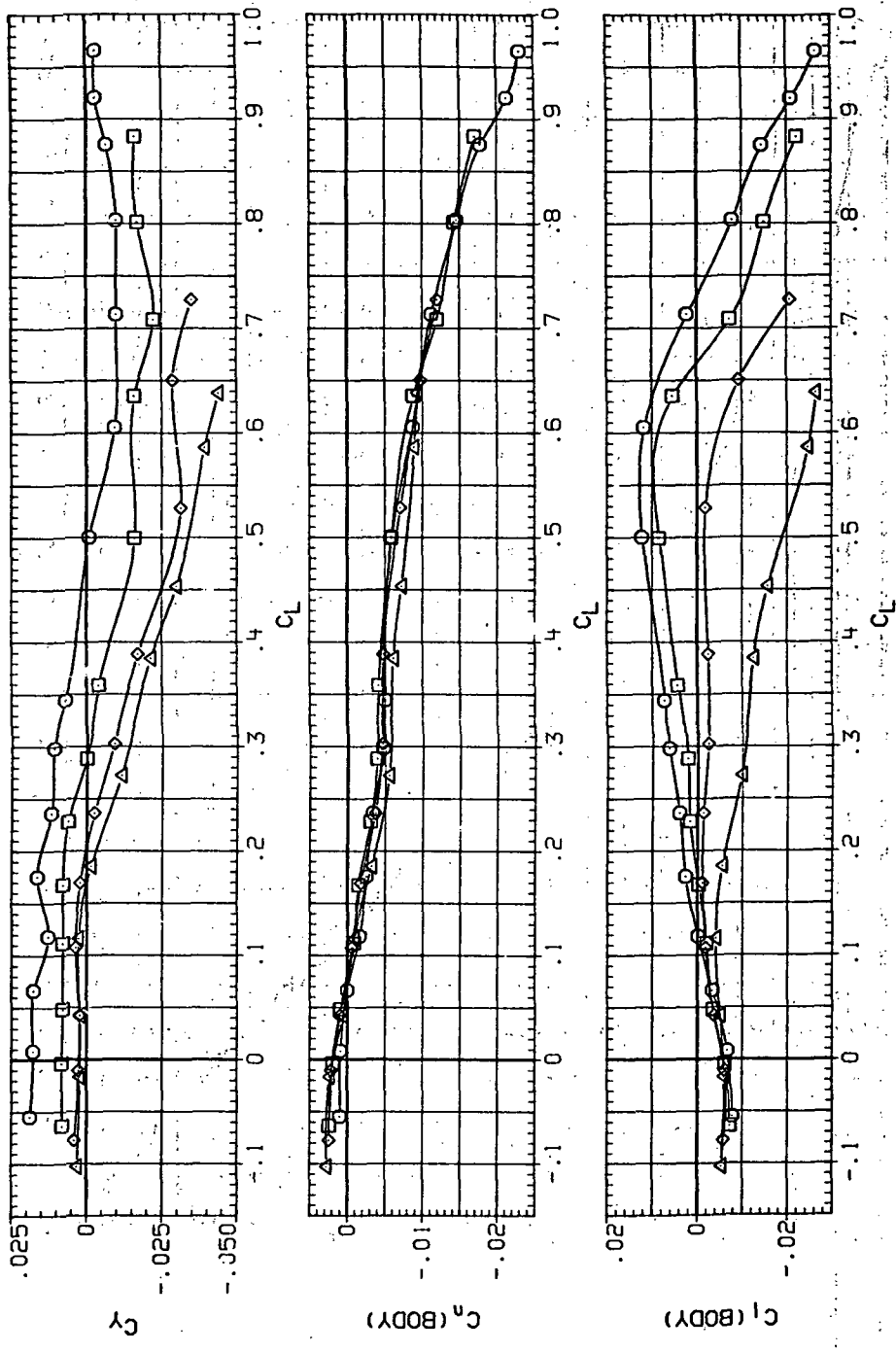
Figure 22.- Continued.

DATA SET SYMBOL CONFIGURATION

|        |            |       |        |
|--------|------------|-------|--------|
| RJR023 | 9450B (AL) | 3.280 | 8.450  |
| RJR063 | 9450B (AL) | 4.590 | 11.900 |
| RJR103 | 9450B (AL) | 6.230 | 16.400 |
| RJR142 | 9450B (AL) | 8.200 | 21.200 |

RN/L Q (NSH)

|       |        |
|-------|--------|
| 3.280 | 8.450  |
| 4.590 | 11.900 |
| 6.230 | 16.400 |
| 8.200 | 21.200 |

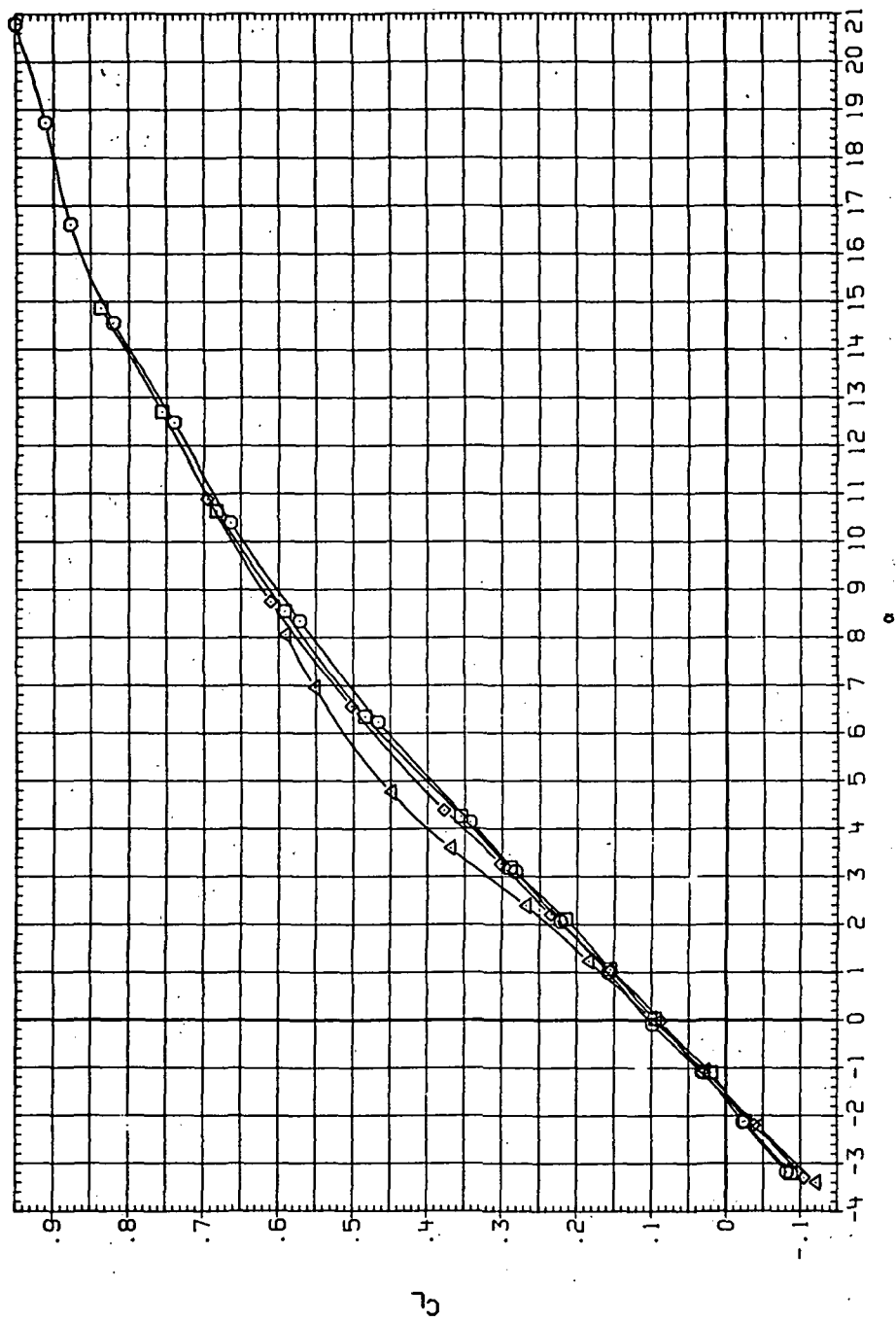


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 22. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR024 ◯ 5450B (AL)  
 RJR054 ◻ 5450B (AL)  
 RJR104 △ 5450B (AL)  
 RJR143 △ 5450B (AL)

RN/V Q (INSH)  
 3.280 8.980  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800

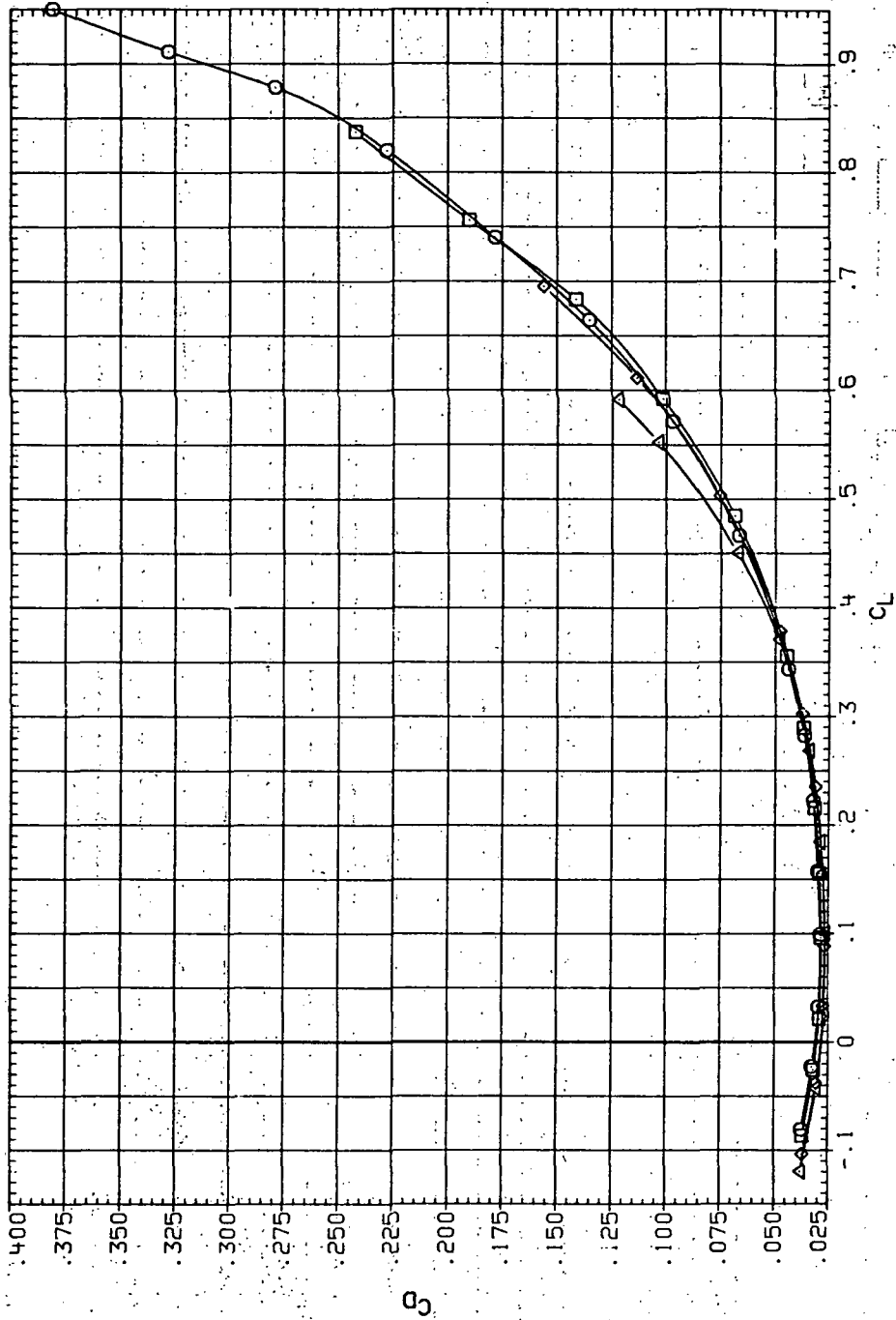


(a)  $C_L$  vs  $\alpha$ .

Figure 23.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 1.2$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RUI02H ○ SM50B (AL)  
 RUI05H □ SM50B (AL)  
 RUI10H ◇ SM50B (AL)  
 RUI143 △ SM50B (AL)

RN/VL Q(NSH)  
 3.280 8.98C  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800

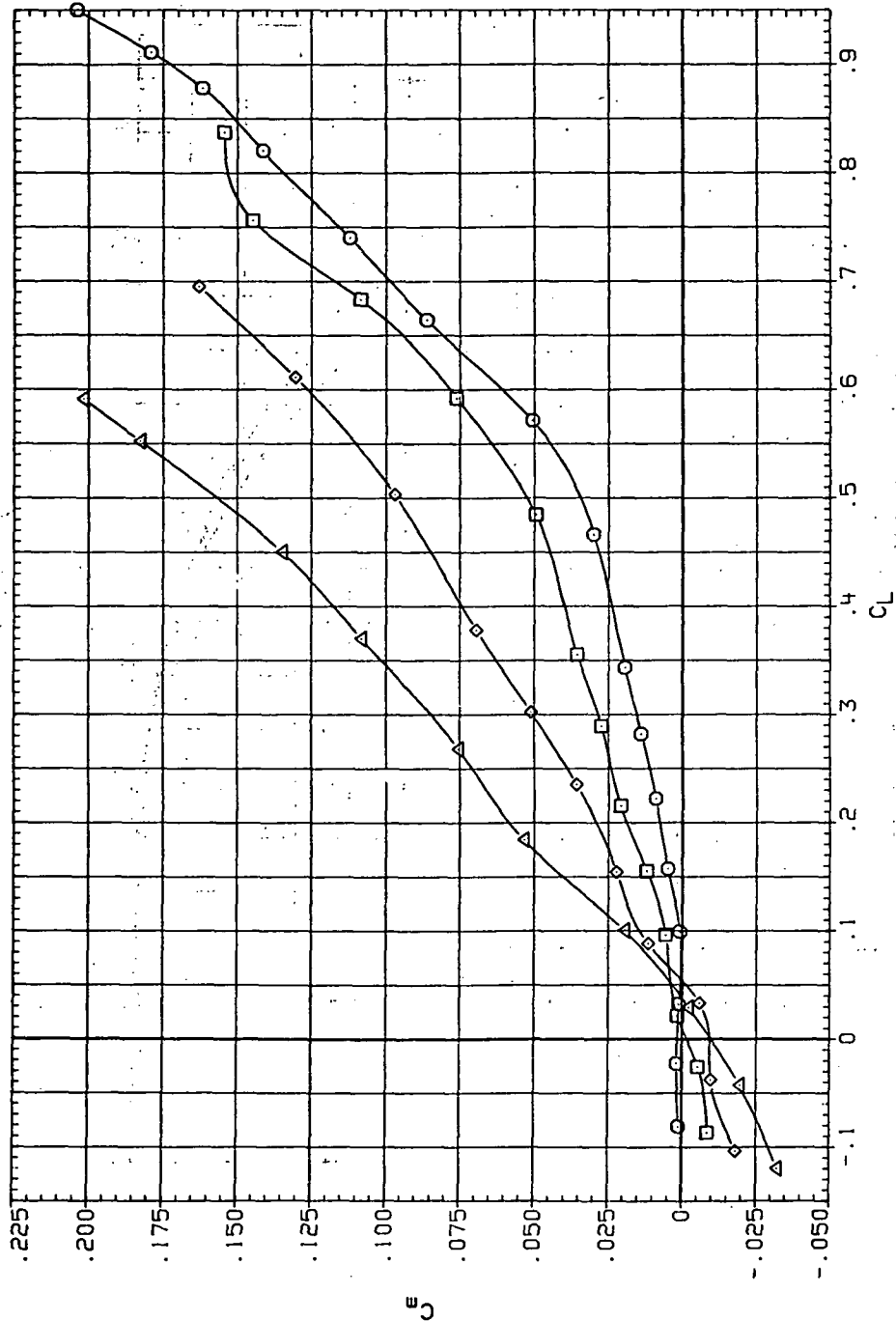


(b)  $C_D$  vs  $C_L$ .

Figure 23.— Continued.

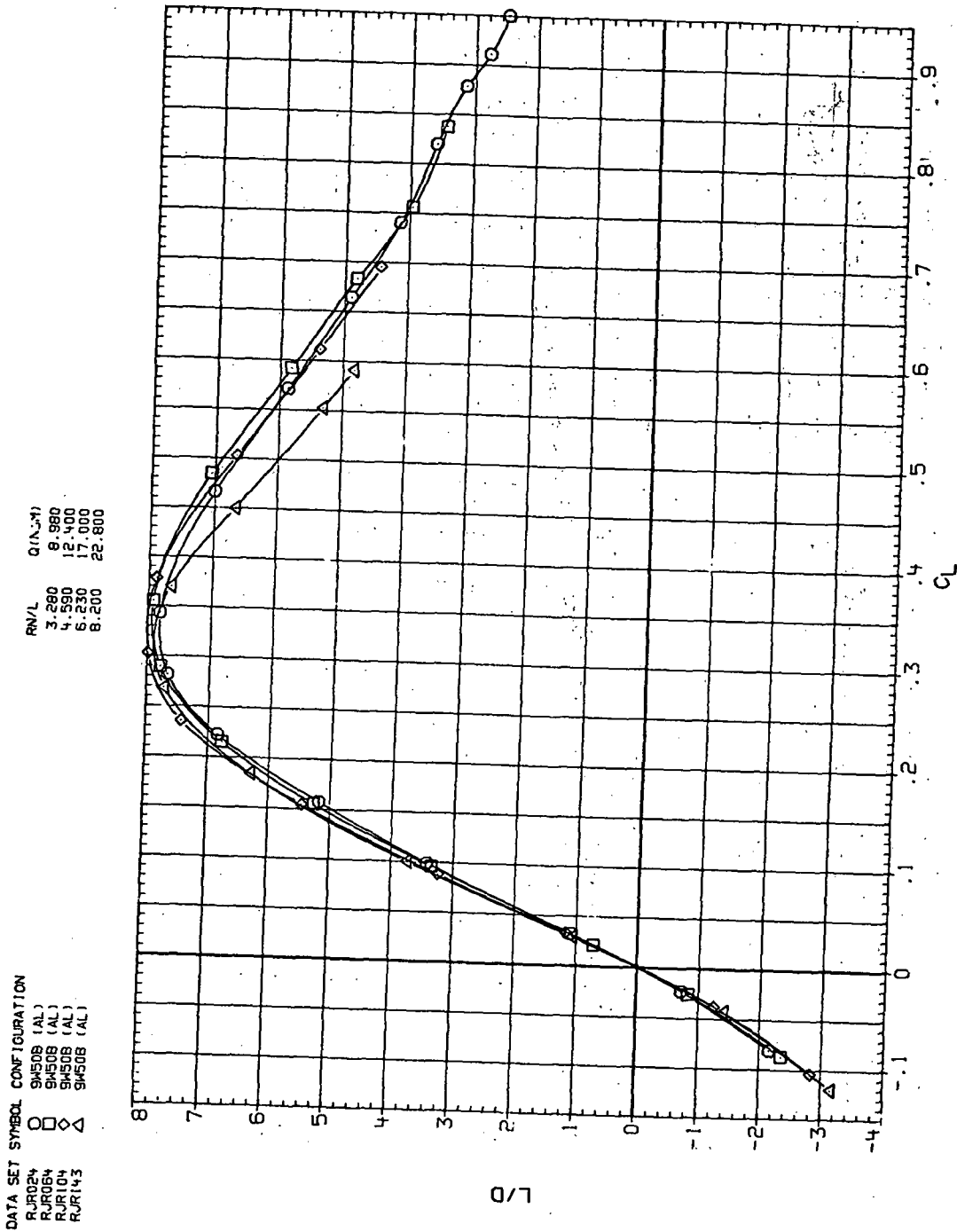
DATA SET SYMBOL CONFIGURATION  
 RJR024 O SM50B (AL)  
 RJR064 □ SM50B (AL)  
 RJR104 ◇ SM50B (AL)  
 RJR143 △ SM50B (AL)

FN/L Q(NSM)  
 3.280 8.980  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800



(c)  $C_m$  vs  $C_L$

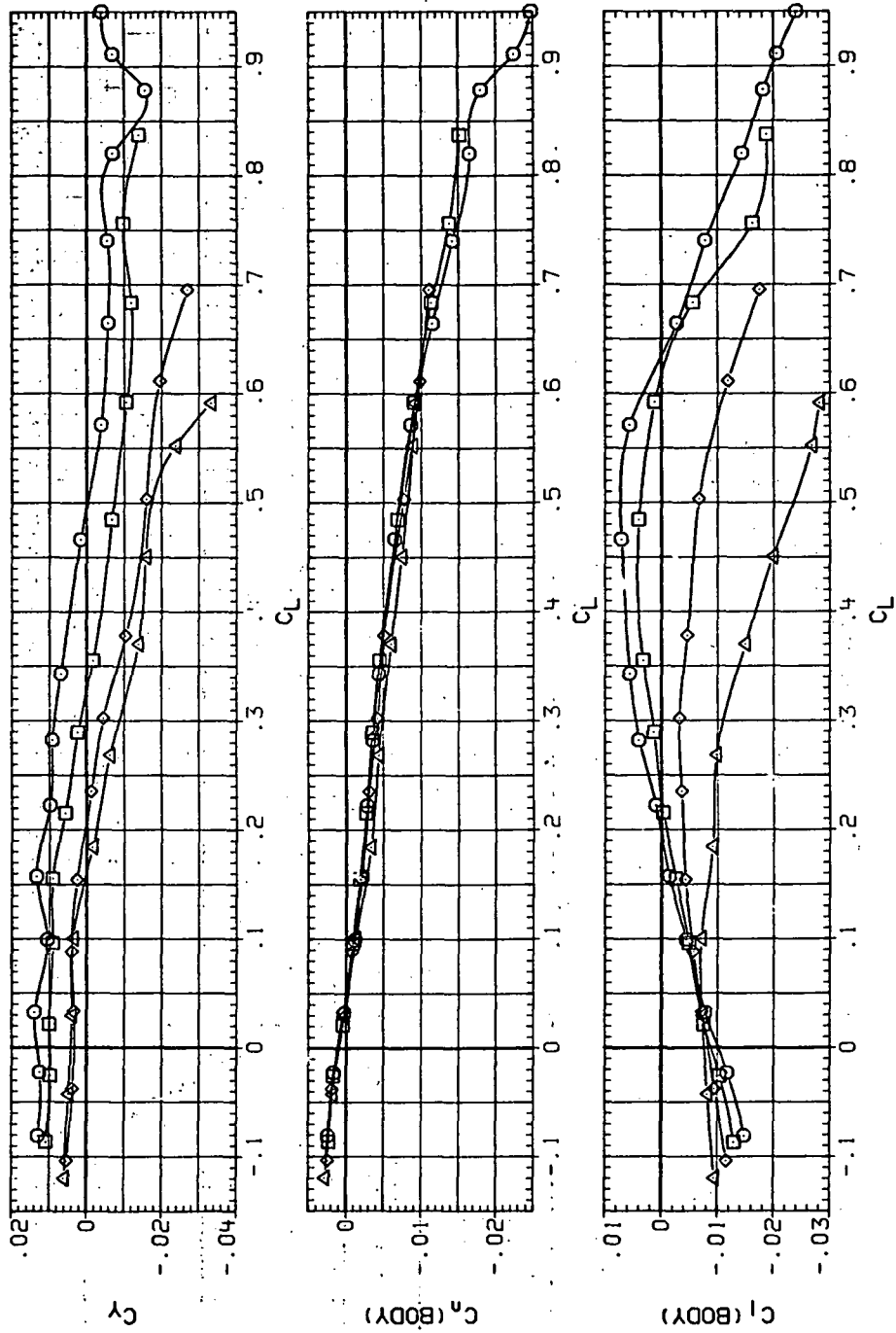
Figure 23.— Continued.



(d)  $L/D$  vs  $C_L$ .  
 Figure 23.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR024 ◯ S4S0B (AL)  
 RJR054 ◻ S4S0B (AL)  
 RJR104 ◊ S4S0B (AL)  
 RJR143 △ S4S0B (AL)

RN/L G(NSM)  
 3.280 9.980  
 4.550 12.400  
 6.230 17.000  
 8.200 22.800

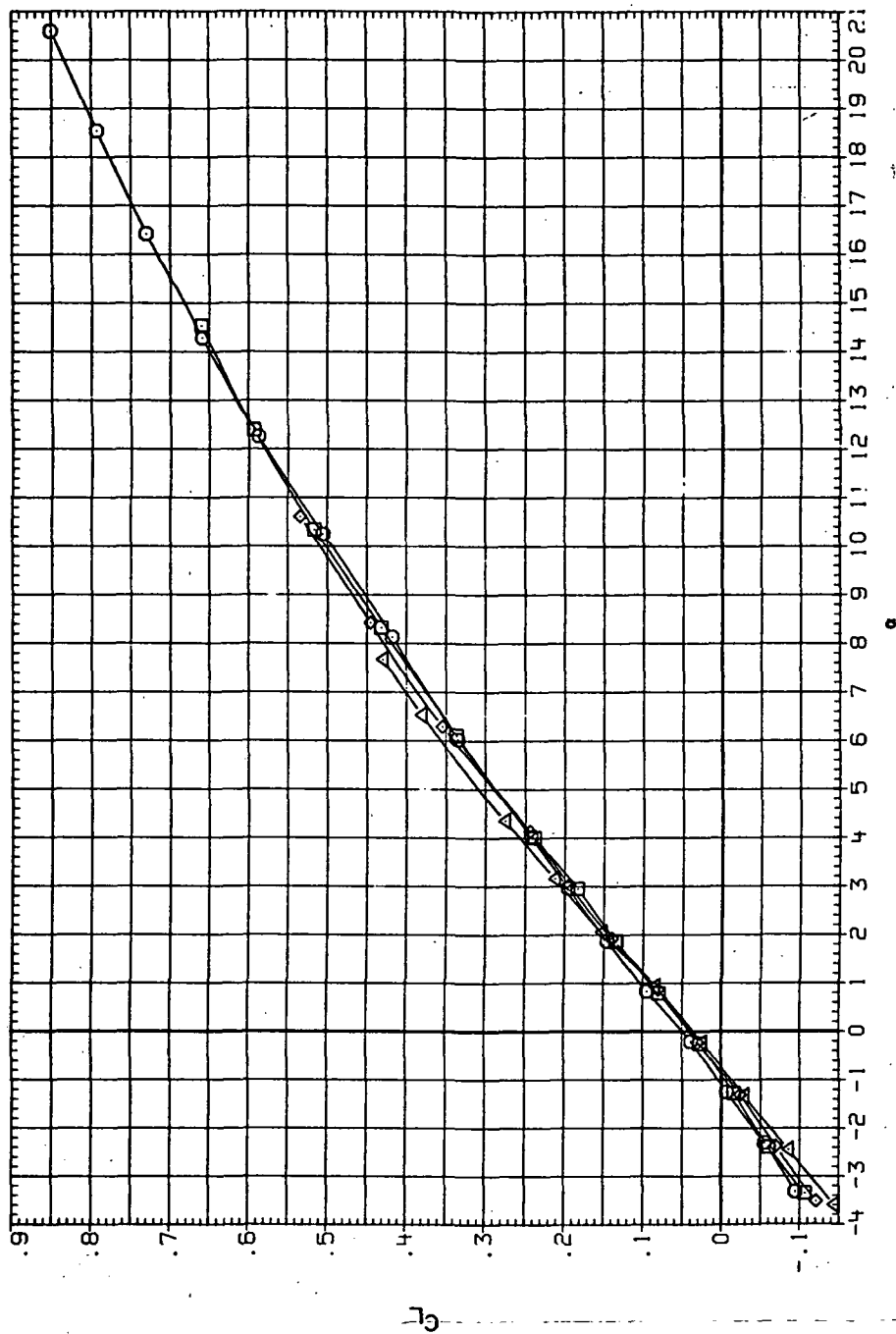


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 23.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR025 ◯ SM508 (AL)  
 RJR065 ◻ SM508 (AL)  
 RJR105 ◊ SM508 (AL)  
 RJR144 △ SM508 (AL)

RV/L Q (NSM)  
 3.280 5.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400



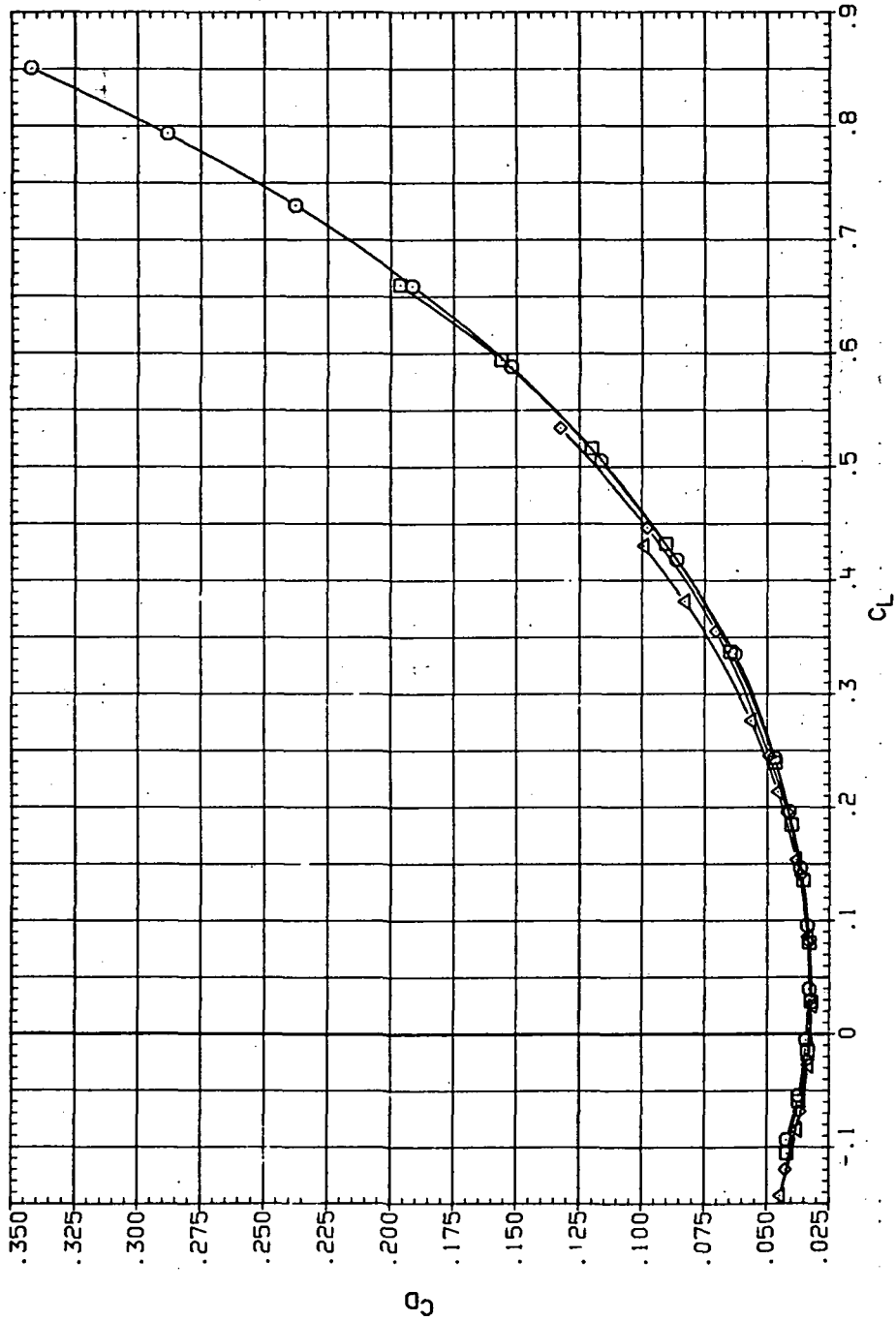
(a)  $C_L$  vs  $\alpha$ .

Figure 24.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 1.6$  and the modified NACA 65A204 airfoil).



DATA SET SYMBOL CONFIGURATION  
 RJR025 ○ 9H508 (AL)  
 RJR065 □ 9H508 (AL)  
 RJR105 ◇ 9H508 (AL)  
 RJR144 △ 9H508 (AL)

RN/L Q(NSM)  
 3.260 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400

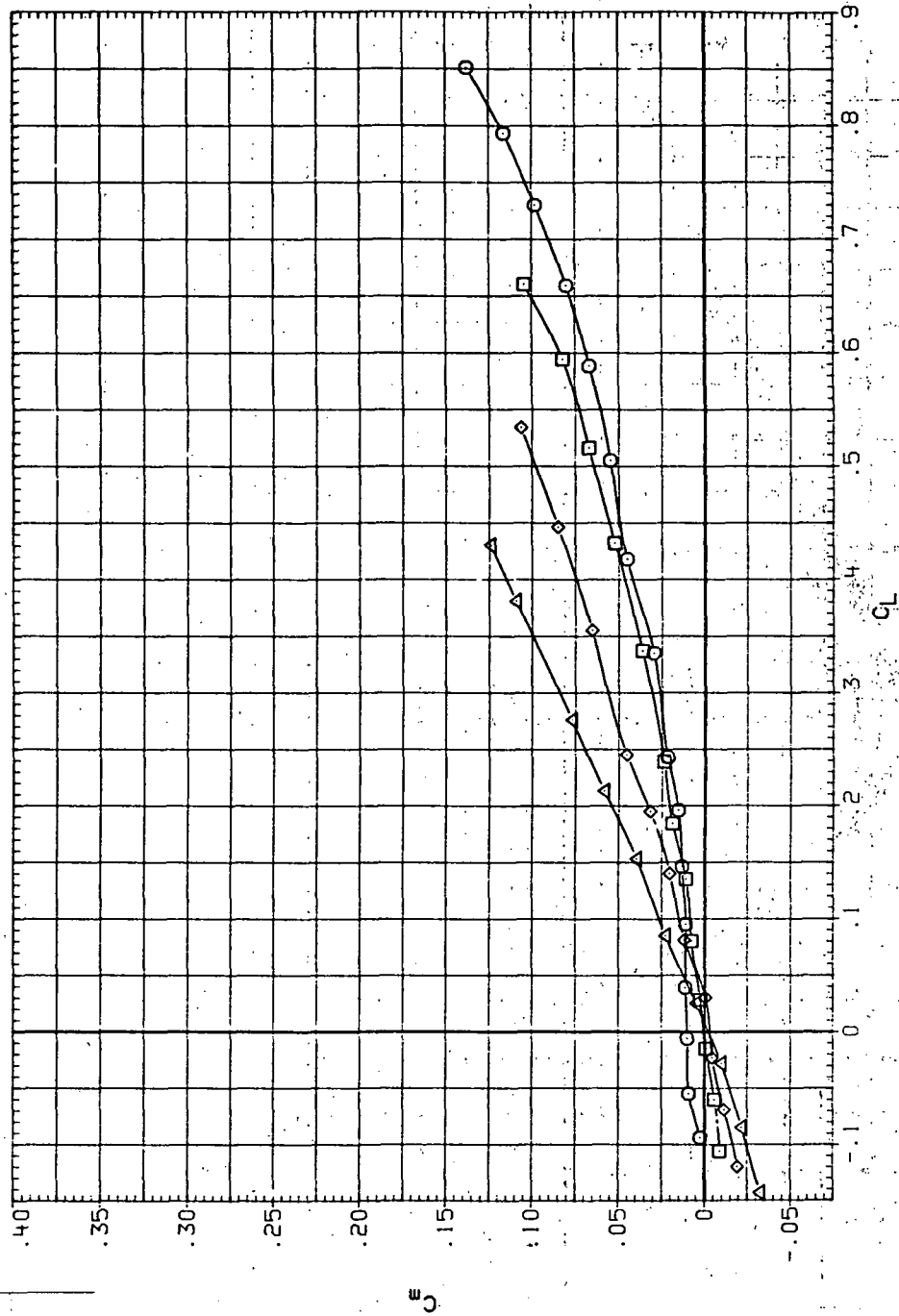


(b)  $C_D$  vs  $C_L$ .

Figure 24.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR025 □ 9K50B (AL)  
 RJR065 ○ 9K50B (AL)  
 RJR105 ◇ 9K50B (AL)  
 RJR144 △ 9K50B (AL)

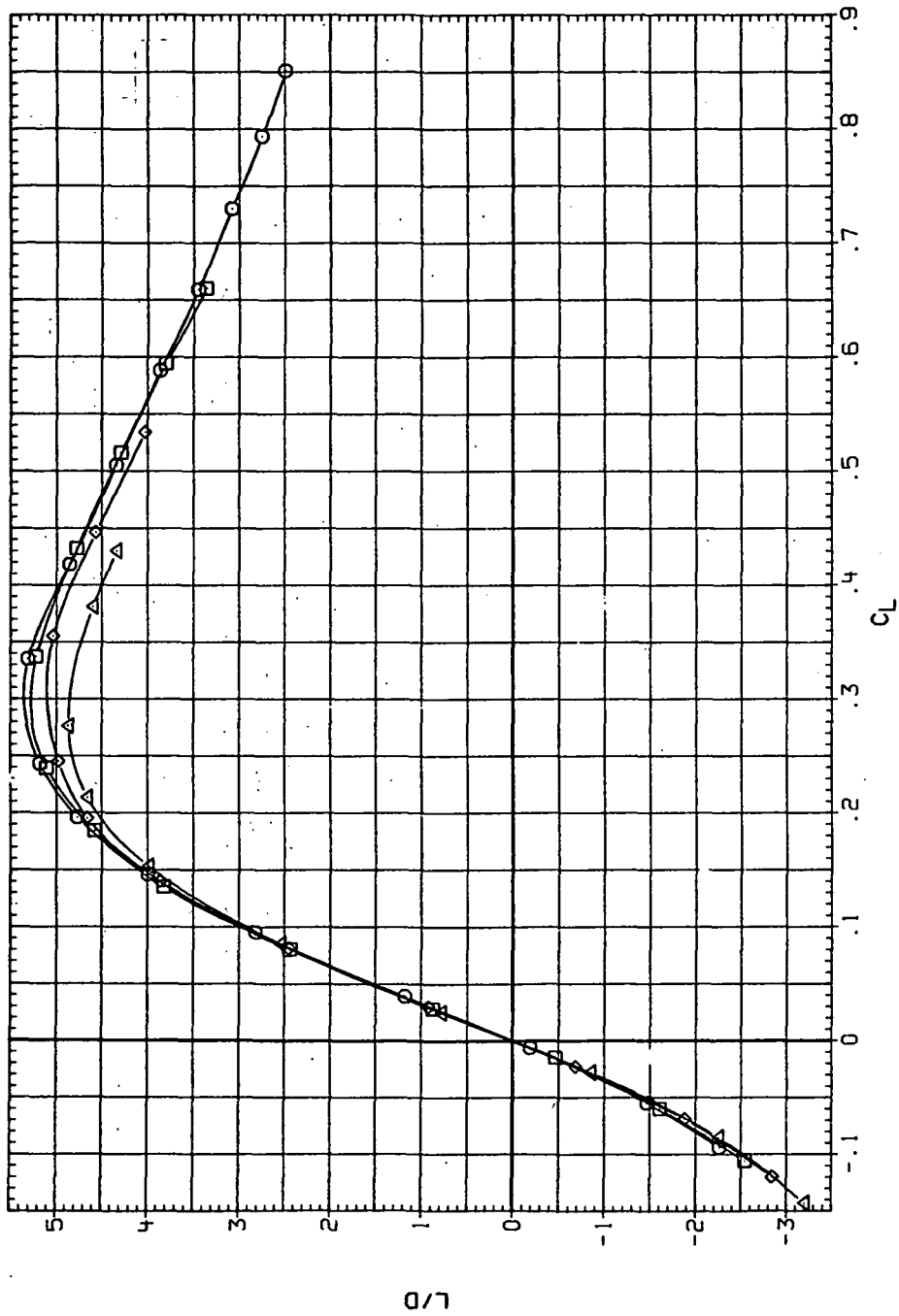
RN/L Q(NSM)  
 3.280 9.420  
 4.590 13.400  
 5.230 18.500  
 8.200 24.400



(c)  $C_m$  vs  $C_L$ .  
 Figure 24. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR025 □ 9N508 (AL)  
 RJR065 ○ 9N508 (AL)  
 RJR105 ◇ 9N508 (AL)  
 RJR144 △ 9N508 (AL)

RN/L Q (NSM)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400



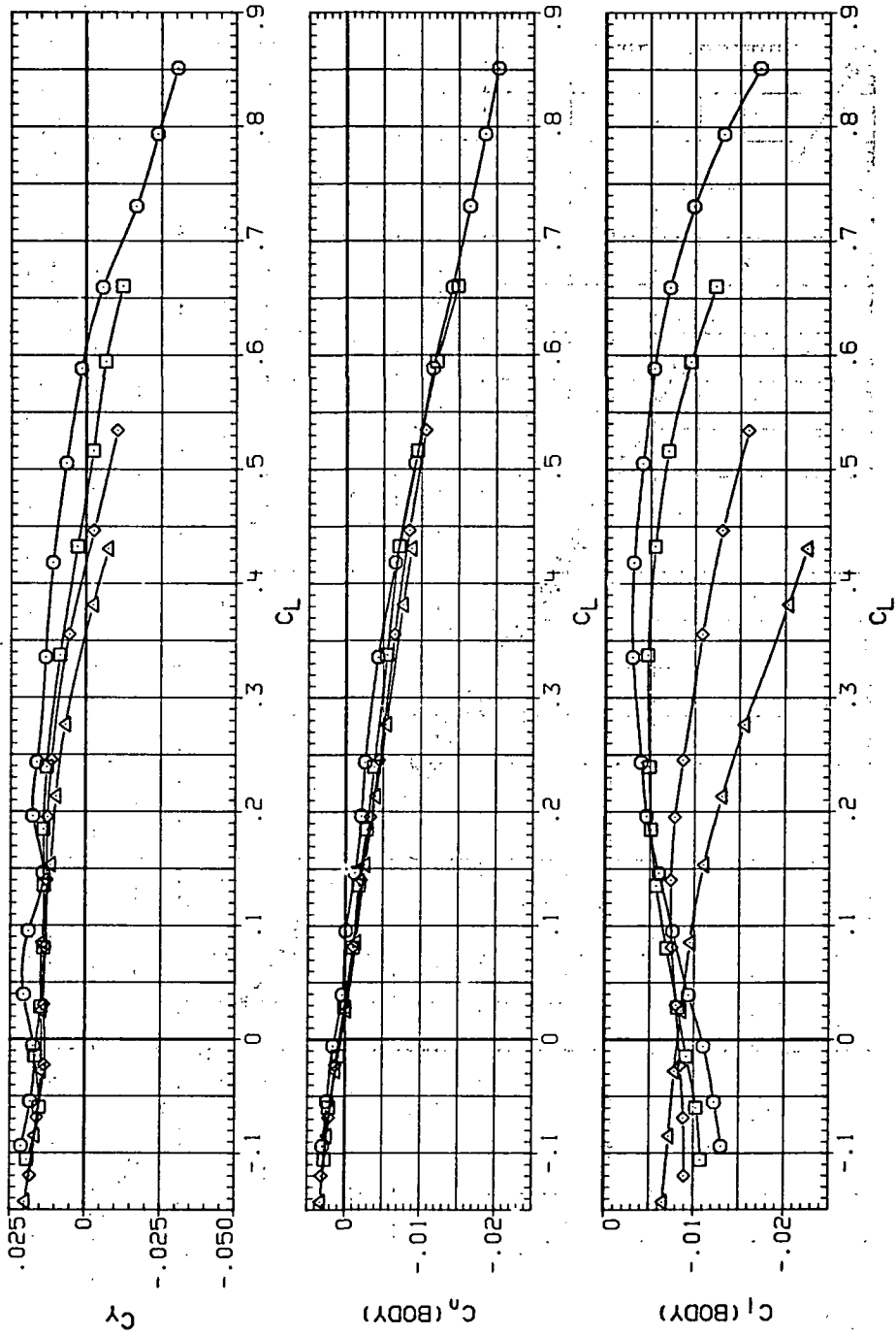
(d)  $L/D$  vs  $C_L$ .

Figure 24. - Continued.

DATA SET SYMBOL CONFIGURATION

RJR025 9M508 (AL)  
 RJR065 9M508 (AL)  
 RJR105 9M508 (AL)  
 RJR144 9M508 (AL)

RN/L Q (NSM)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.460

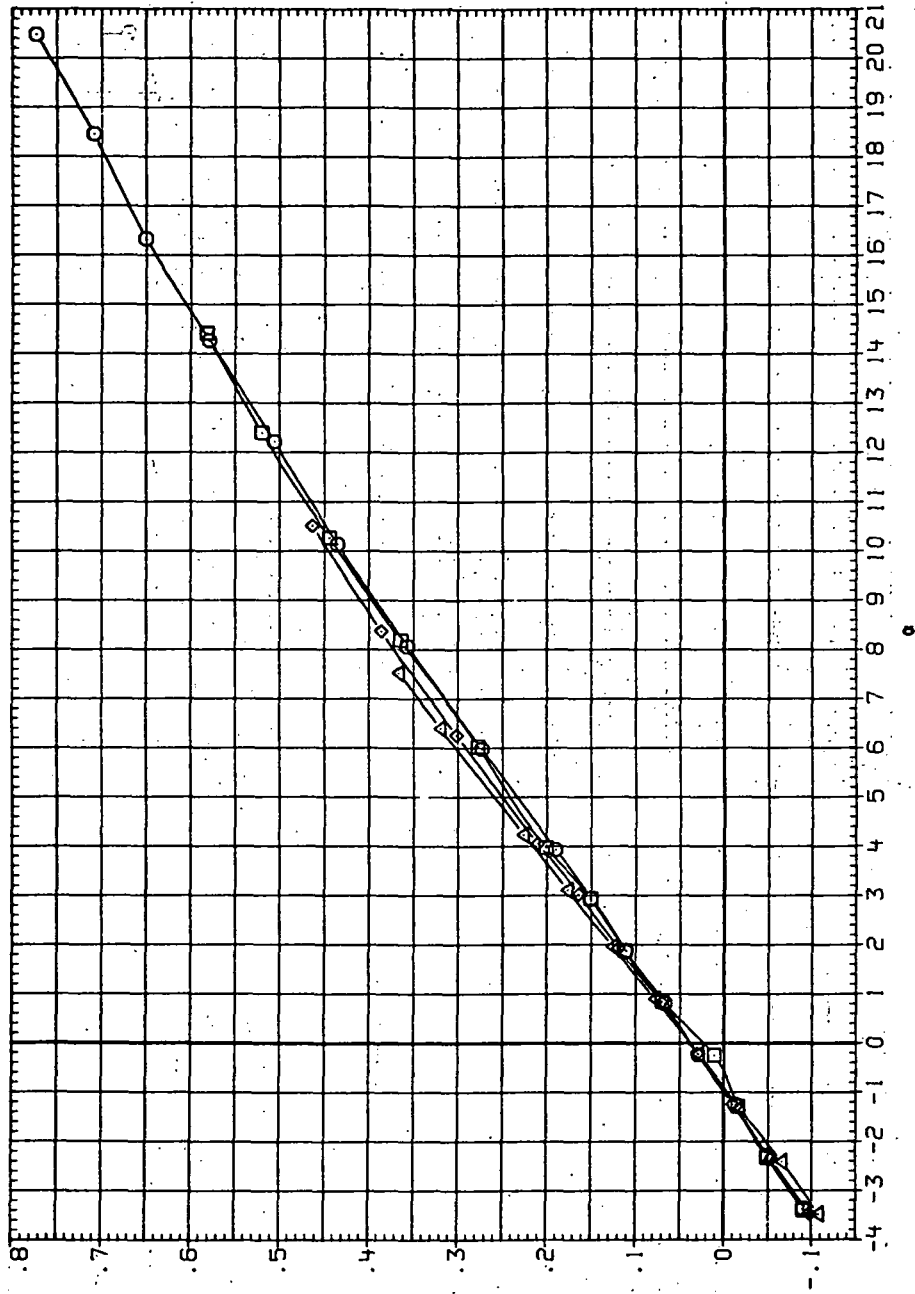


(e)  $C_y$ ,  $C_n$  and  $C_x$  vs  $C_L$ .

Figure 24. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 R4026 ◻ 9M508 (AL)  
 R4058 ◻ 9M308 (AL)  
 R4106 ◻ 9M508 (AL)  
 R4149 ◻ 9M508 (AL)

RN/L Q(NSM)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

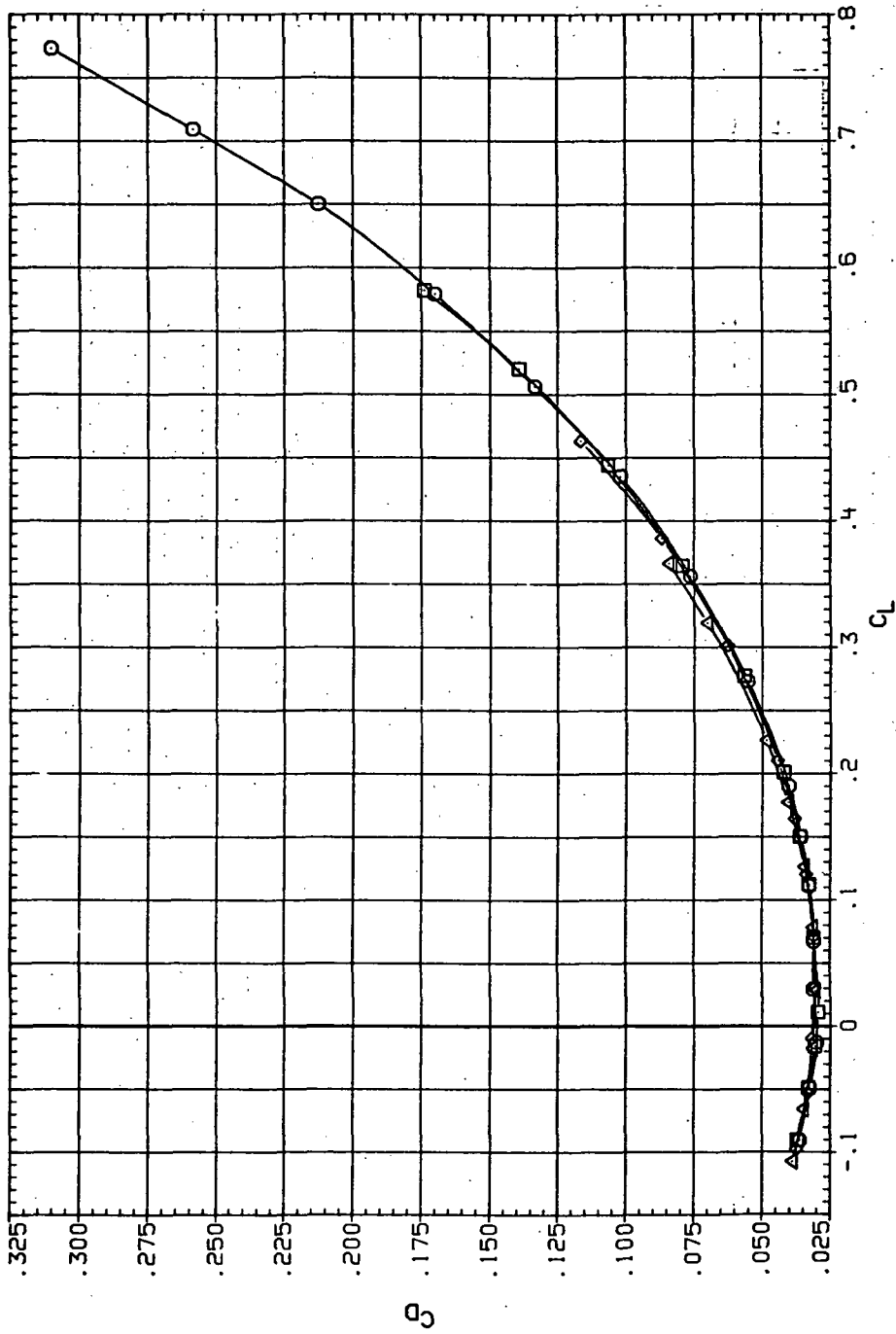


(a)  $C_L$  vs  $\alpha$ .

Figure 25.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 2.0$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR1026 ◯ SM508 (AL)  
 RJR1056 ◻ SM508 (AL)  
 RJR1105 ◇ SM508 (AL)  
 RJR1145 △ SM508 (AL)

RV/L Q (NEY)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

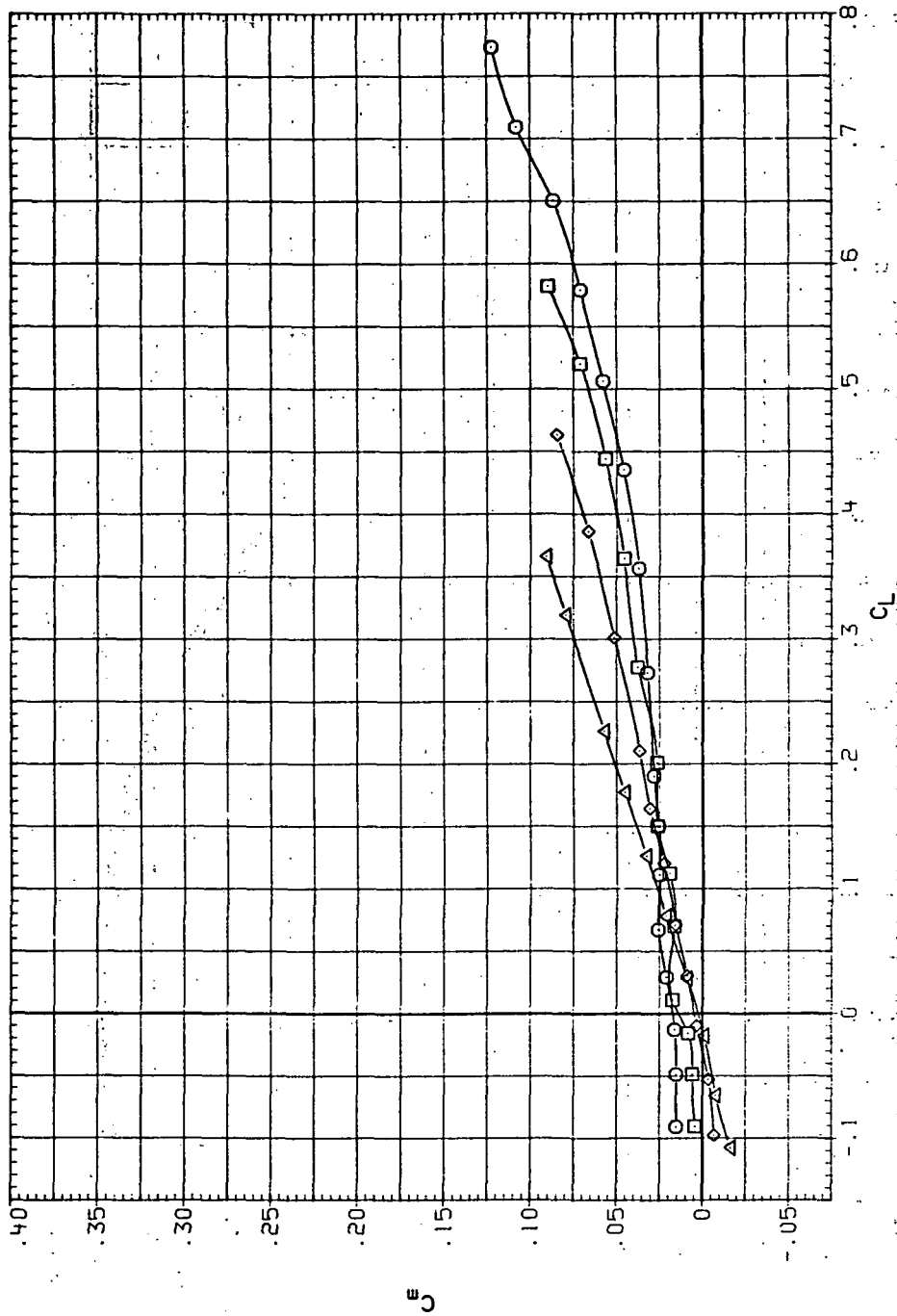


(b)  $C_D$  vs  $C_L$ .

Figure 25.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR026 ○ 9M508 (AL)  
 RJR066 □ 9M508 (AL)  
 RJR106 △ 9M508 (AL)  
 RJR145 ◇ 9M508 (AL)

RV/L Q (NSM)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

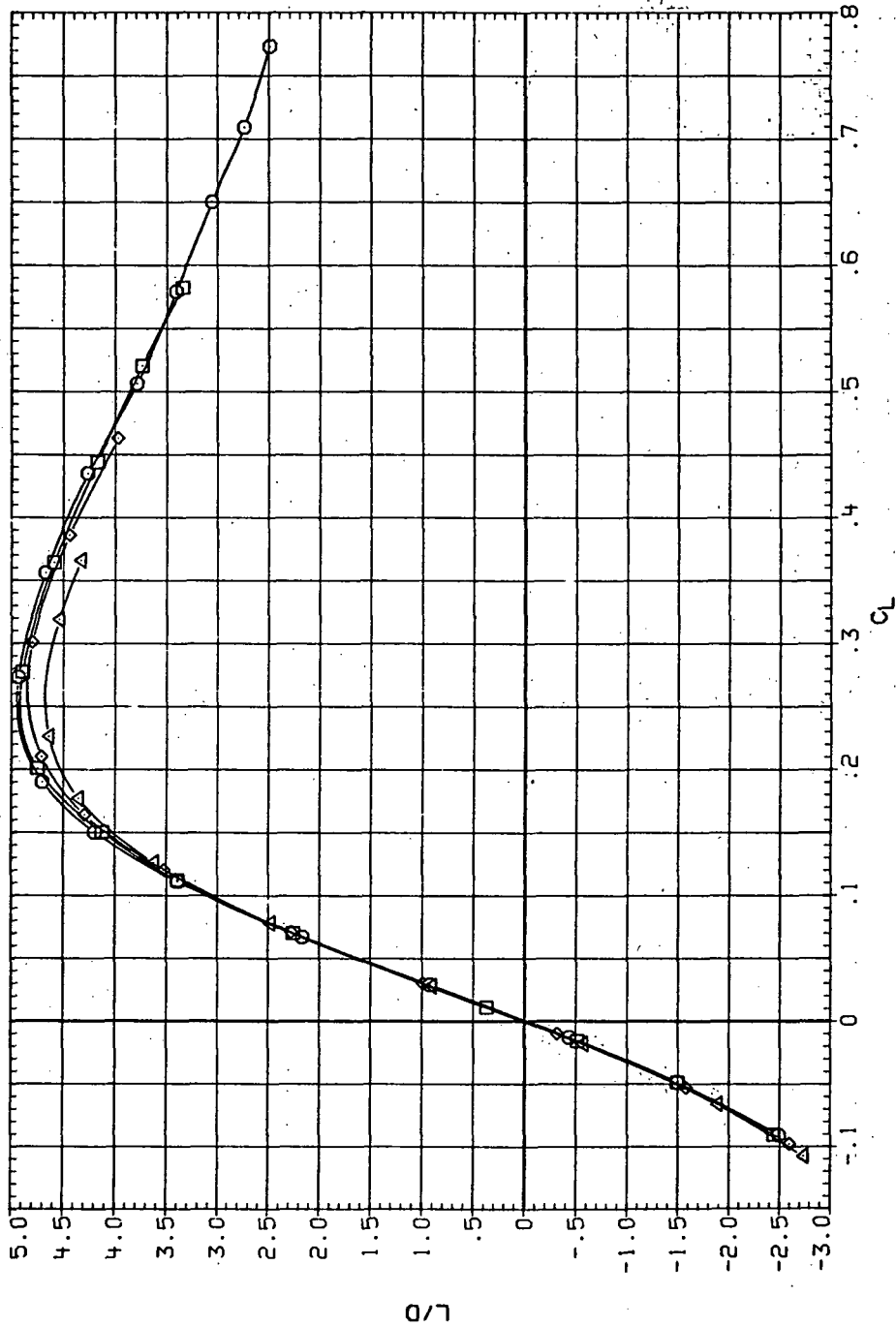


(c)  $C_m$  vs.  $C_L$ .

Figure 25. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR026 ◯ 9M50B (AL)  
 RJR066 ◻ 9M50B (AL)  
 RJR106 ◊ 9M50B (AL)  
 RJR145 △ 9M50B (AL)

RN/L Q INSH1  
 3.280 9.450  
 4.590 13.500  
 6.230 19.500  
 8.200 24.700



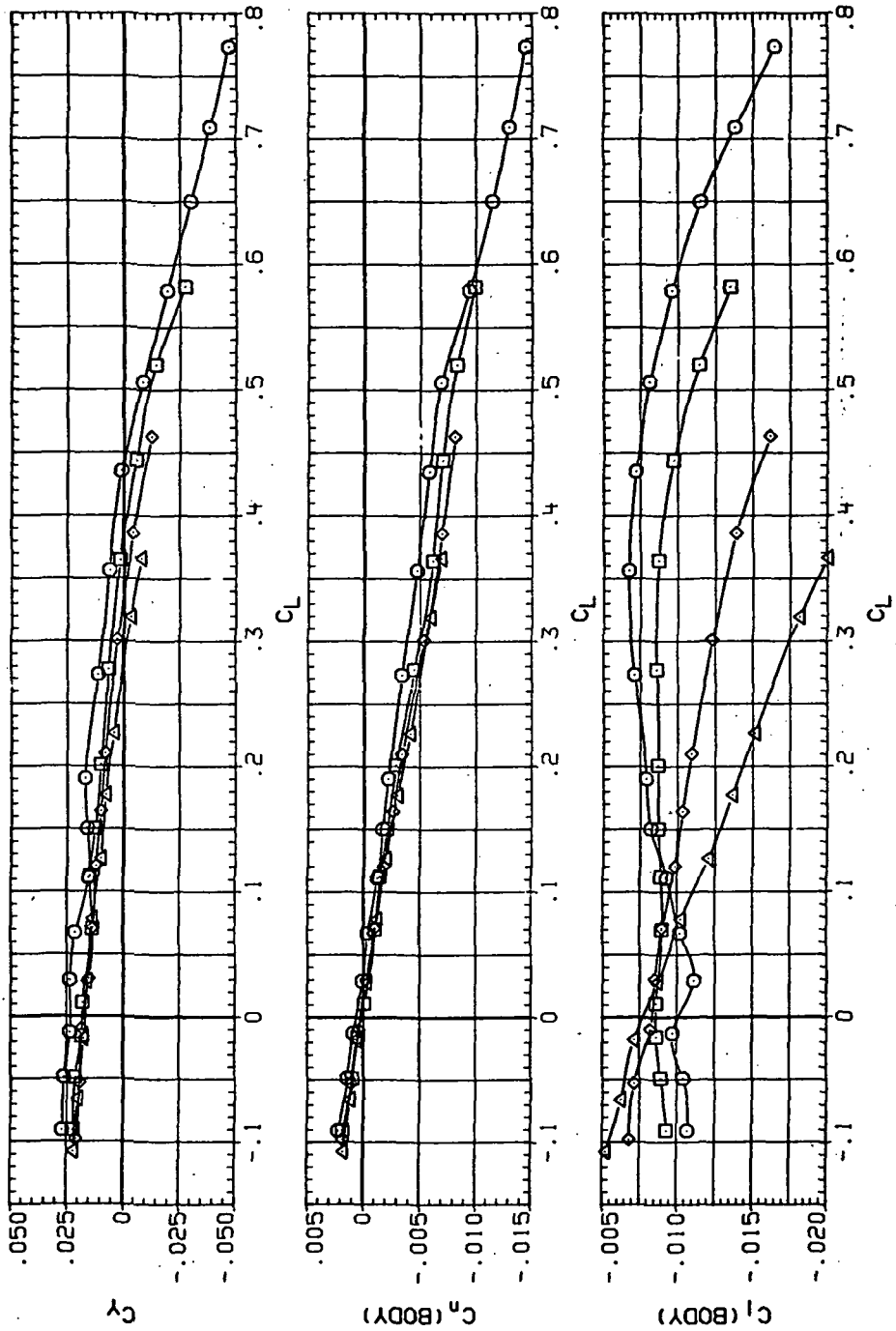
(d) L/D vs C<sub>L</sub>.

Figure 25.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR026 ○ SM50B (AL)  
 RJR066 □ SM50B (AL)  
 RJR105 △ SM50B (AL)  
 RJR145 ◇ SM50B (AL)

RN/VL Q(NSH)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

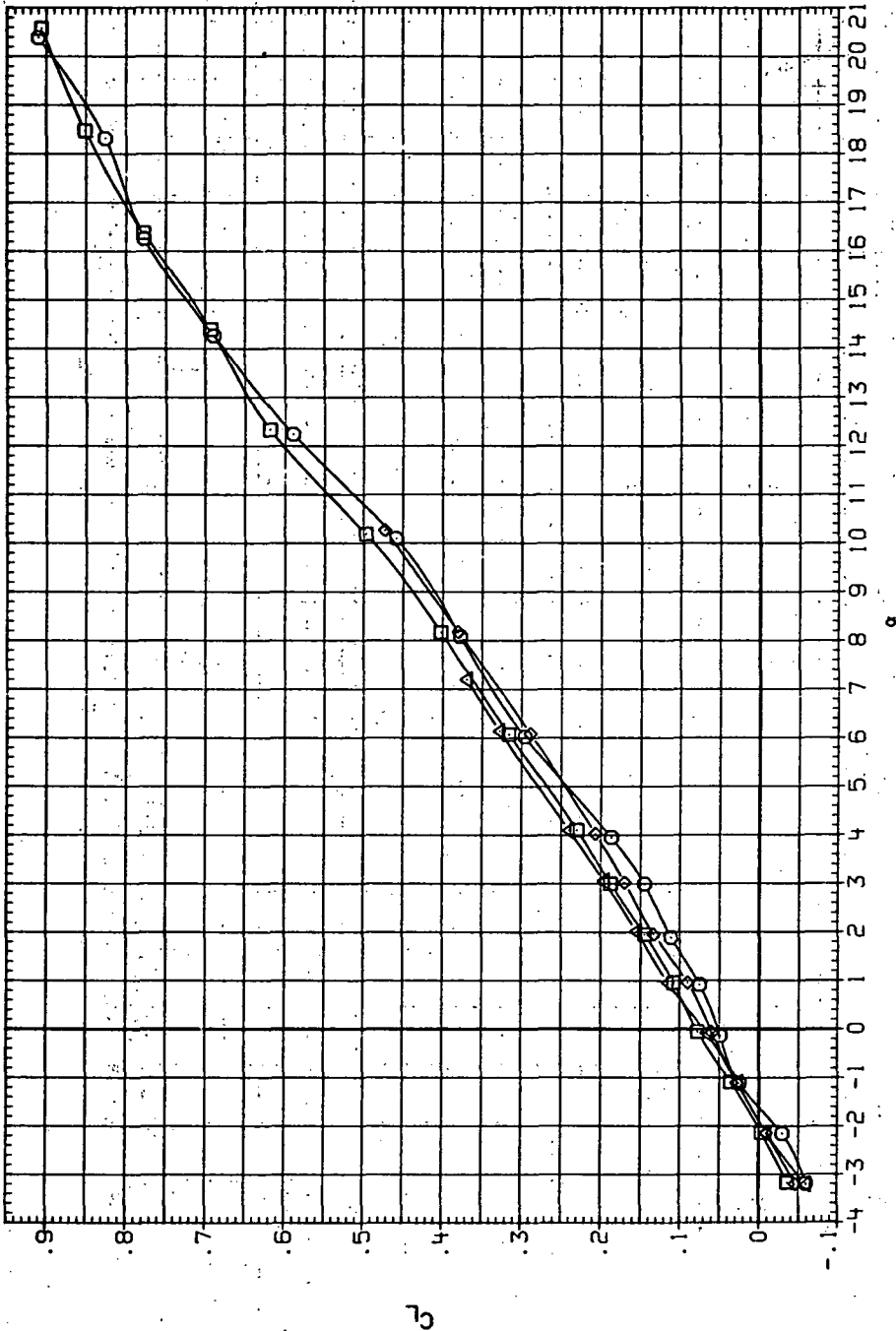


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 25.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 R-JR028 □ 94558 (AL)  
 R-JR058 ○ 94558 (AL)  
 R-JR108 △ 94558 (AL)  
 R-JR147 ◇ 94558 (AL)

RN/L Q (NSM)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

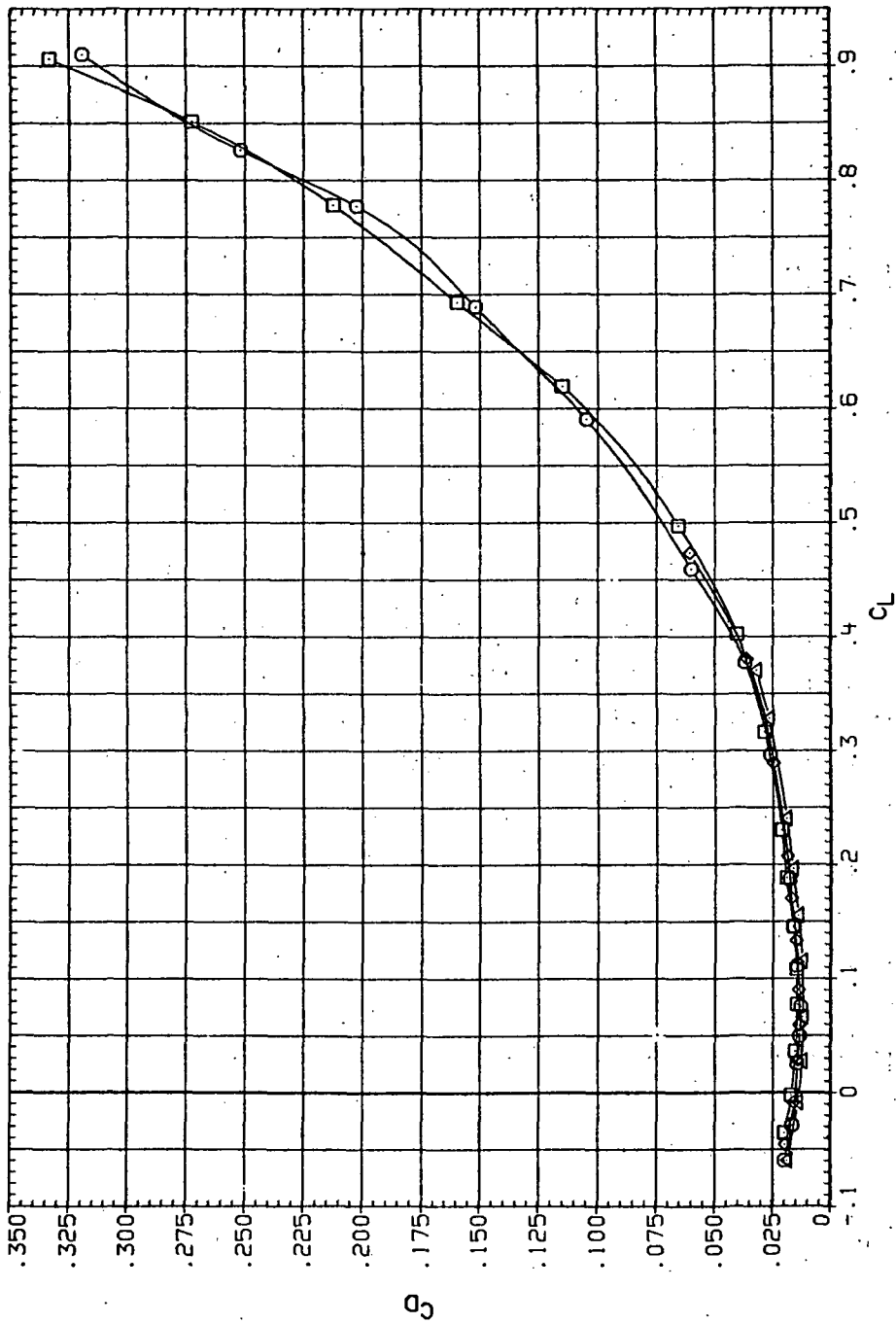


(a)  $C_L$  vs  $\alpha$ .

Figure 26.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 0.4$  and the modified NACA 65A204 airfoil).

DATA SET SYM/JL CONFIGURATION  
 RUP08B SH55B (AL)  
 RUP08S SH55B (AL)  
 RUR10S SH55B (AL)  
 RUR147 SH55B (AL)

RN/L Q(NSH)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

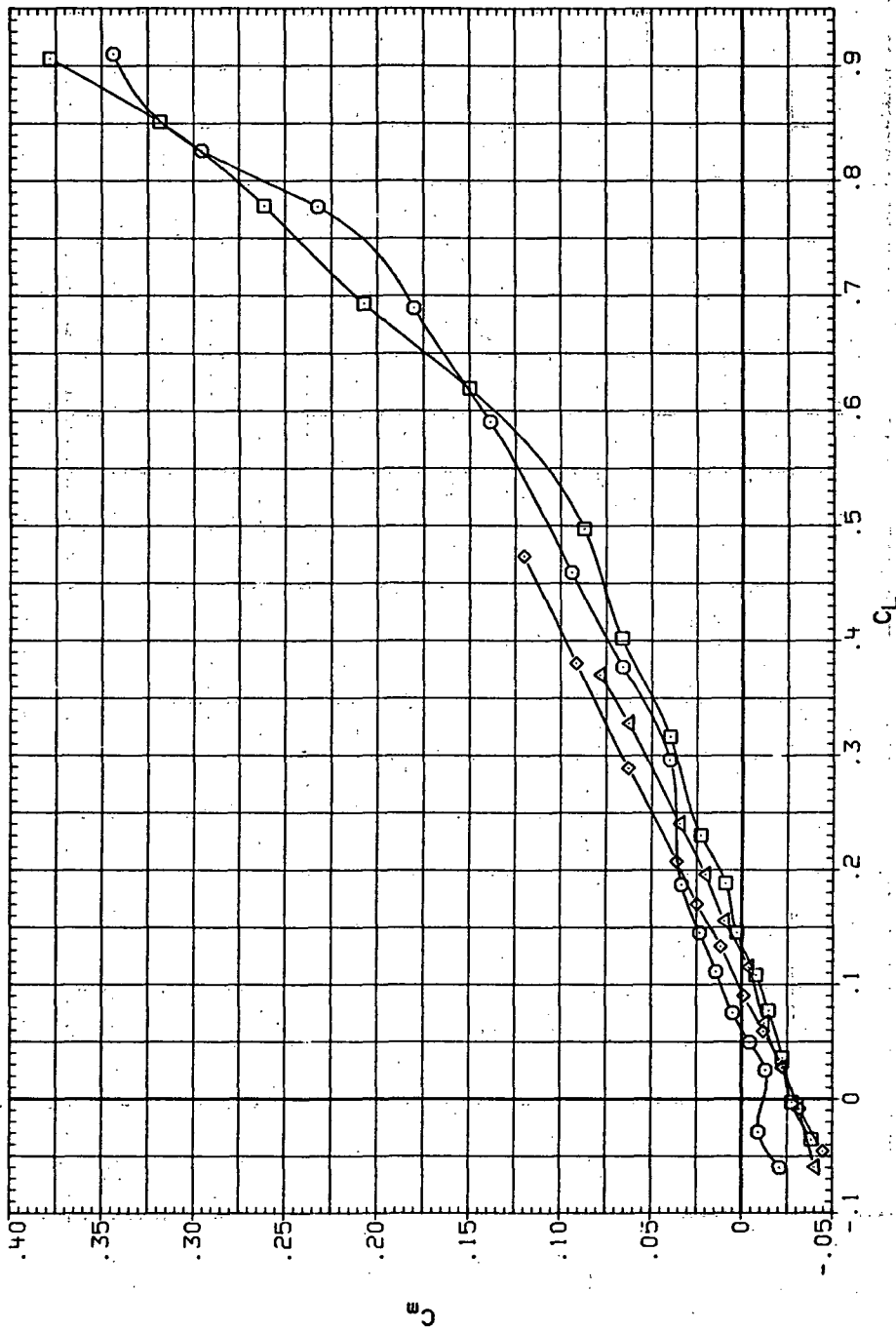


(b)  $C_D$  vs  $C_L$

Figure 26.— Continued.

DATA SET SYMBOL CONFIGURATION  
 R.JR028 ◻ SM55B (AL)  
 R.JR058 ◯ SM55B (AL)  
 R.JR108 ◊ SM55B (AL)  
 R.JR147 △ SM55B (AL)

RN/L Q(NSH)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

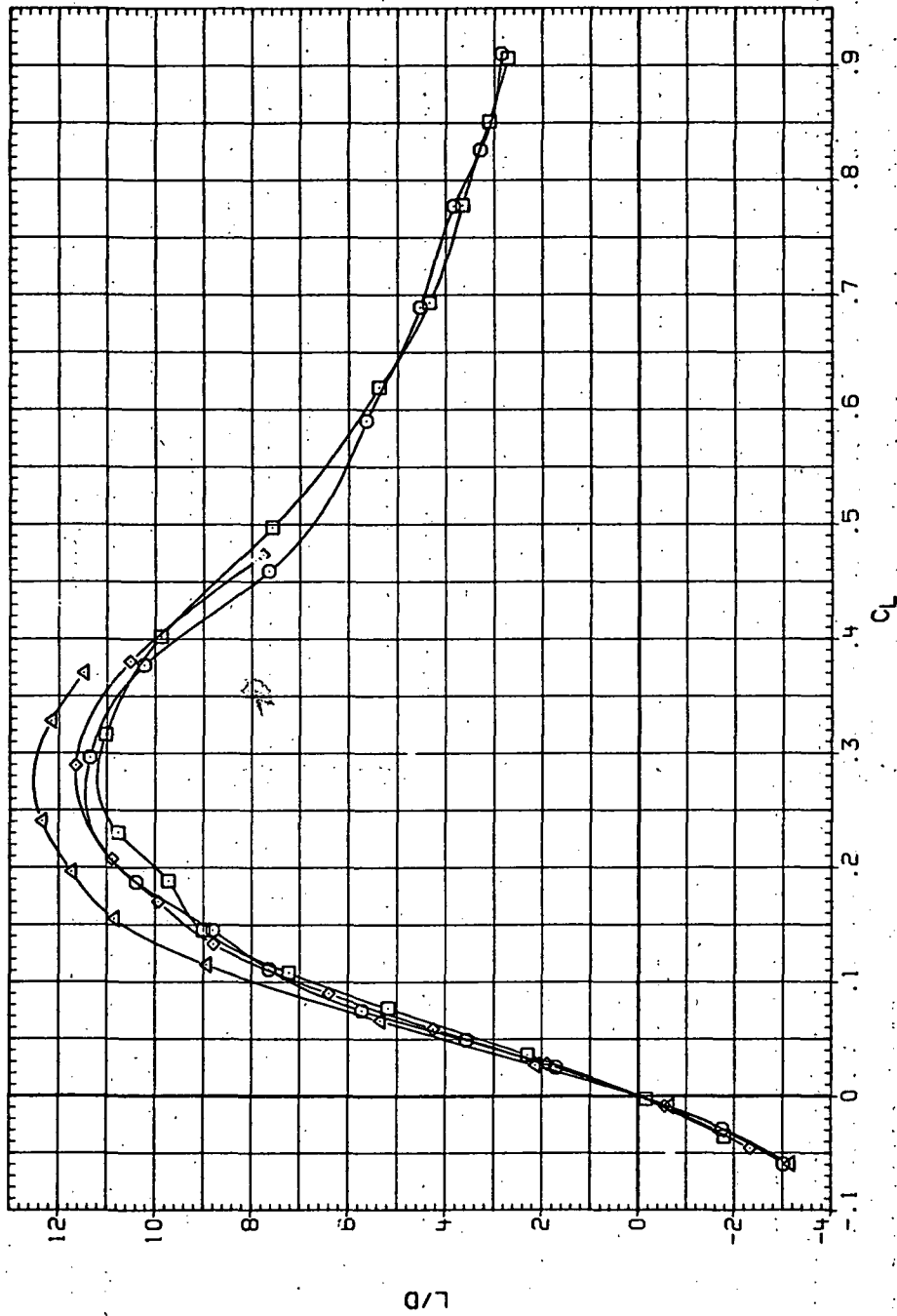


(c)  $C_m$  vs  $C_L$ .

Figure 26. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR028 ◯ SM558 (AL)  
 RJR068 ◻ SM558 (AL)  
 RJR108 ◊ SM558 (AL)  
 RJR147 △ SM558 (AL)

RN/L Q(NSM)  
 3.280 3.870  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

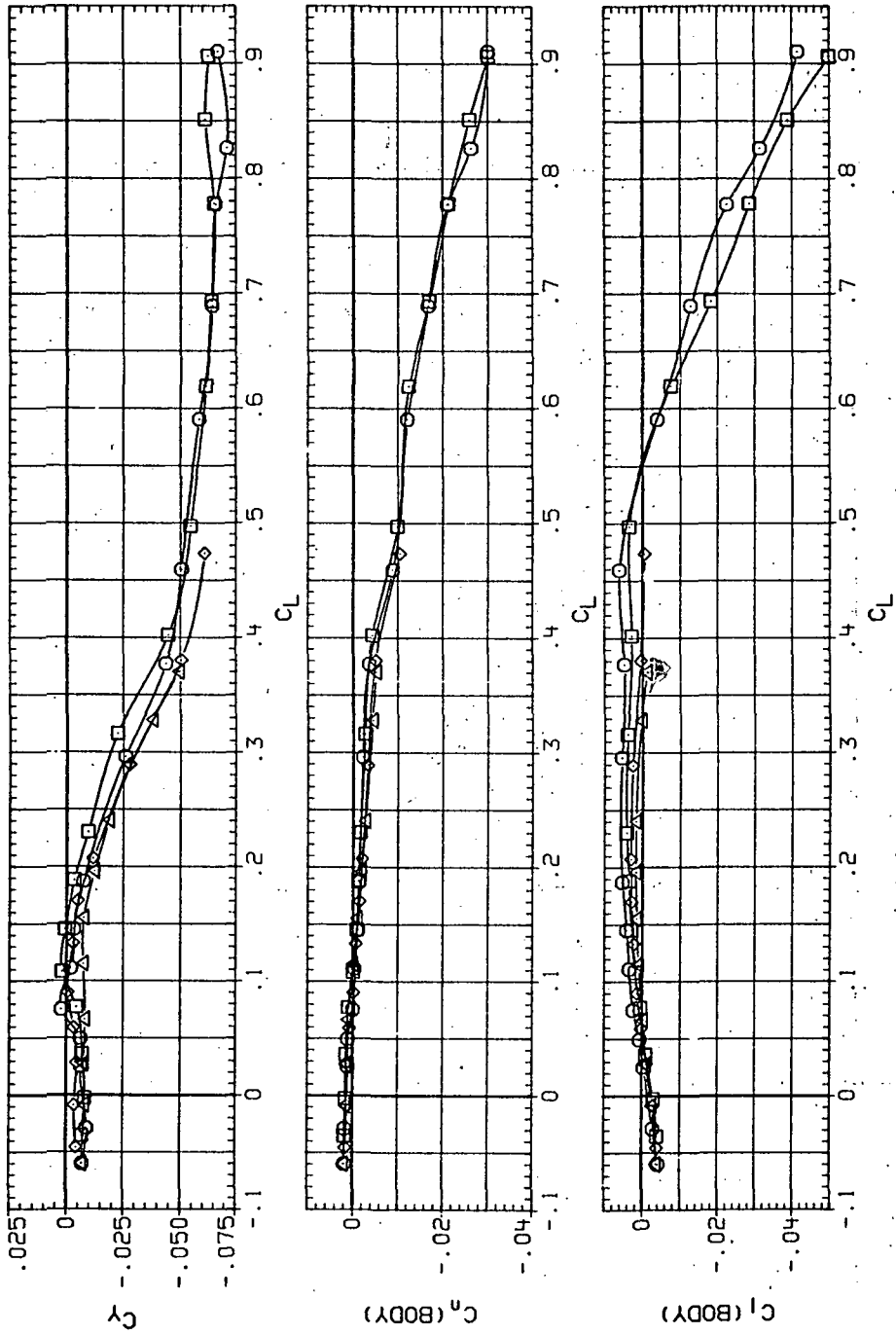


(d)  $L/D$  vs  $C_L$

Figure 26. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR026 ◯ SM55B (AL)  
 RJR068 ◻ SM55B (AL)  
 RJR108 ◊ SM55B (AL)  
 RJR147 △ SM55B (AL)

RN/L Q(NSH)  
 3.280 3.87C  
 4.590 5.400  
 6.230 7.480  
 8.200 9.900

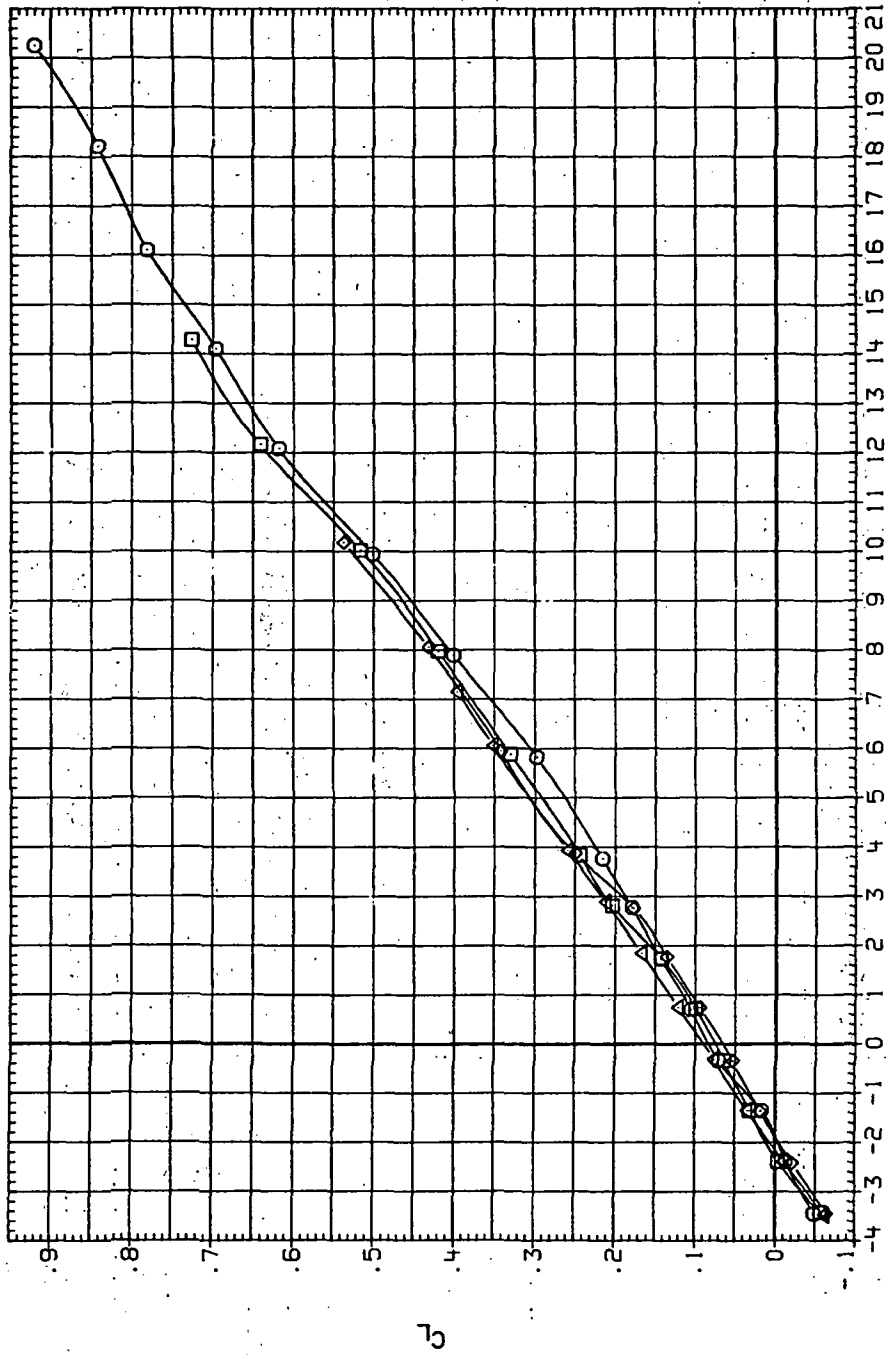


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 26.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR029  $\square$  SH55B (AL)  
 RJR058  $\square$  SH55B (AL)  
 RJR108  $\square$  SH55B (AL)  
 RJR148  $\square$  SH55B (AL)

RN/L Q(NSM)  
 3.280 5.610  
 4.590 7.710  
 6.250 10.600  
 8.200 14.100

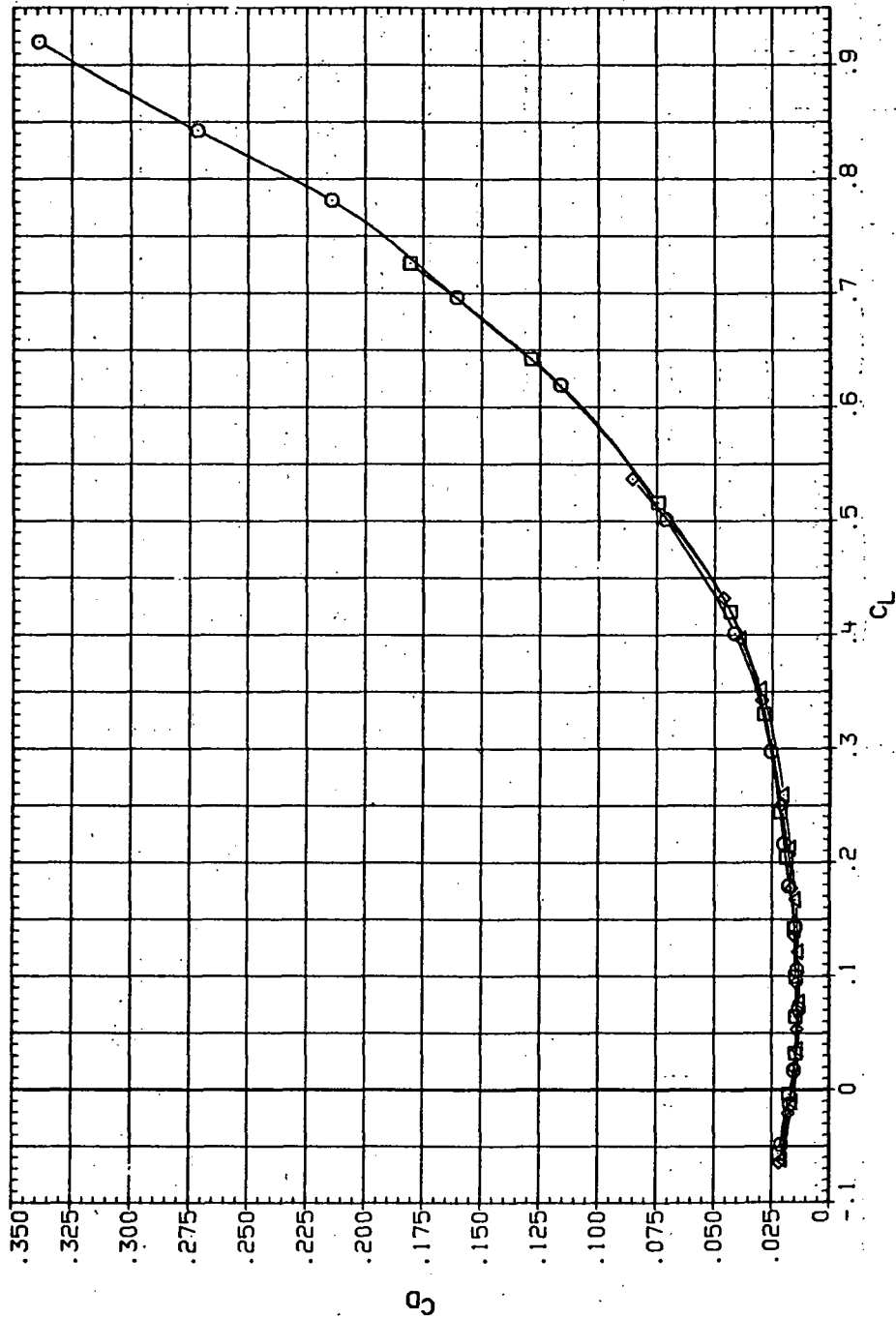


(a)  $C_L$  vs  $\alpha$ .

Figure 27. - Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 0.6$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RUF029 ○ 9K55B (AL)  
 RUF069 □ 9K55B (AL)  
 RUF109 △ 9K55B (AL)  
 RUF148 △ 9K55B (AL)

RN/L Q(NSH)  
 3.280 5.610  
 4.590 7.710  
 5.230 10.600  
 8.200 14.100



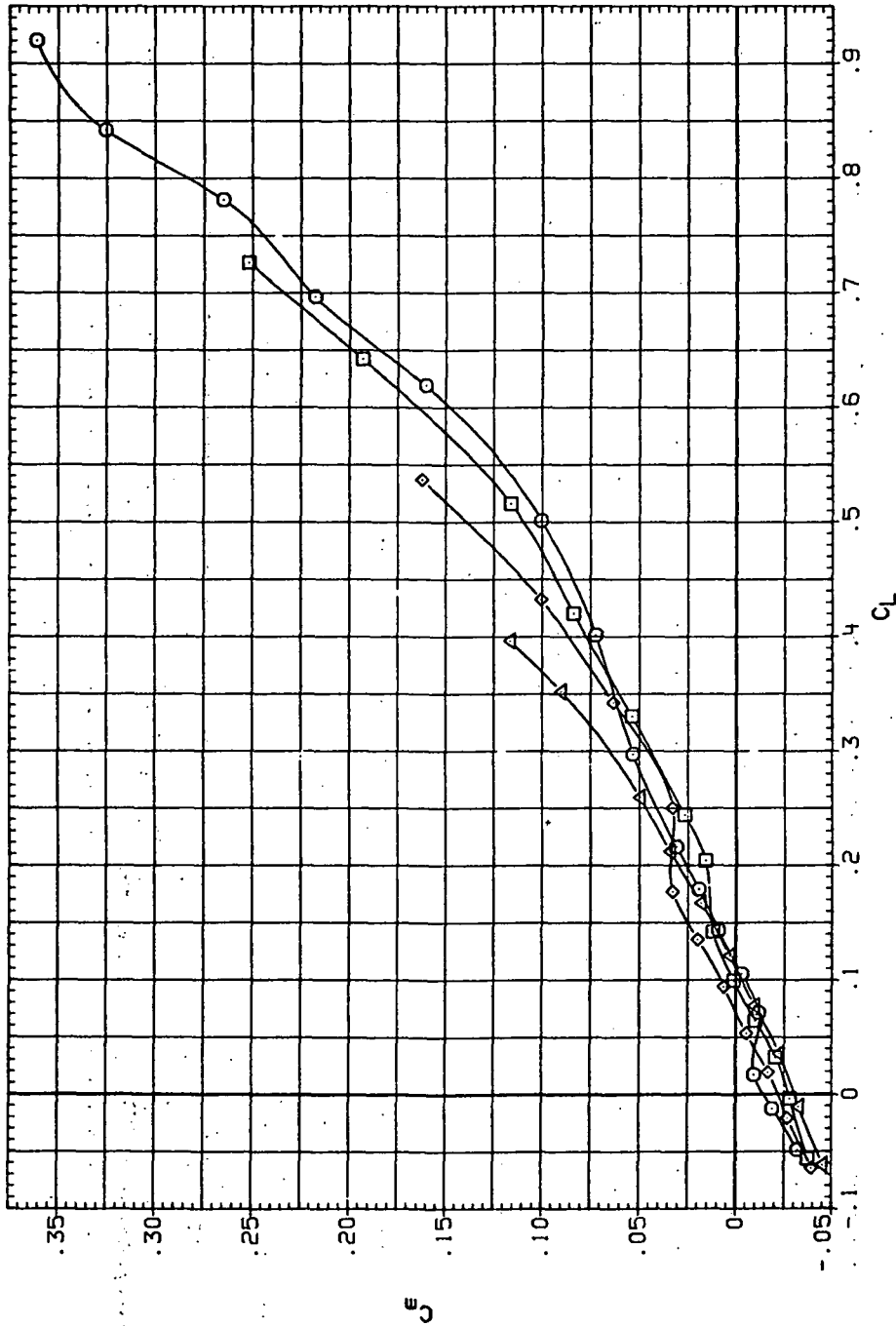
(b)  $C_D$  vs  $C_L$

Figure 27.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR029 ◯ 9M55B (AL)  
 RJR069 ◻ 9M55B (AL)  
 RJR109 ◊ 9M55B (AL)  
 RJR148 △ 9M55B (AL)

RN/L Q(NSH)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

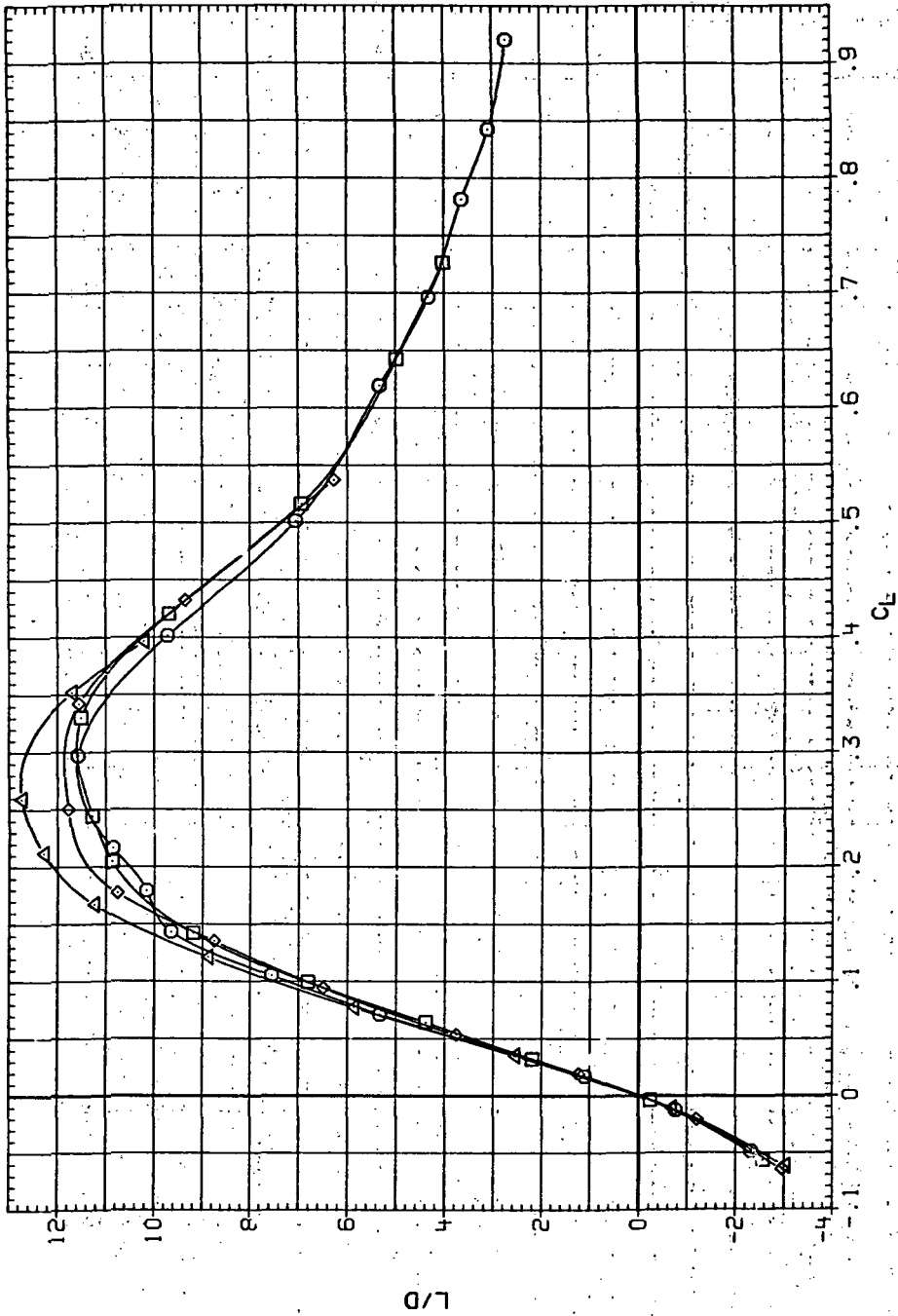


(c)  $C_m$  vs  $C_L$ .

Figure 27.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR029 ◻ 9W55B (AL)  
 RJR069 ◻ 9W55B (AL)  
 RJR109 ◻ 9W55B (AL)  
 RJR148 ◻ 9W55B (AL)

RN/L Q (NSK)  
 3.260 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

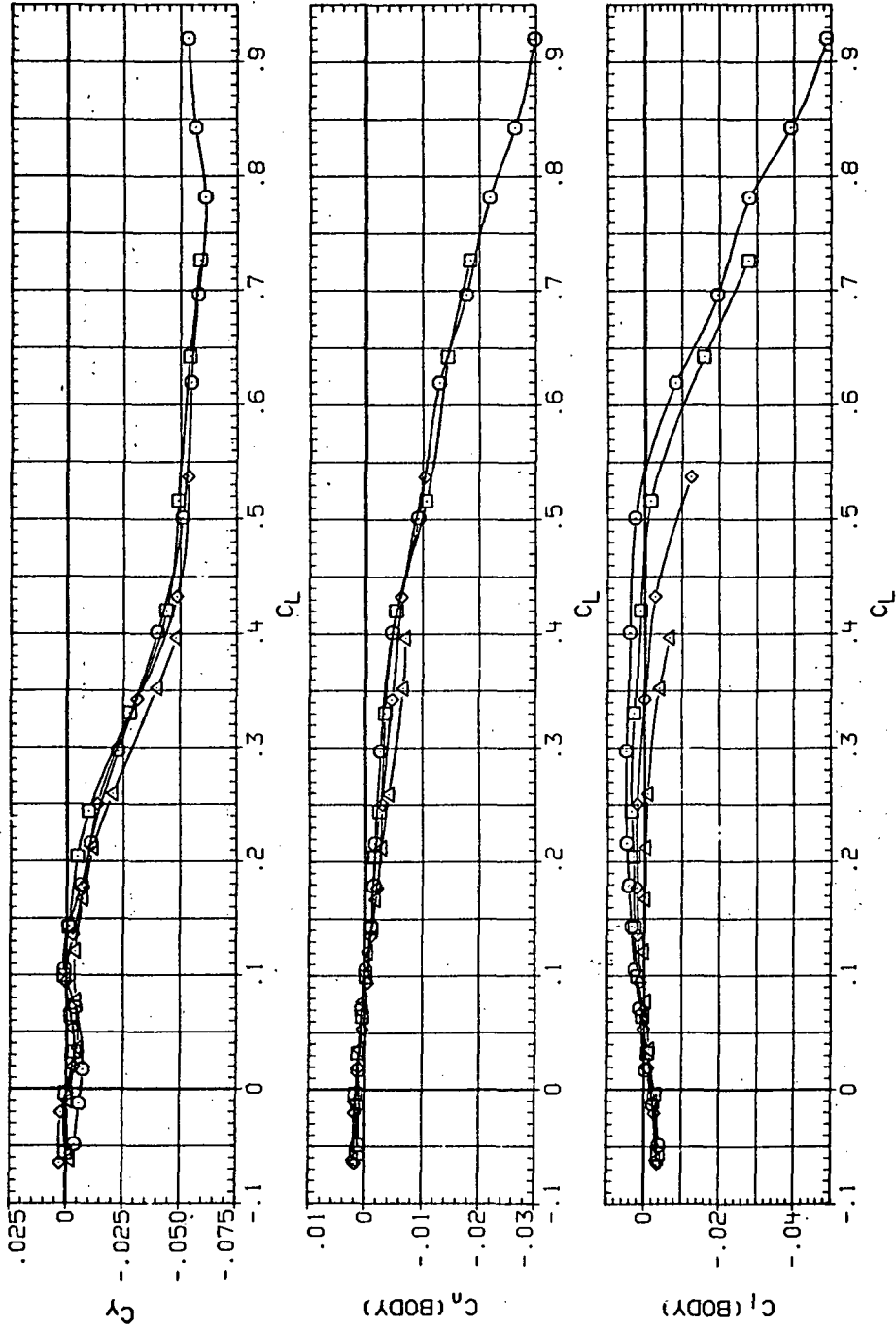


(d)  $L/D$  vs  $C_L$

Figure 27. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR029 ◻ 9M558 (AL)  
 RJR069 ◻ 9M558 (AL)  
 RJR109 ◻ 9M558 (AL)  
 RJR148 ◻ 9M558 (AL)

RN/L Q(NSM)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

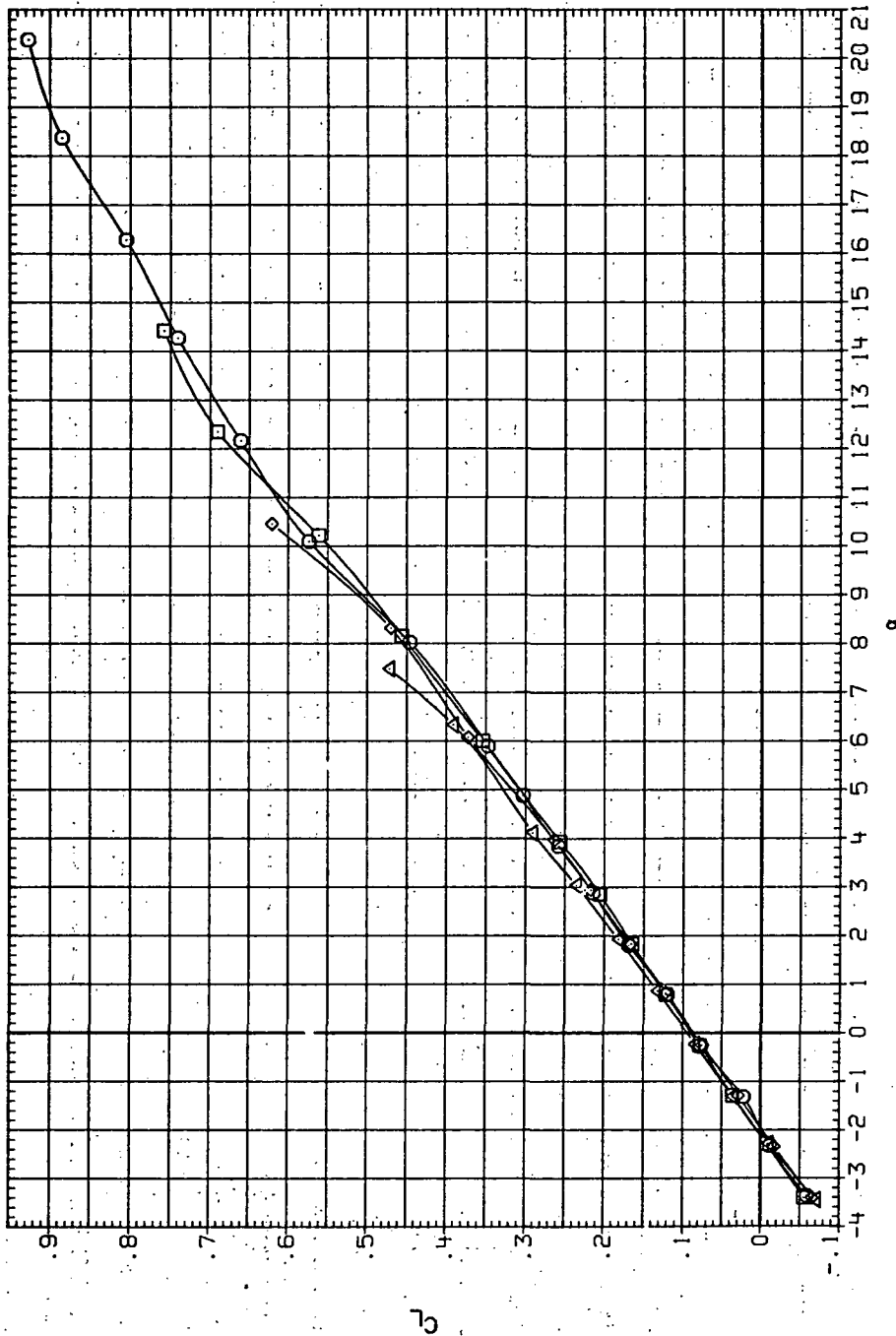


(e)  $C_\gamma$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 27.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RUR030 ○ 5455B (AL)  
 RUR070 □ 5455B (AL)  
 RUR110 ◇ 5455B (AL)  
 RUR149 △ 5455B (AL)

RN/L Q(NSM)  
 3.260 7.060  
 4.550 9.720  
 6.230 13.400  
 8.200 17.600



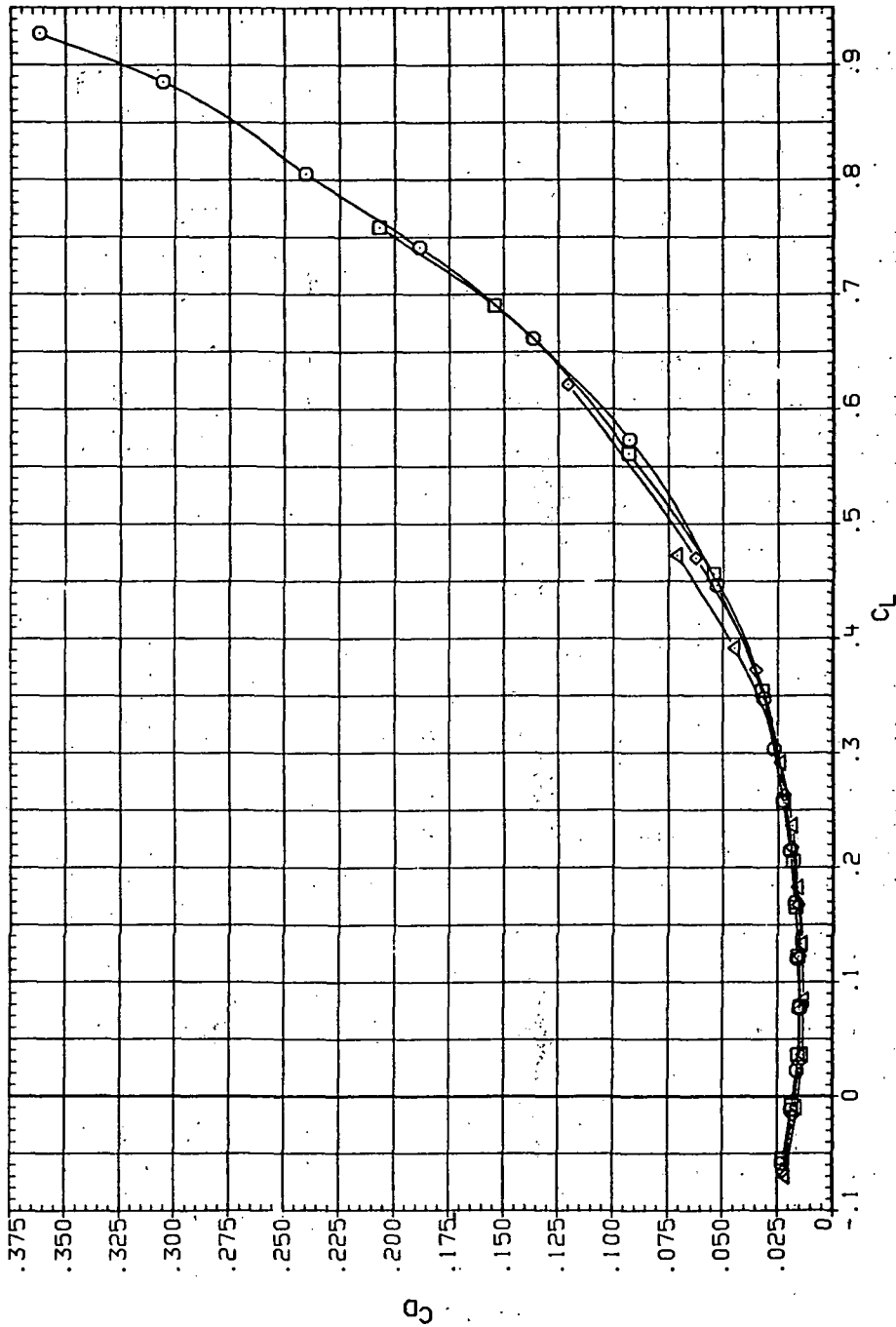
(a)  $C_L$  vs  $\alpha$ .

Figure 28.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 0.8$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION

RJR030 ◯ 9M55B (AL)  
 RJR070 ◻ 9M55B (AL)  
 RJR110 ◊ 9M55B (AL)  
 RJR149 △ 9M55B (AL)

RN/L Q(NSM)  
 3.280 7.05  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800

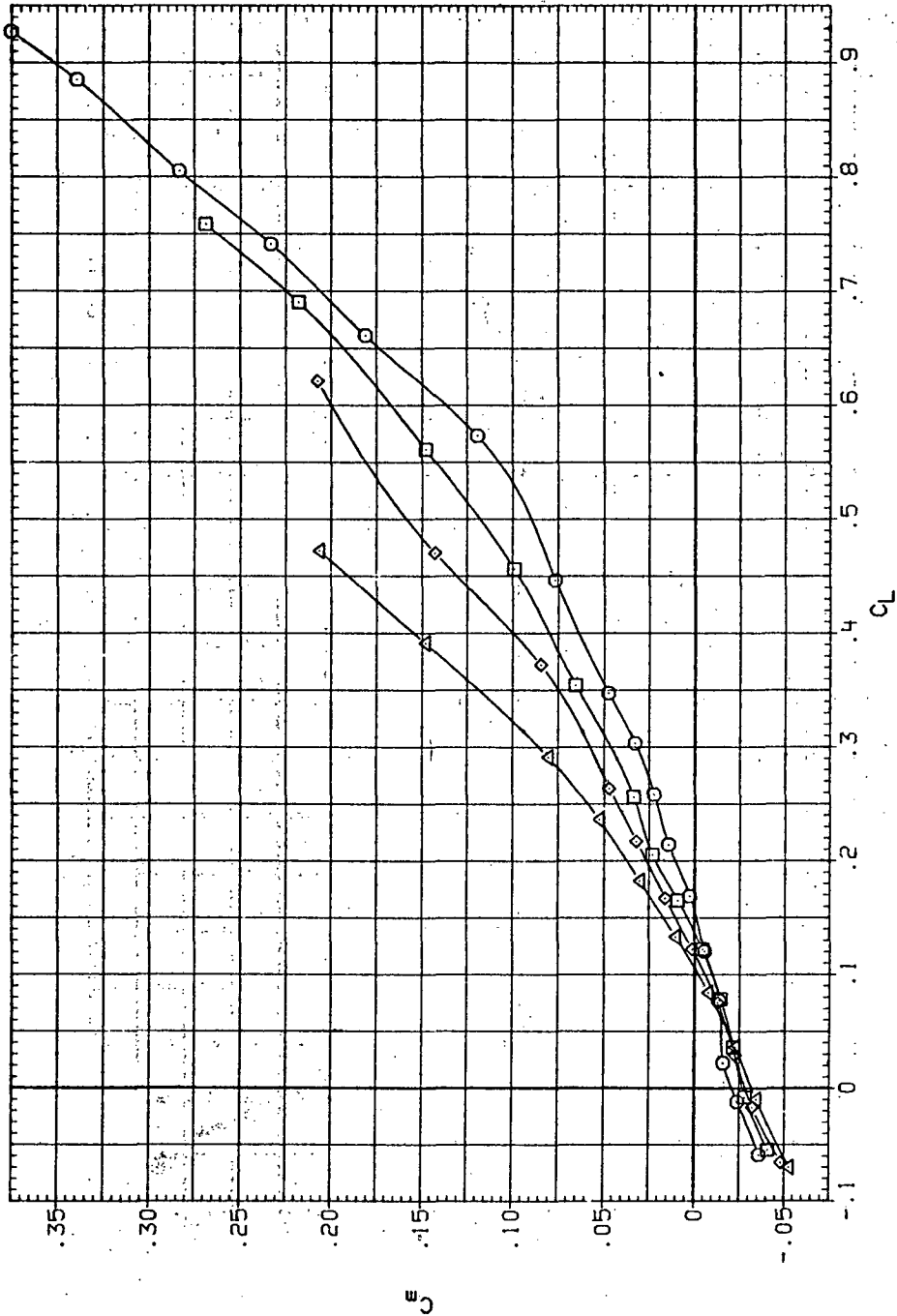


(b)  $C_D$  vs  $C_L$

Figure 28.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR030 ○ SW556 (AL)  
 RJR070 □ SW556 (AL)  
 RJR110 △ SW556 (AL)  
 RJR149 ◇ SW556 (AL)

RN/L Q(NSM)  
 3.280 7.050  
 4.590 9.750  
 6.230 13.400  
 8.200 17.800

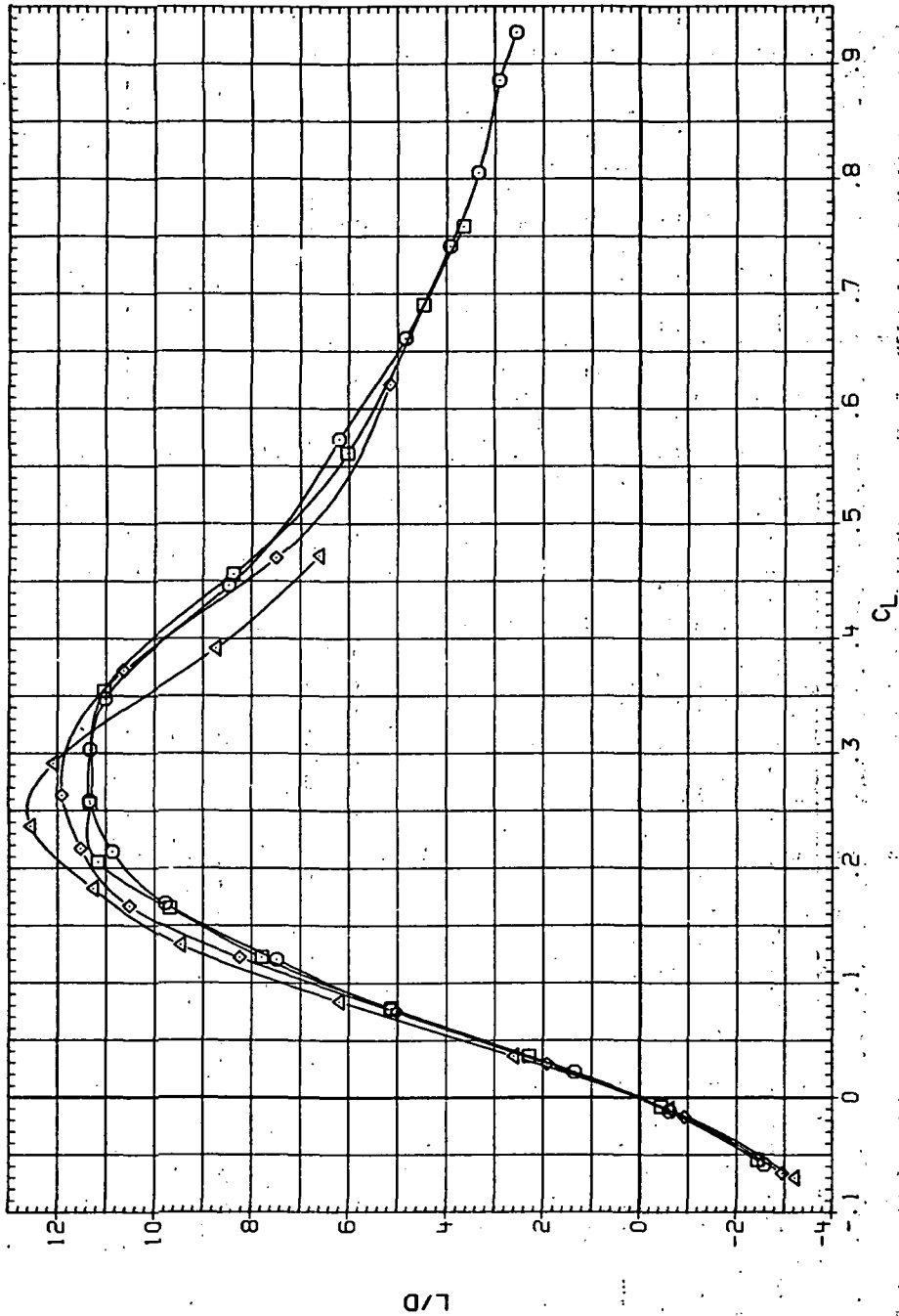


(c)  $C_m$  vs  $C_L$ .

Figure 28.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR030 ◻ 9M558 (AL)  
 RJR070 ◊ 9M558 (AL)  
 RJR110 ◊ 9M558 (AL)  
 RJR149 ◻ 9M558 (AL)

FN/L Q(NSH)  
 3.280 7.050  
 4.550 9.720  
 6.230 13.400  
 8.200 17.800



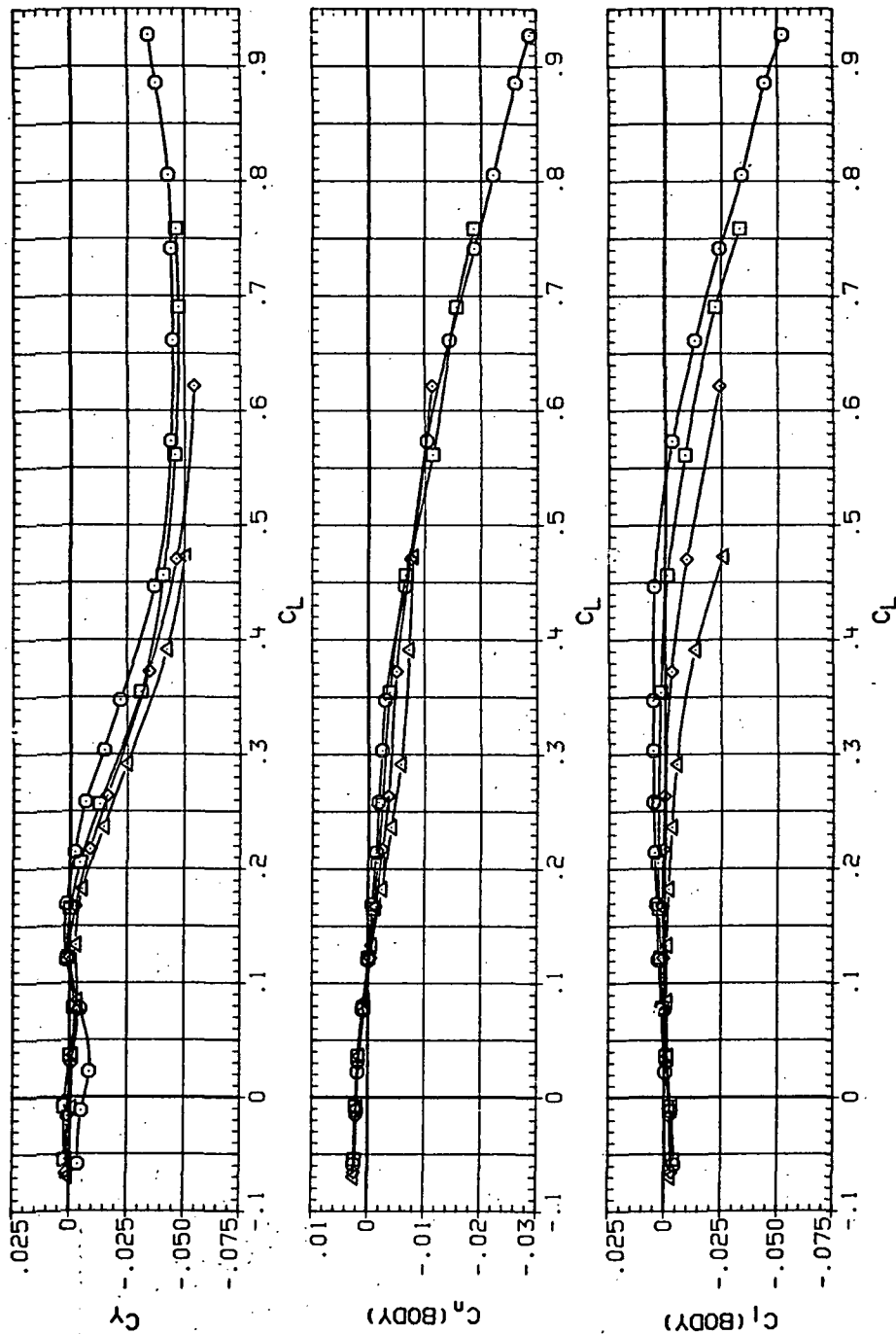
(d)  $L/D$  vs  $C_L$

Figure 28. — Continued.

DATA SET SYMBOL CONFIGURATION

- RJR030  $\square$  SW55 (AL)
- RJR070  $\circ$  SW55 (AL)
- RJR110  $\triangle$  SW55 (AL)
- RJR149  $\diamond$  SW55 (AL)

- RN/L Q(NSM)
- 3.280 7.050
- 4.590 9.720
- 6.230 13.400
- 8.200 17.800



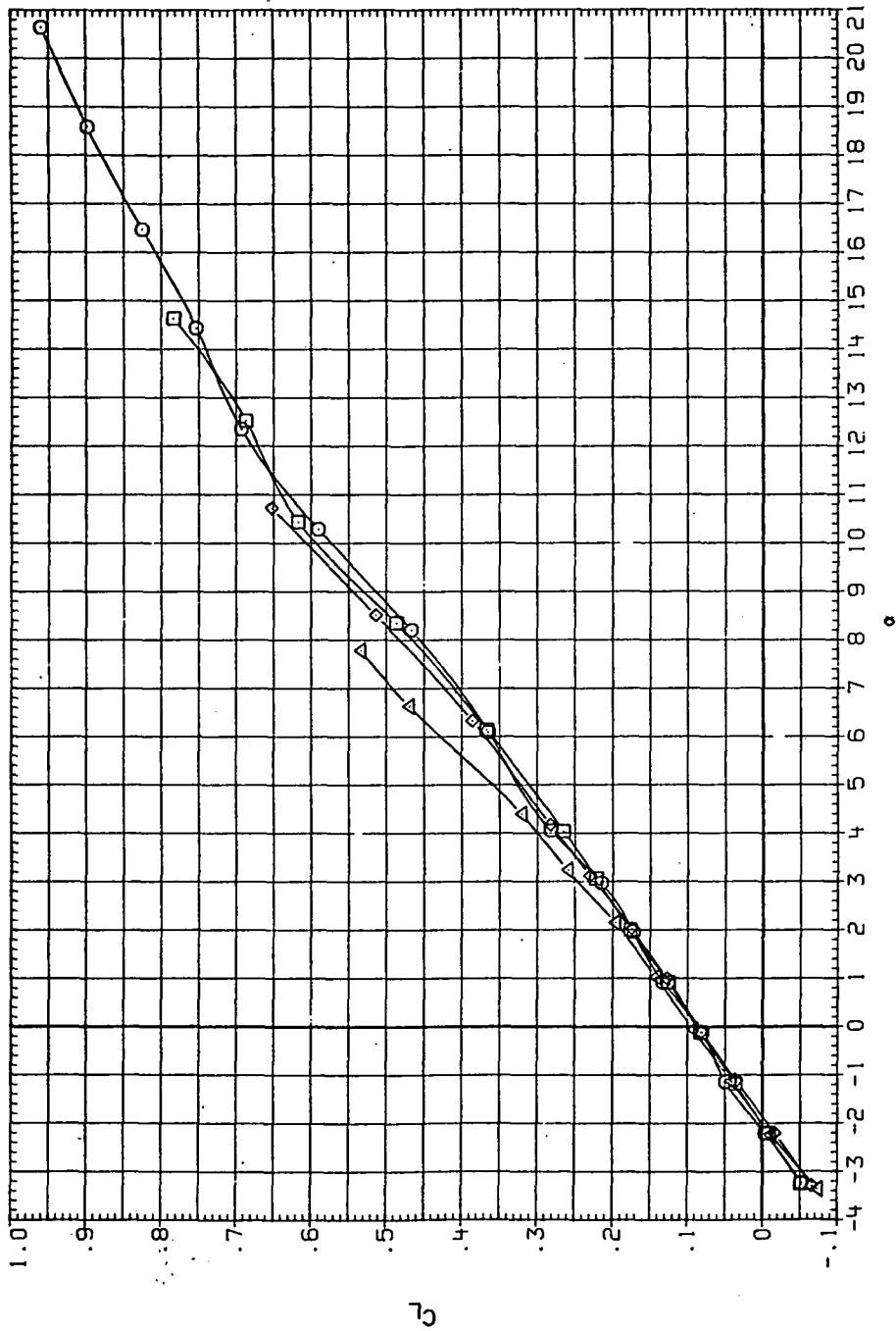
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 28.— Concluded.



DATA SET SYMBOL CONFIGURATION  
 RJR031 ◻ 5M55B (AL)  
 RJR071 ◻ 5M55B (AL)  
 RJR111 ◻ 5M55B (AL)  
 RJR150 ◻ 5M55B (AL)

RN/L Q(NSH)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

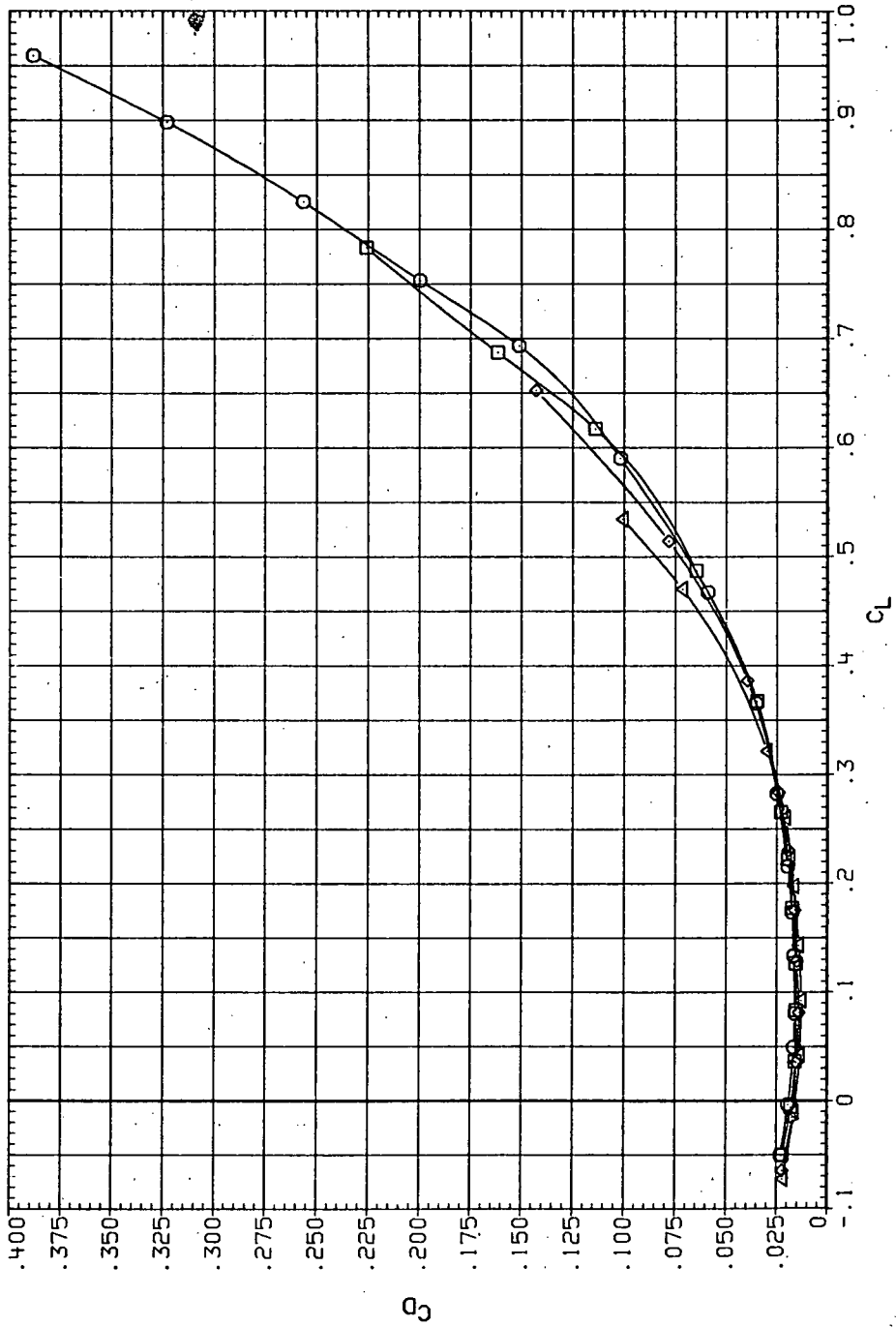


(a)  $C_L$  vs  $\alpha$ .

Figure 29.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 0.9$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR031 ◯ 9H55B (AL)  
 RJR071 ◻ 9H55B (AL)  
 RJR111 ◇ 9H55B (AL)  
 RJR150 △ 9H55B (AL)

RN/L Q(NSM)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

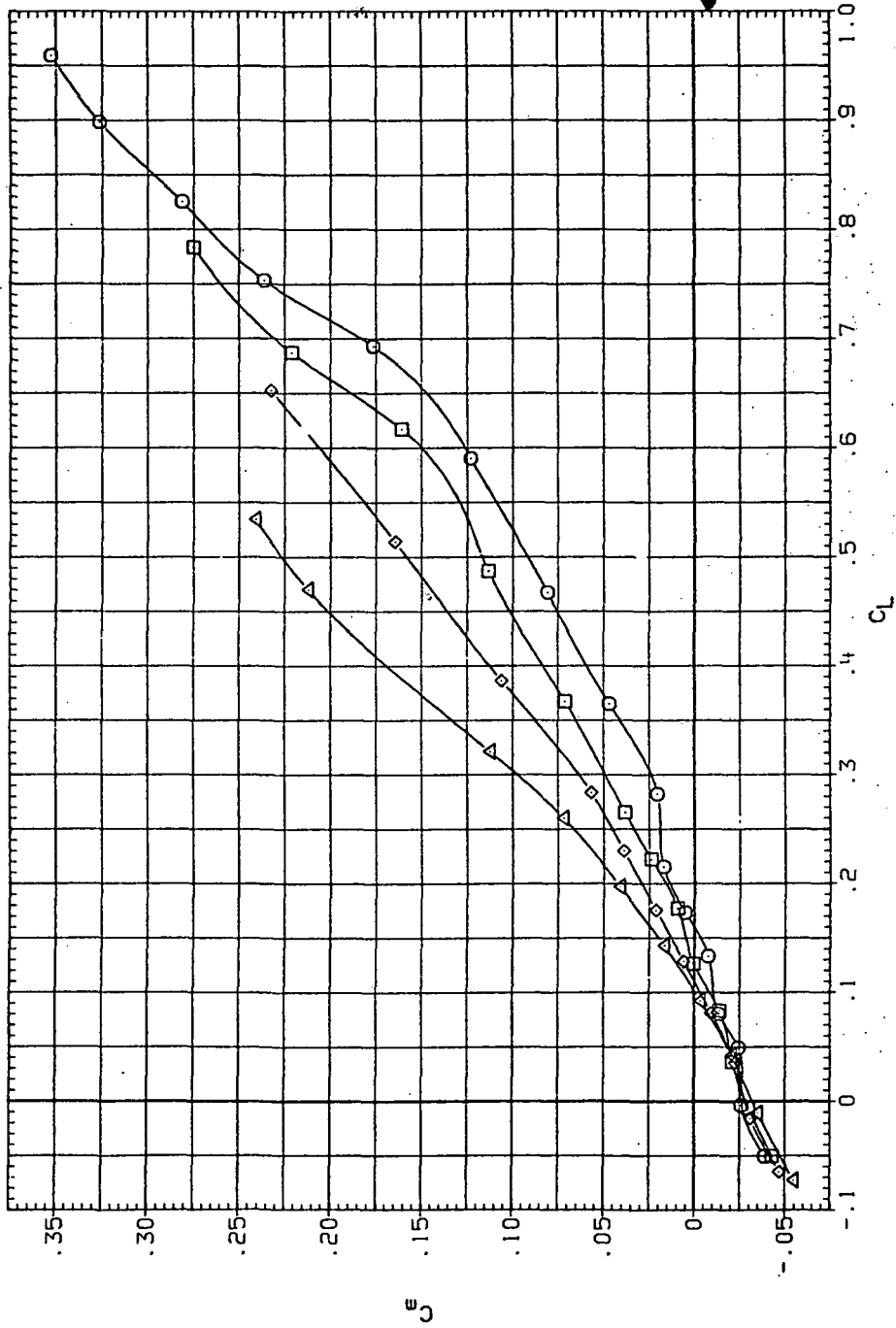


(b)  $C_D$  vs  $C_L$ .

Figure 29.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR031 ◻ 9M55B (AL)  
 RJR071 ◻ 9M55B (AL)  
 RJR111 ◻ 9M55B (AL)  
 RJR150 ◻ 9M55B (AL)

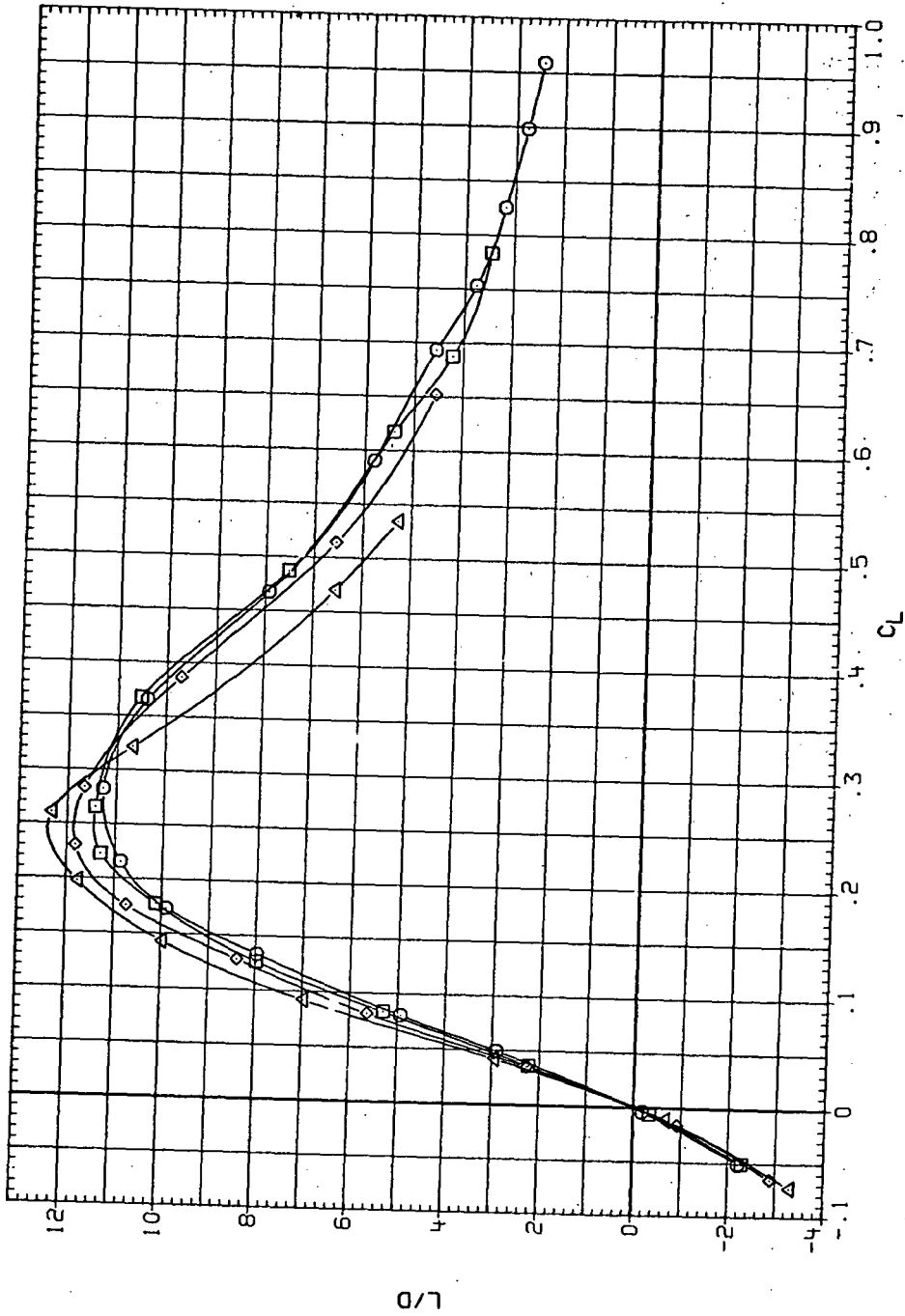
RM/L Q(NSM)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200



(c)  $C_m$  vs  $C_L$   
 Figure 29. — Continued.

DATA SET SYMBOL CONFIGURATION  
 R-JR031 □  
 R-JR071 ○  
 R-JR111 △  
 R-JR150 ◇

RN/L Q (INSH)  
 3.260 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200



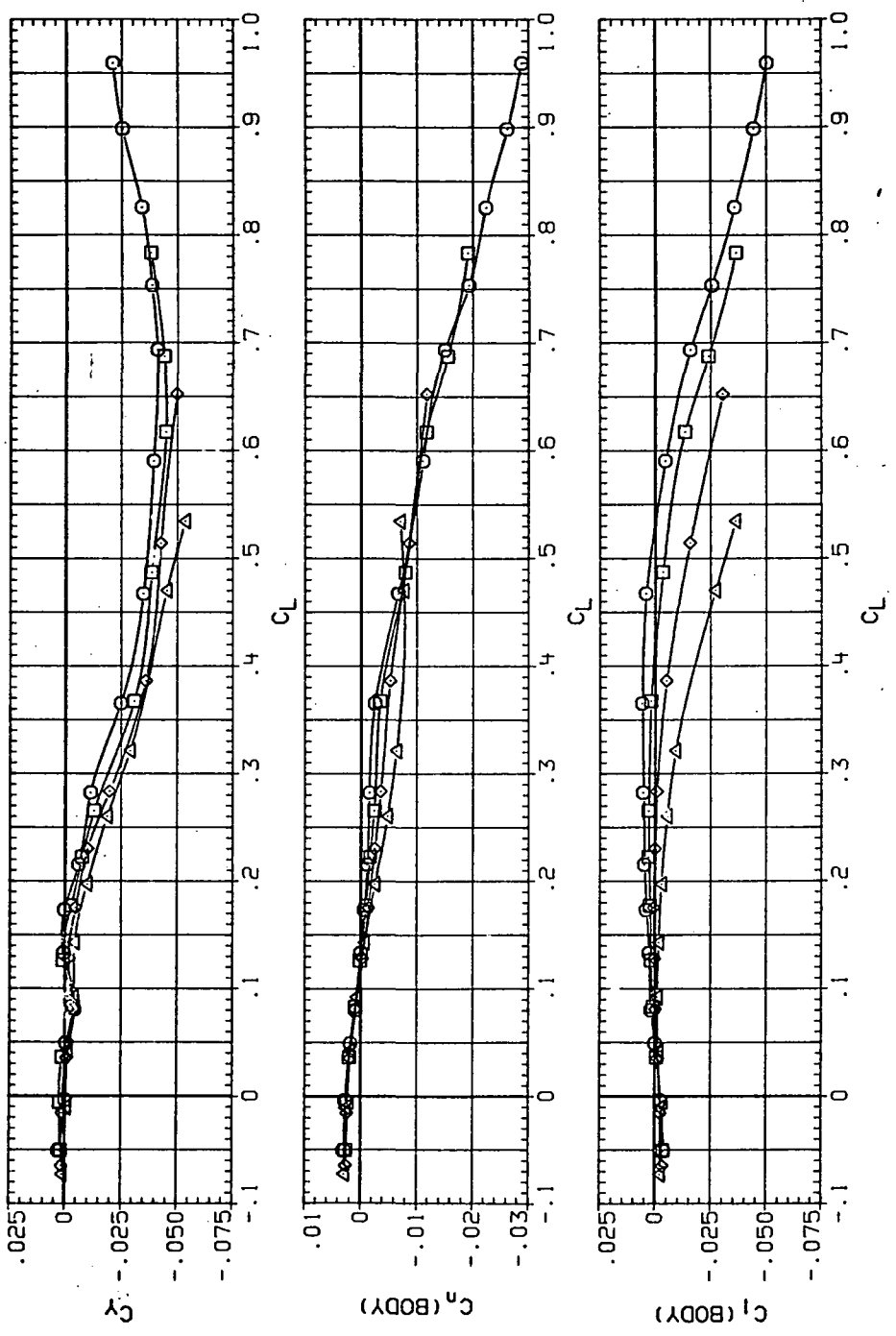
(d)  $L/D$  vs  $C_L$ .

Figure 29.— Continued.

DATA SET SYMBOL CONFIGURATION

|        |   |            |
|--------|---|------------|
| RJR031 | □ | 9455B (AL) |
| RJR071 | ○ | 9455B (AL) |
| RJR111 | ◇ | 9455B (AL) |
| RJR150 | △ | 9455B (AL) |

|       |        |
|-------|--------|
| RN/L  | Q(NSM) |
| 3.280 | 7.440  |
| 4.590 | 10.500 |
| 6.230 | 14.500 |
| 8.200 | 19.200 |

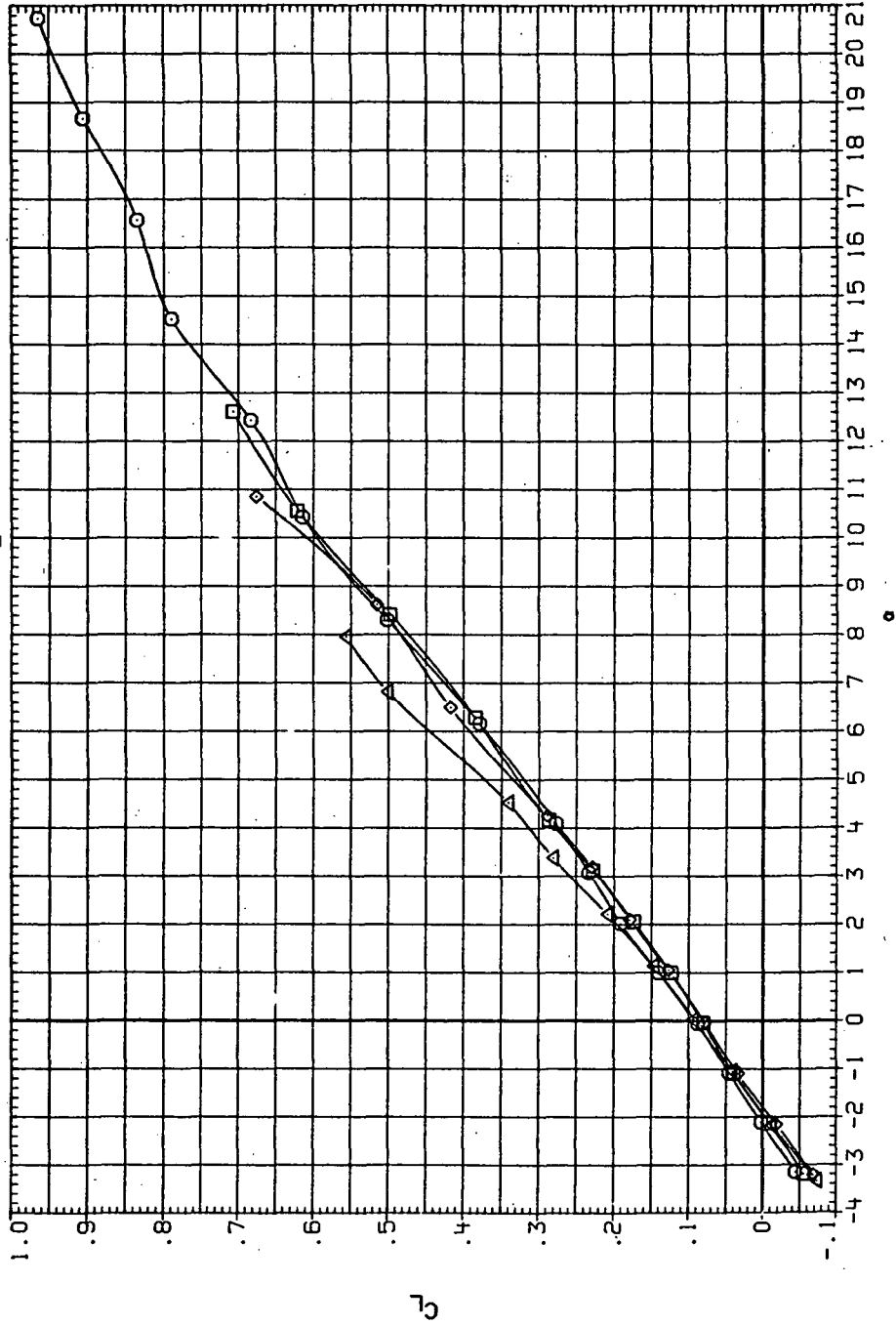


(e)  $C_y$ ,  $C_n$  and  $C_j$  vs  $C_L$ .

Figure 29.- Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR032 9M55B (AL)  
 RJR072 9M55B (AL)  
 RJR112 9M55B (AL)  
 RJR151 9M55B (AL)

RN/L Q(NSM)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

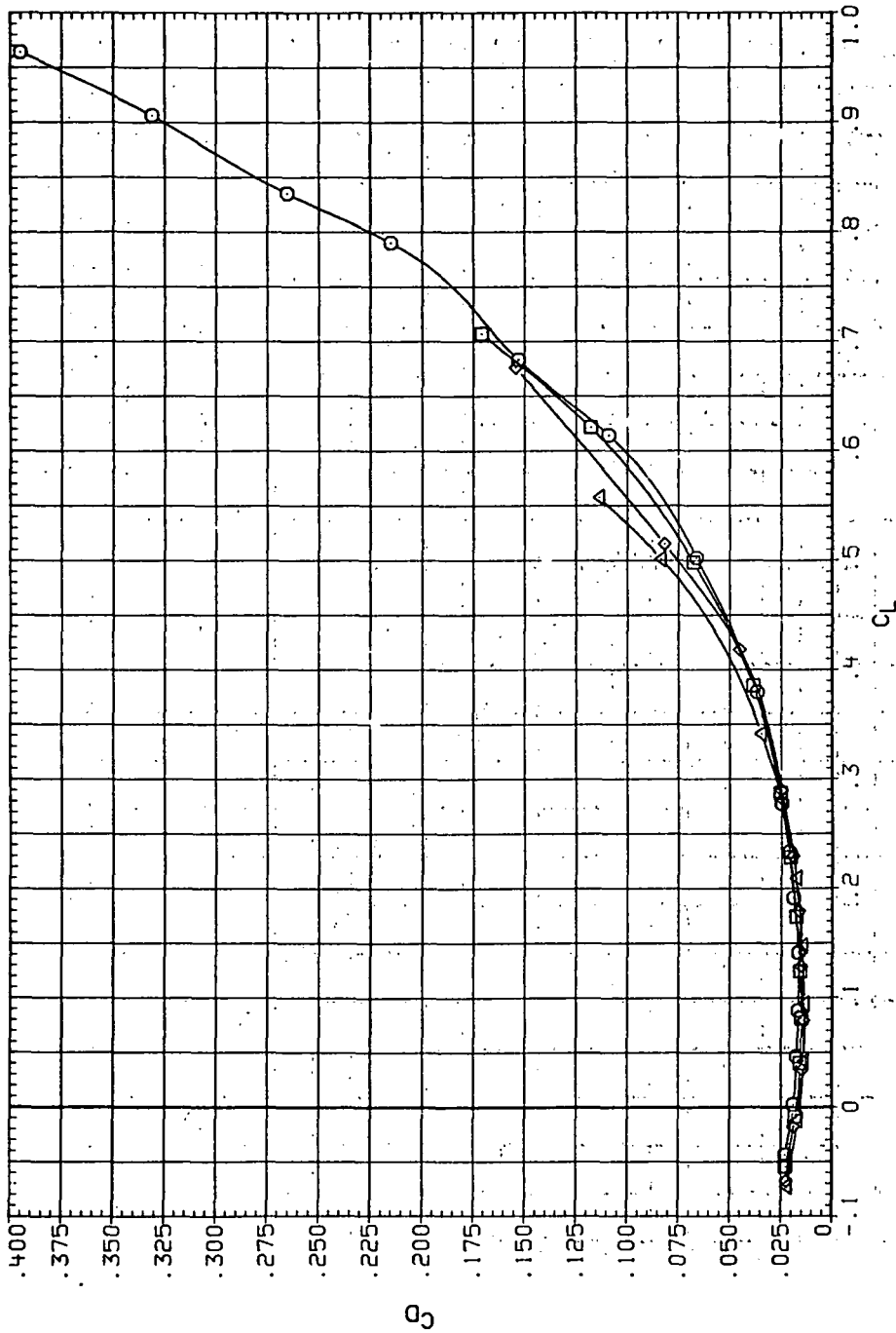


(a)  $C_L$  vs  $\alpha$ .

Figure 30.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ, M = 0.95$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR032 ◯ SH558 (AL)  
 RJR072 ◻ SH558 (AL)  
 RJR112 ◇ SH558 (AL)  
 RJR151 △ SH558 (AL)

RV/L Q (NSM)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

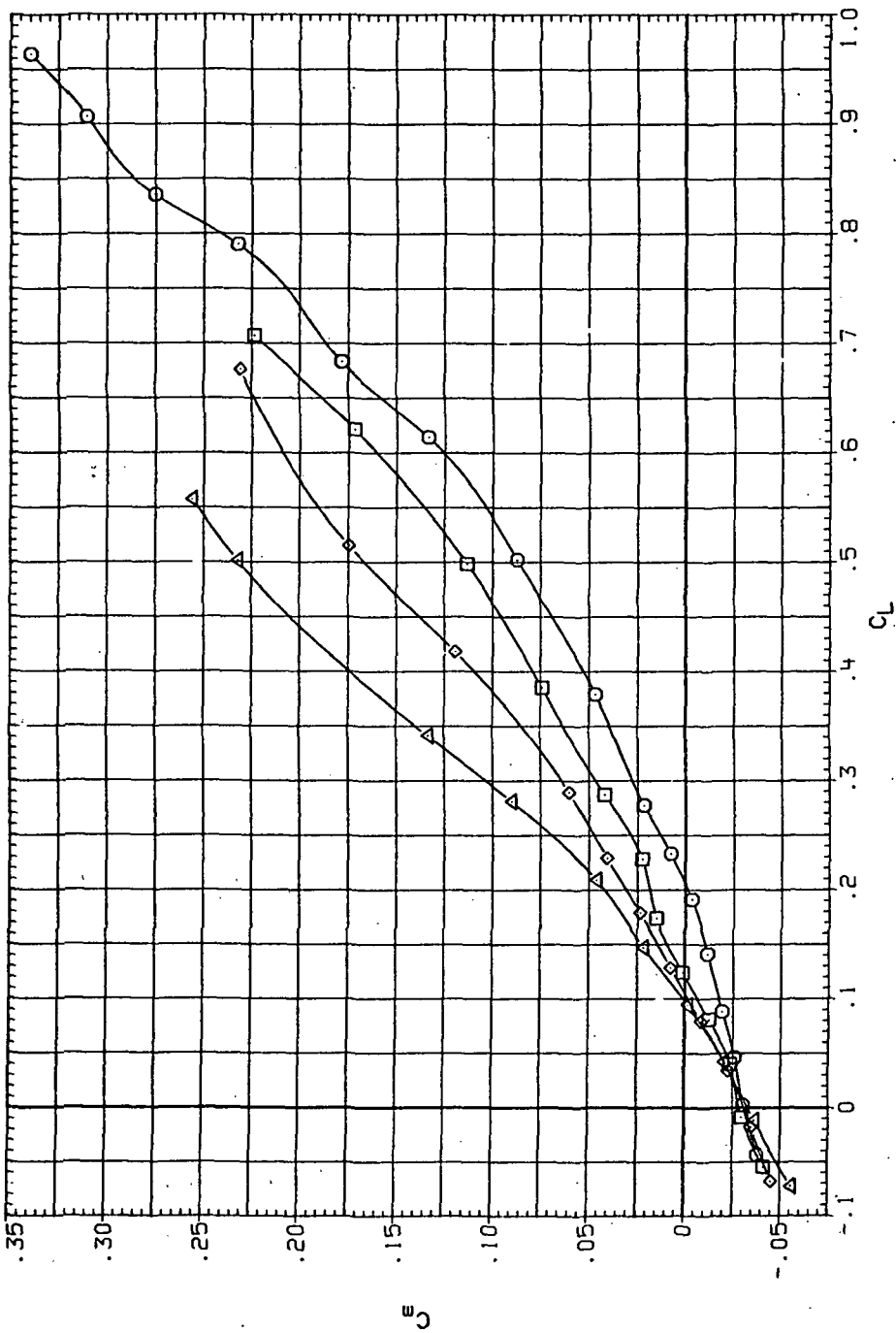


(b)  $C_D$  vs  $C_L$ .

Figure 30. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR032 ◻ SM55B (AL)  
 RJR072 ◻ SM55B (AL)  
 RJR112 ◻ SM55B (AL)  
 RJR151 ◻ SM55B (AL)

RV/L Q(NSH)  
 3.260 7.960  
 4.500 10.000  
 6.250 15.000  
 8.200 19.900



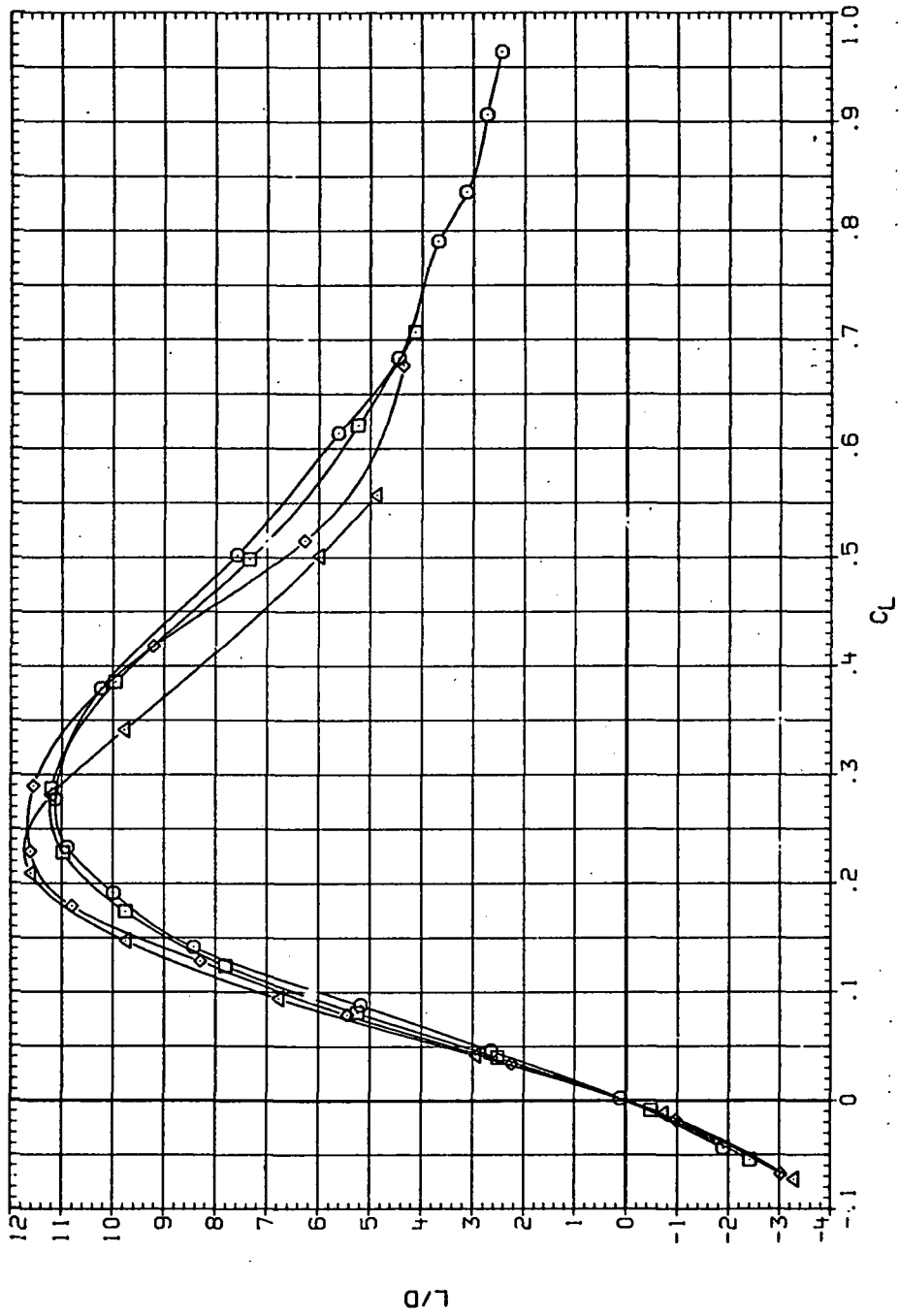
(c)  $C_m$  vs  $C_L$ .

Figure 30.- Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR032 □ SH55B (AL)  
 RJR072 ◊ SH55B (AL)  
 RJR112 ◊ SH55B (AL)  
 RJR151 △ SH55B (AL)

RN/L Q(NSH)  
 3.260 7.960  
 4.590 10.500  
 6.230 13.000  
 8.200 15.900

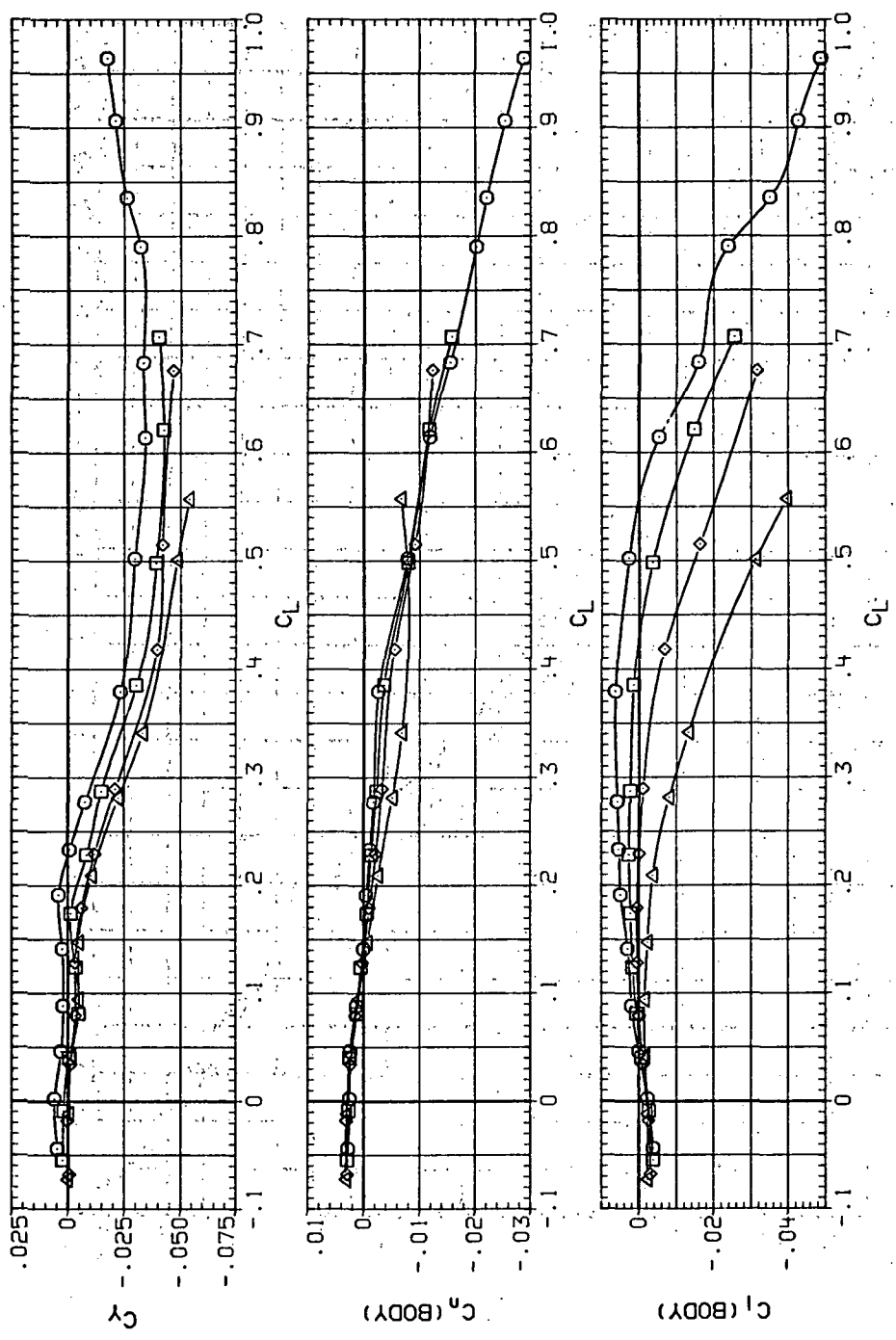


(d)  $L/D$  vs  $C_L$ .

Figure 30.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR032 ○ 9H55B (AL)  
 RJR072 □ 9H55B (AL)  
 RJR112 ◇ 9H55B (AL)  
 RJR151 △ 9H55B (AL)

RN/L Q (NSH)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

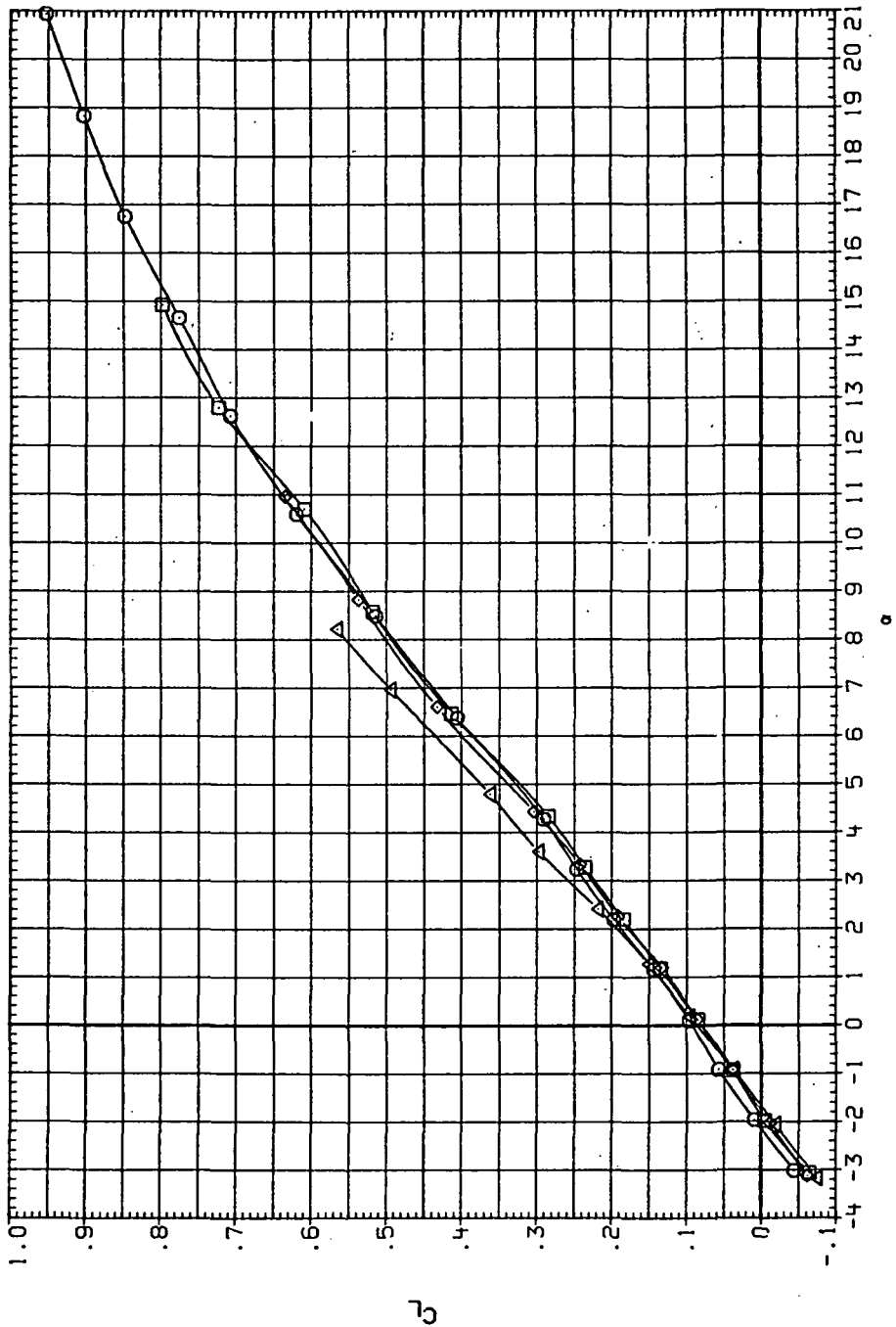


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 30.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR033 ◯ SWSB (AL)  
 RJR073 ◻ SWSB (AL)  
 RJR113 ◊ SWSB (AL)  
 RJR152 ◻ SWSB (AL)

RN/L Q(NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

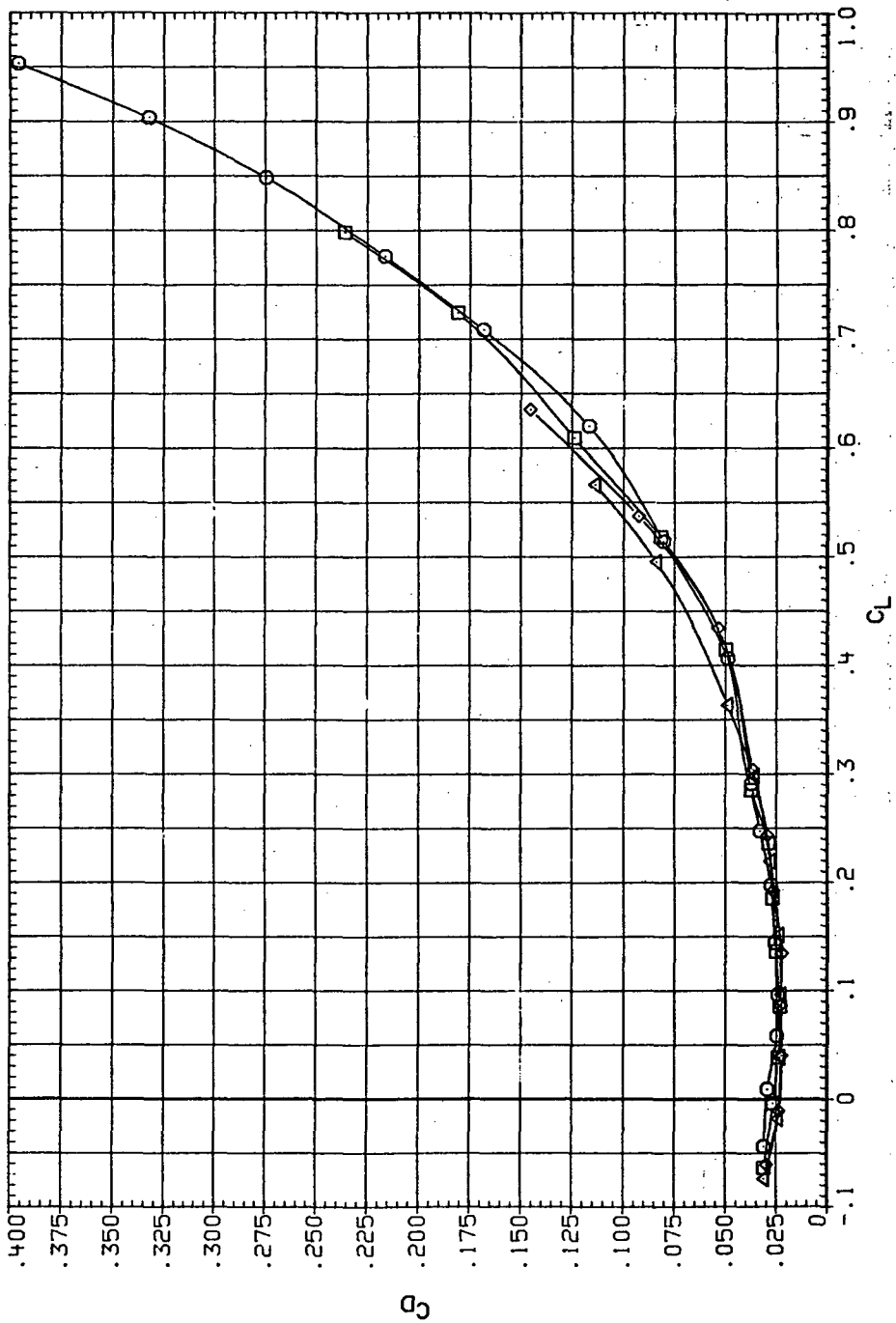


(a)  $C_L$  vs  $\alpha$ .

Figure 31.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ, M = 1.1$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR033 ○ 9455B (AL)  
 RJR073 □ 9455B (AL)  
 RJR113 △ 9455B (AL)  
 RJR152 ◇ 9455B (AL)

RN/L Q(NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.900  
 8.200 21.200

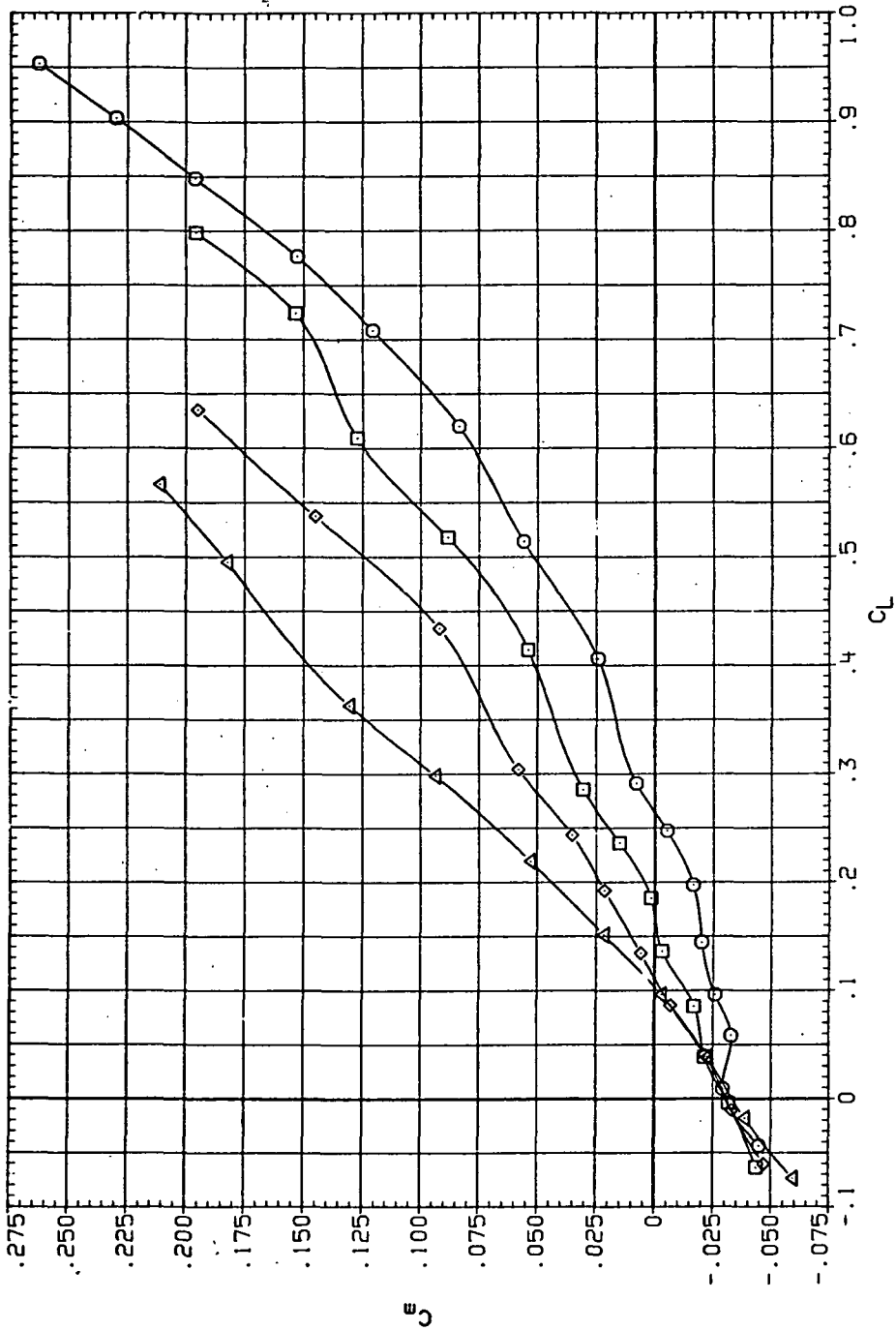


(b)  $C_D$  vs  $C_L$ .

Figure 31.- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR033 ○ 9455B (AL)  
 RJR073 □ 9455B (AL)  
 RJR113 ◇ 9455B (AL)  
 RJR152 △ 9455B (AL)

RN/L O (NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

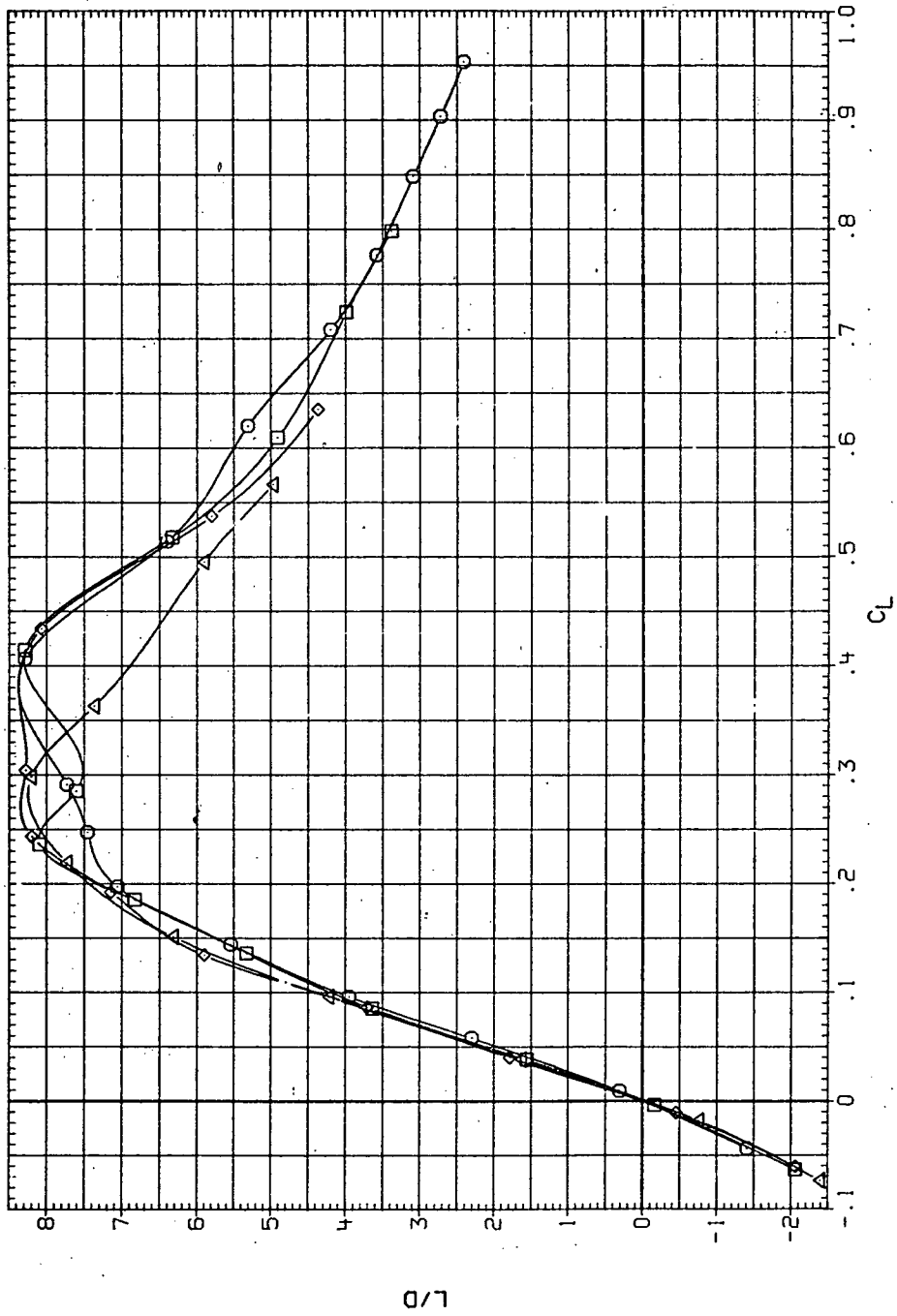


(c)  $C_m$  vs  $C_L$ .

Figure 31.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR033 ◯ 94558 (AL)  
 RJR073 ◻ 94558 (AL)  
 RJR113 ◊ 94558 (AL)  
 RJR152 △ 94558 (AL)

RN/L Q(NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 15.400  
 8.200 21.200

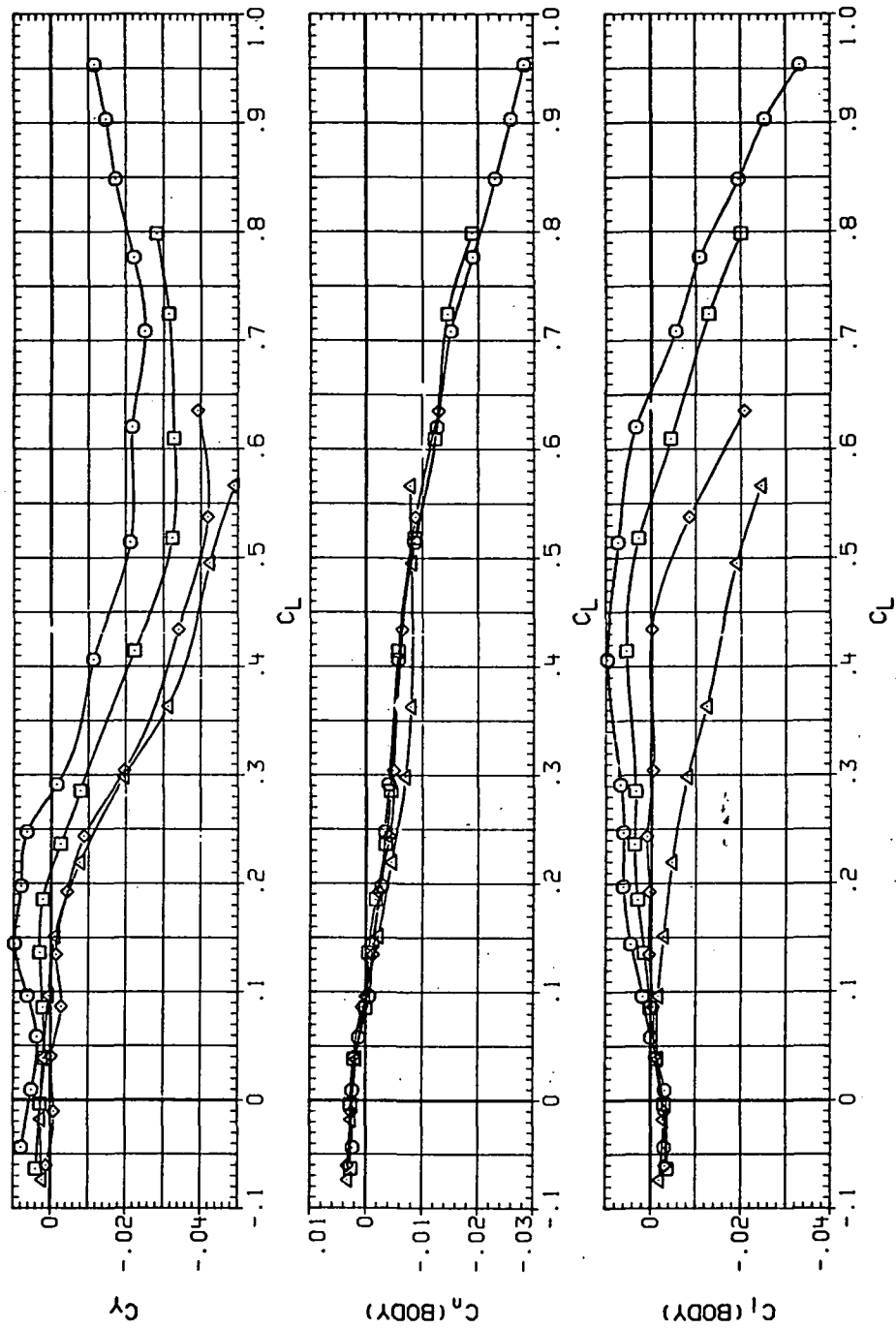


(d)  $L/D$  vs  $C_L$ .

Figure 31.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR033 ○ 9W558 (AL)  
 RJR073 □ 9W558 (AL)  
 RJR113 △ 9W558 (AL)  
 RJR152 ◇ 9W558 (AL)

RN/L Q(NSH)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

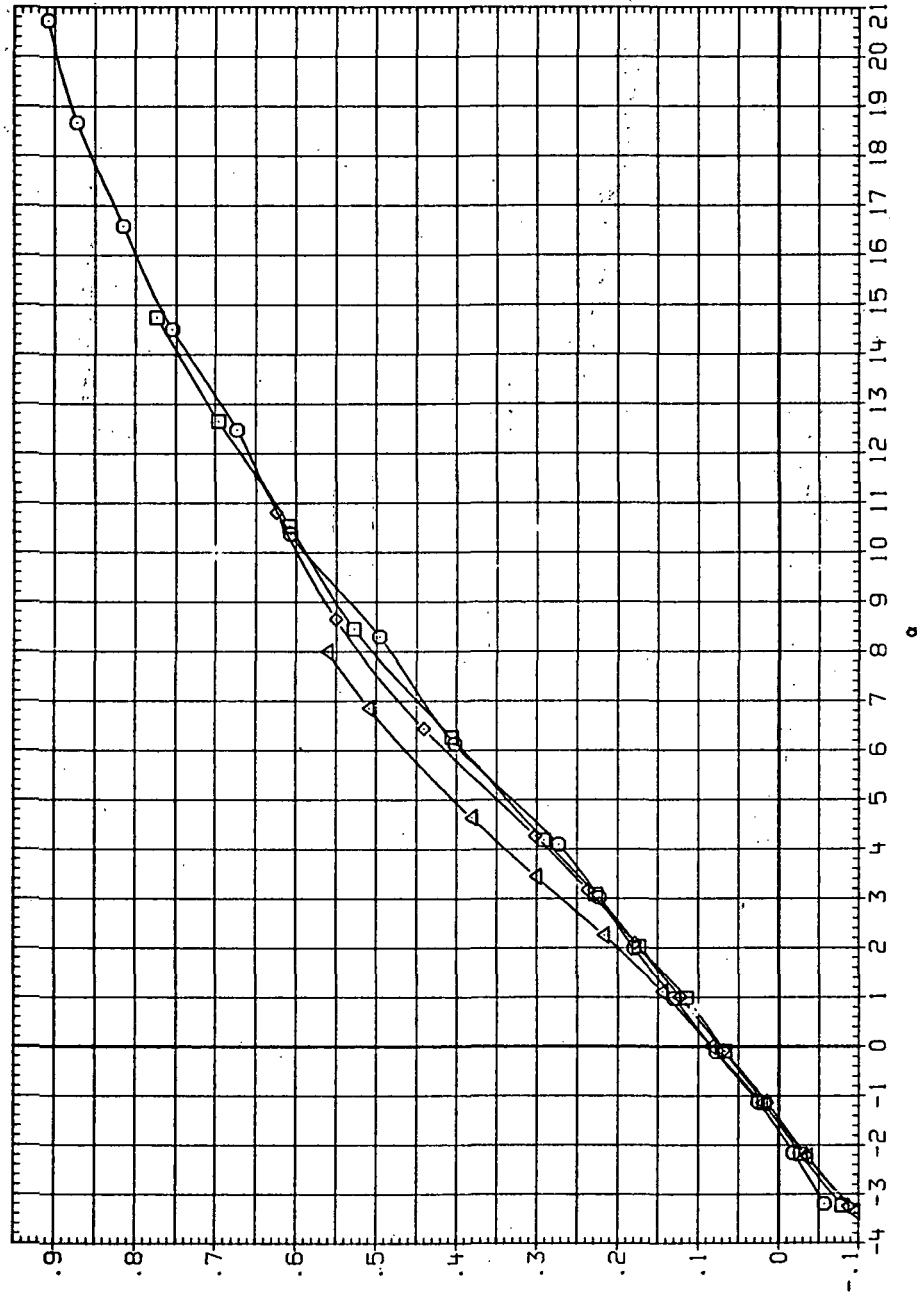


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 31.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR03N SH55B (AL)  
 RJR07N SH55B (AL)  
 RJR11N SH55B (AL)  
 RJR153 SH55B (AL)

RV/L Q(INSH)  
 3.280 8.980  
 4.590 12.400  
 5.230 17.000  
 6.500 22.800



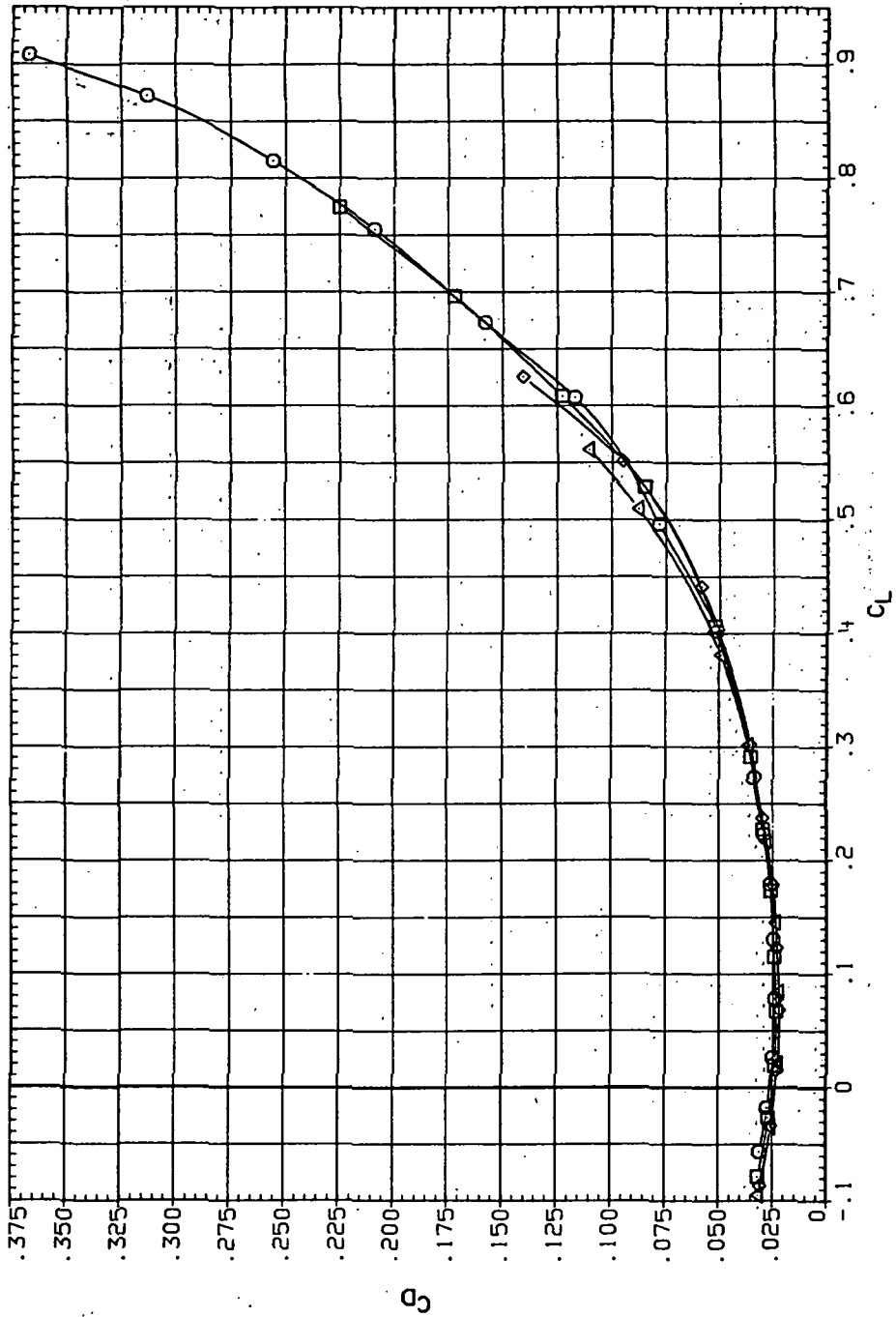
(a)  $C_L$  vs  $\alpha$ .

Figure 32.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 1.2$  and the modified NACA 65A204 airfoil).



ATA SET SYMBOL CONFIGURATION  
 RJR034 ◯ 9M55B (AL)  
 RJR074 ◻ 9M55B (AL)  
 RJR114 ◇ 9M55B (AL)  
 RJR153 △ 9M55B (AL)

RN/L  $q$  (NSH)  
 3.280 8.980  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800



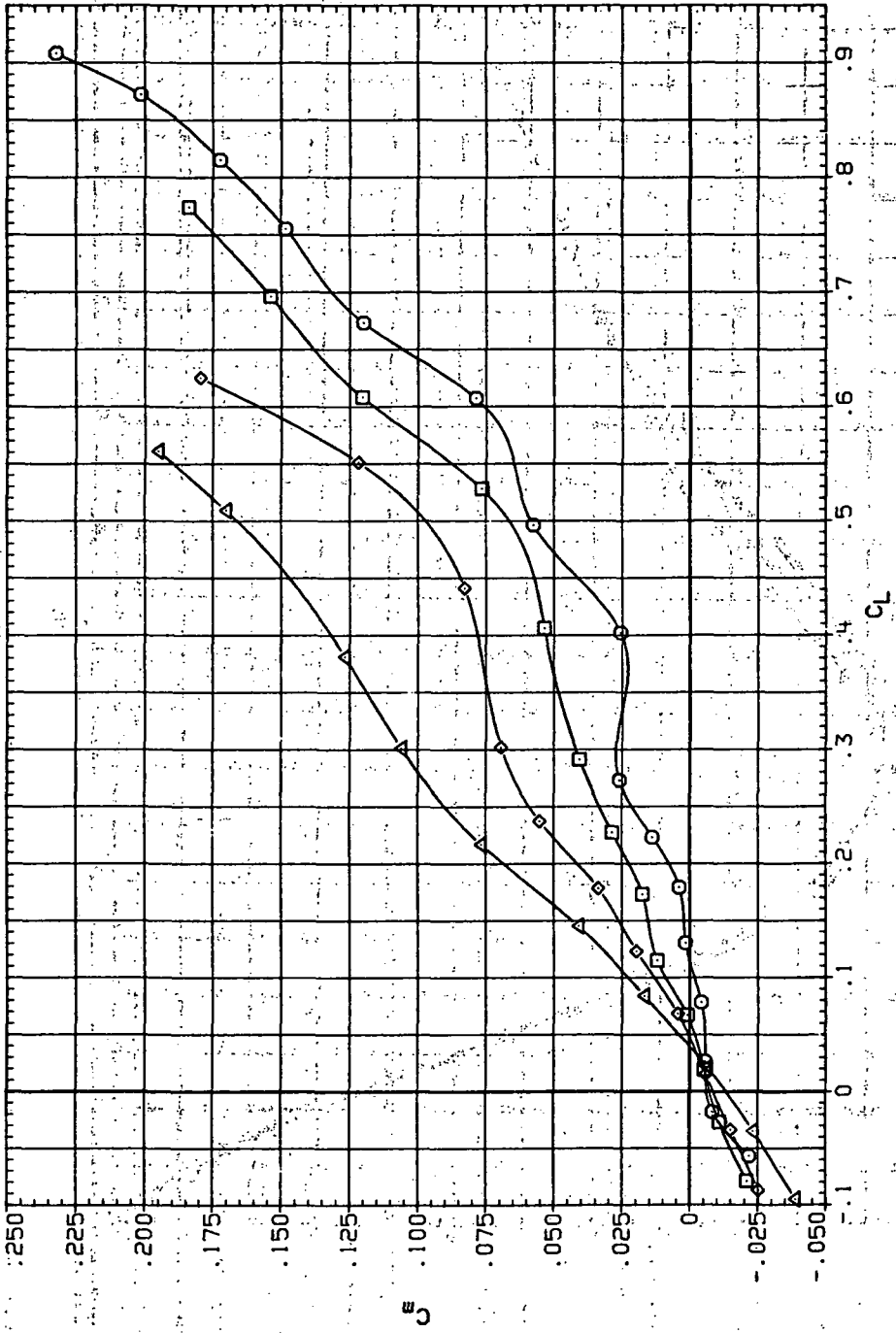
(b)  $C_D$  vs  $C_L$ .

Figure 32.— Continued.

ITA SET SYMBOL CONFIGURATION

- RJR034 ○ 94558 (AL)
- RJR074 □ 94558 (AL)
- RJR114 ◇ 94558 (AL)
- RJR153 △ 94558 (AL)

- RM/L ○ (NSK)
- 3.260 8.980
- 4.560 12.400
- 6.230 17.000
- 8.200 22.800

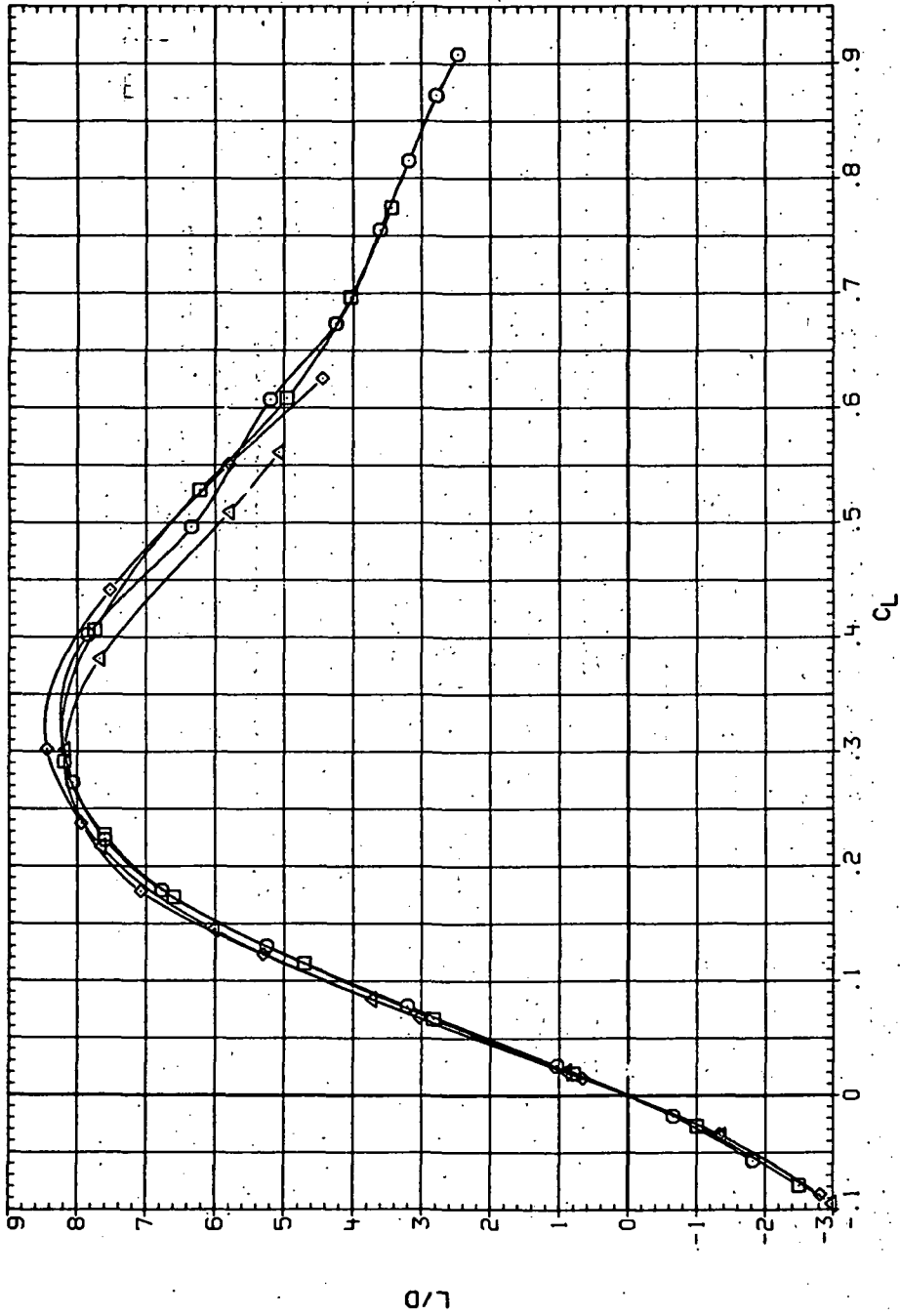


(c)  $C_m$  vs  $C_L$

Figure 32. Continued.

DATA SET SYMBOL CONFIGURATION  
 R-JR034 ◊ 9M558 (AL)  
 R-JR074 ◊ 9M558 (AL)  
 R-JR114 ◊ 9M558 (AL)  
 R-JR153 ◊ 9M558 (AL)

RM/L Q(NSH)  
 3.280 8.980  
 4.590 12.400  
 6.230 17.000  
 8.300 22.800

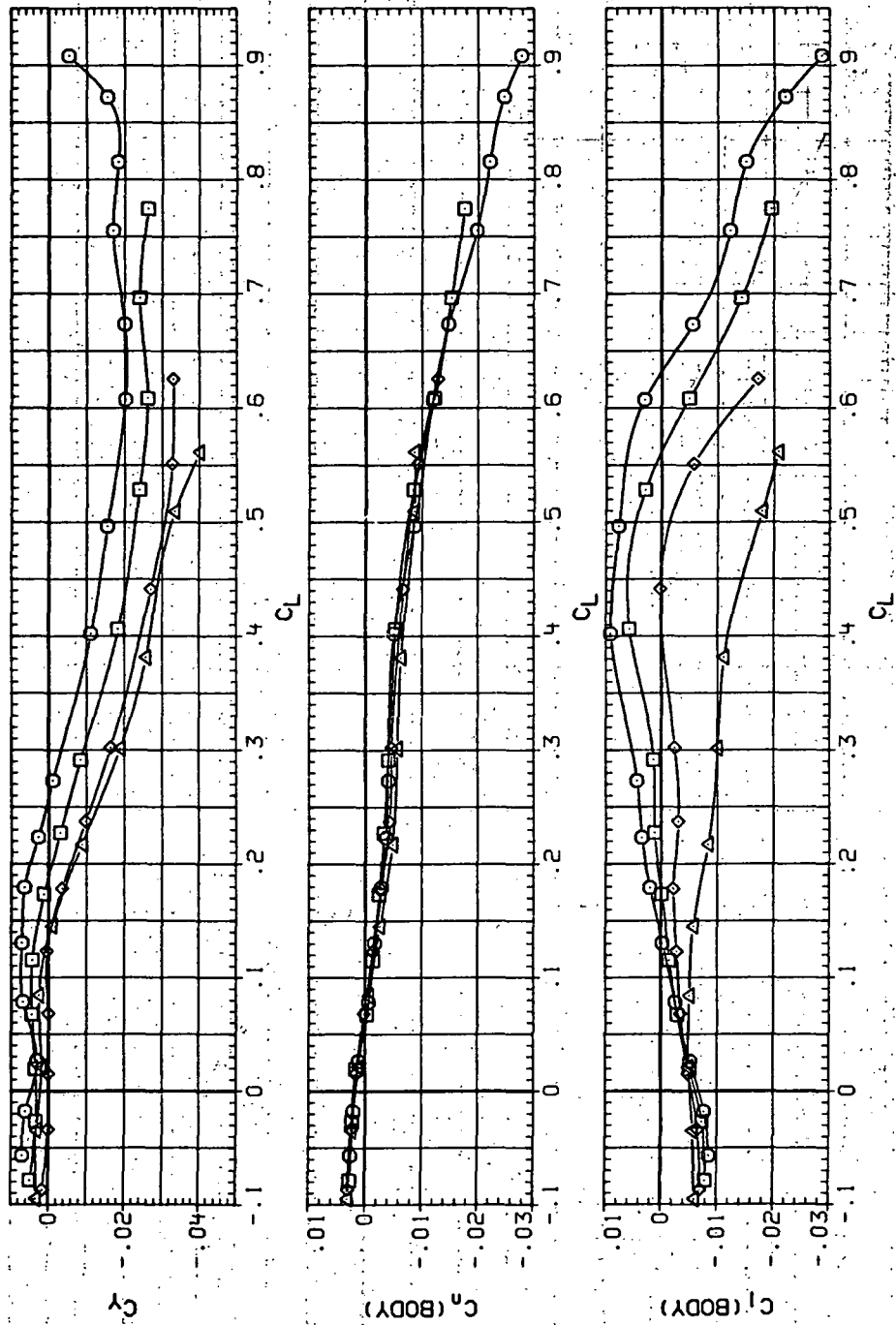


(d) L/D vs C<sub>L</sub>

Figure 32.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR034 ○ 9M55B (AL)  
 RJR074 □ 9M55B (AL)  
 RJR114 ◇ 9M55B (AL)  
 RJR153 △ 9M55B (AL)

RN/VL Q(NSH)  
 3.280 8.980  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800

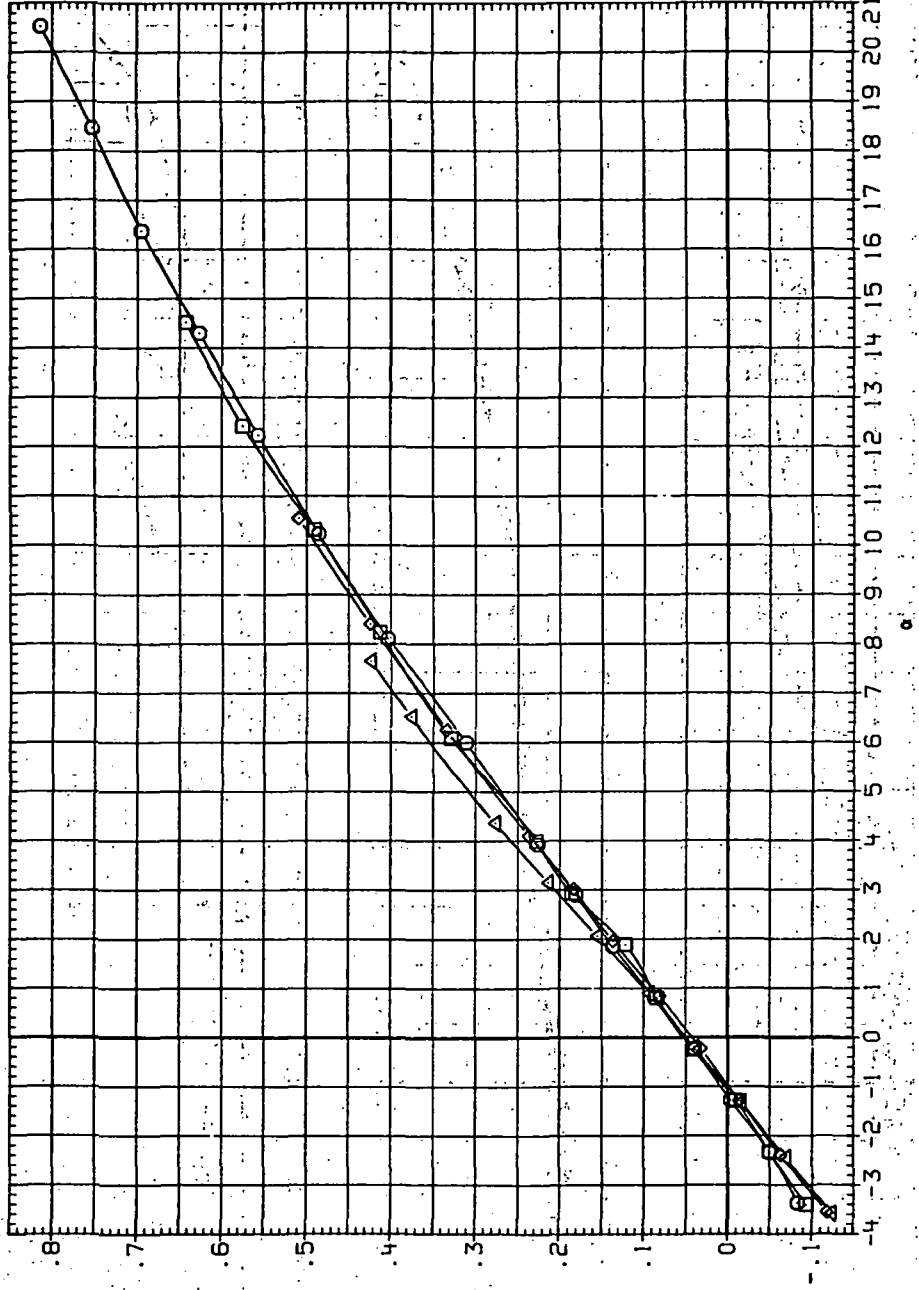


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 32. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR035 ○ SM55B (AL)  
 RJR075 □ SM55B (AL)  
 RJR115 ◇ SM55B (AL)  
 RJR154 △ SM55B (AL)

RN/L Q(NSH)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400

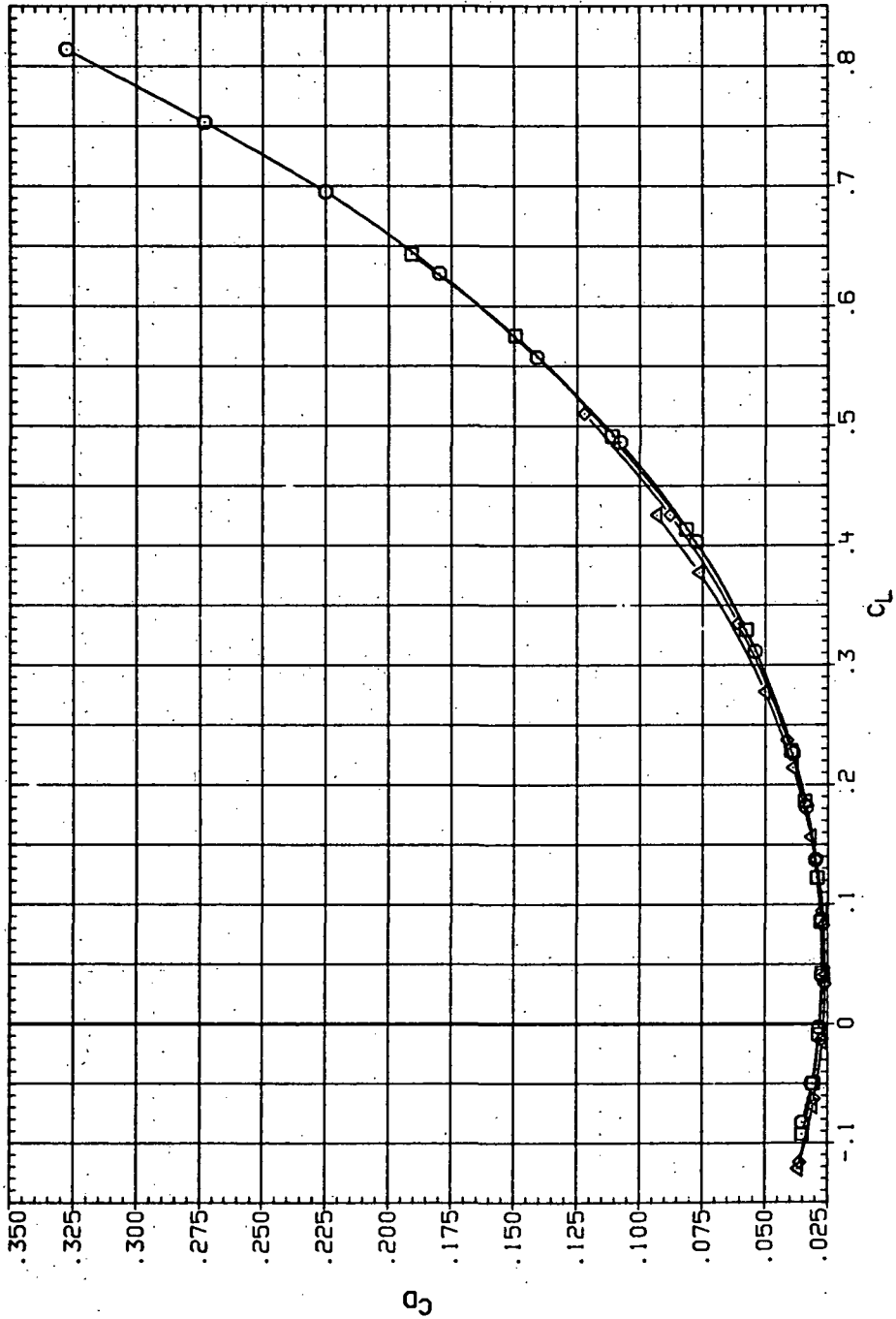


(a)  $C_L$  vs.  $\alpha$ .

Figure 33.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 1.6$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR035 O 9M556 (AL)  
 RJR075 □ 9M556 (AL)  
 RJR115 ◇ 9M556 (AL)  
 RJR154 △ 9M556 (AL)

RN/L Q(L,5M)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400

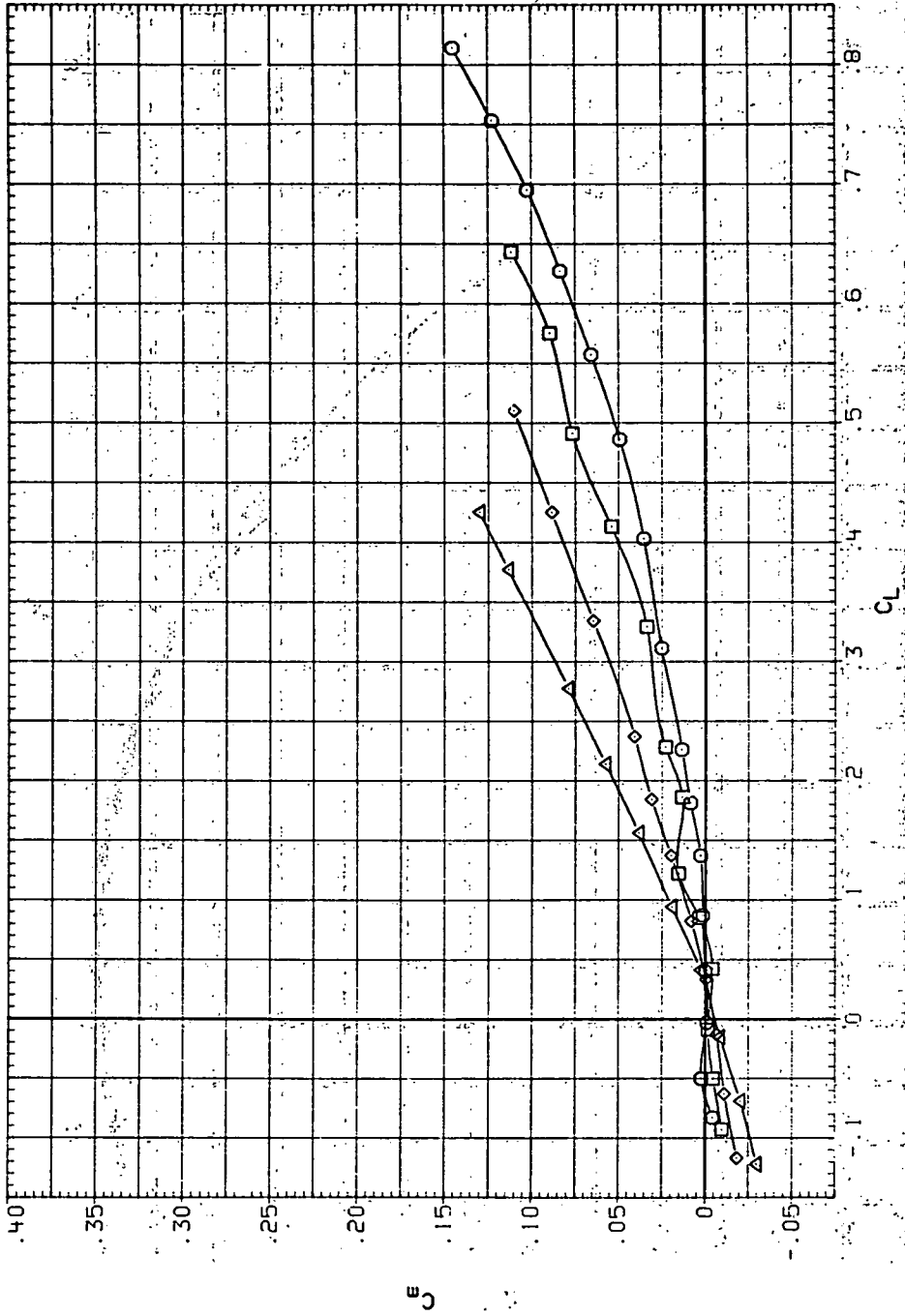


(b)  $C_D$  vs  $C_L$ .

Figure 33. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR035 ○ 9M55B (AL)  
 RJR075 □ 9M55B (AL)  
 RJR115 ◇ 9M55B (AL)  
 RJR154 △ 9M55B (AL)

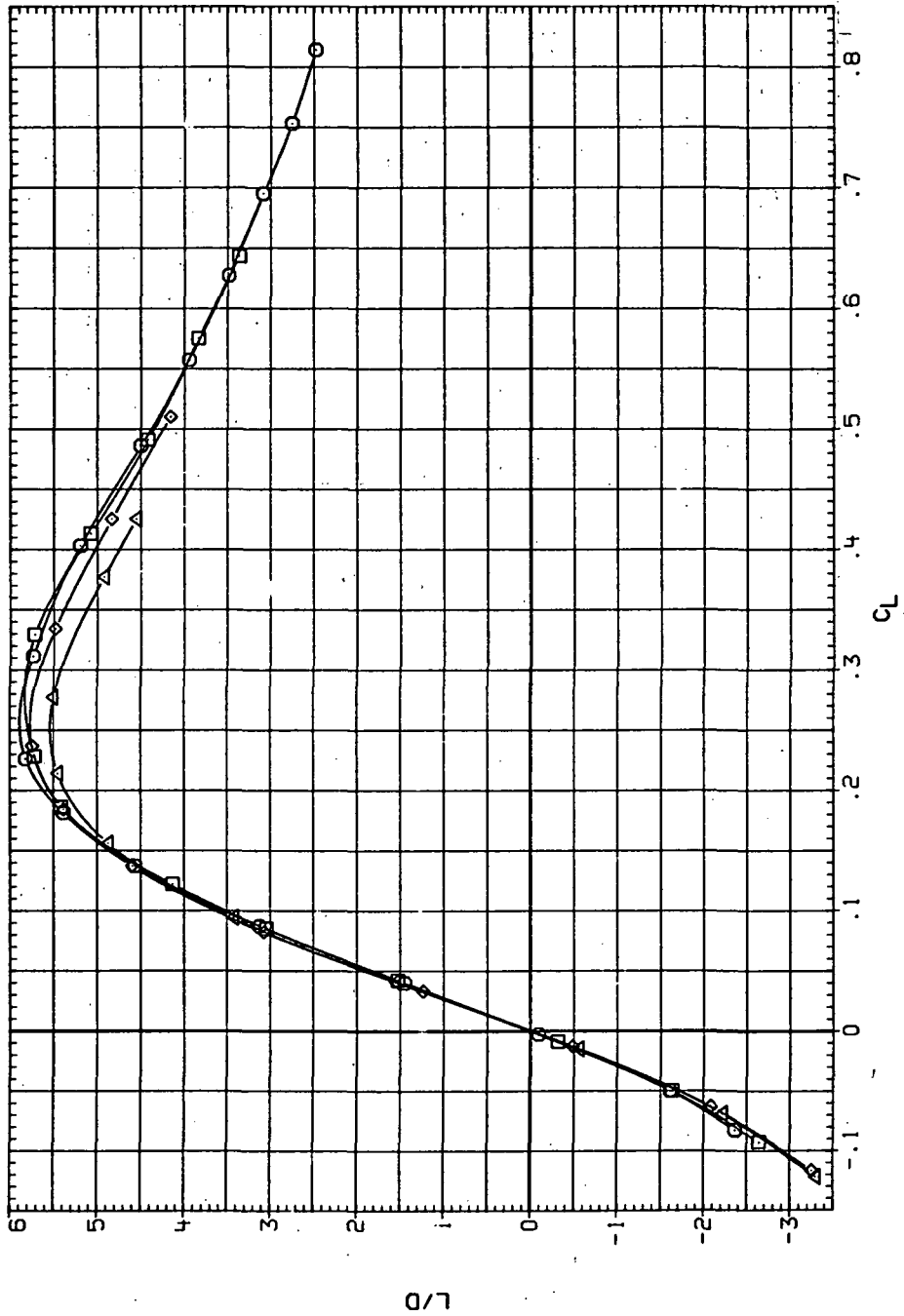
RN/VL O(NSM)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400



(c)  $C_m$  vs  $CL$   
 Figure 33. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR035 ○ 9M55B (AL)  
 RJR075 □ 9M55B (AL)  
 RJR115 ◇ 9M55B (AL)  
 RJR154 △ 9M55B (AL)

RV/L Q (NSM)  
 3.280 2.420  
 4.590 3.400  
 6.230 4.600  
 8.200 6.400



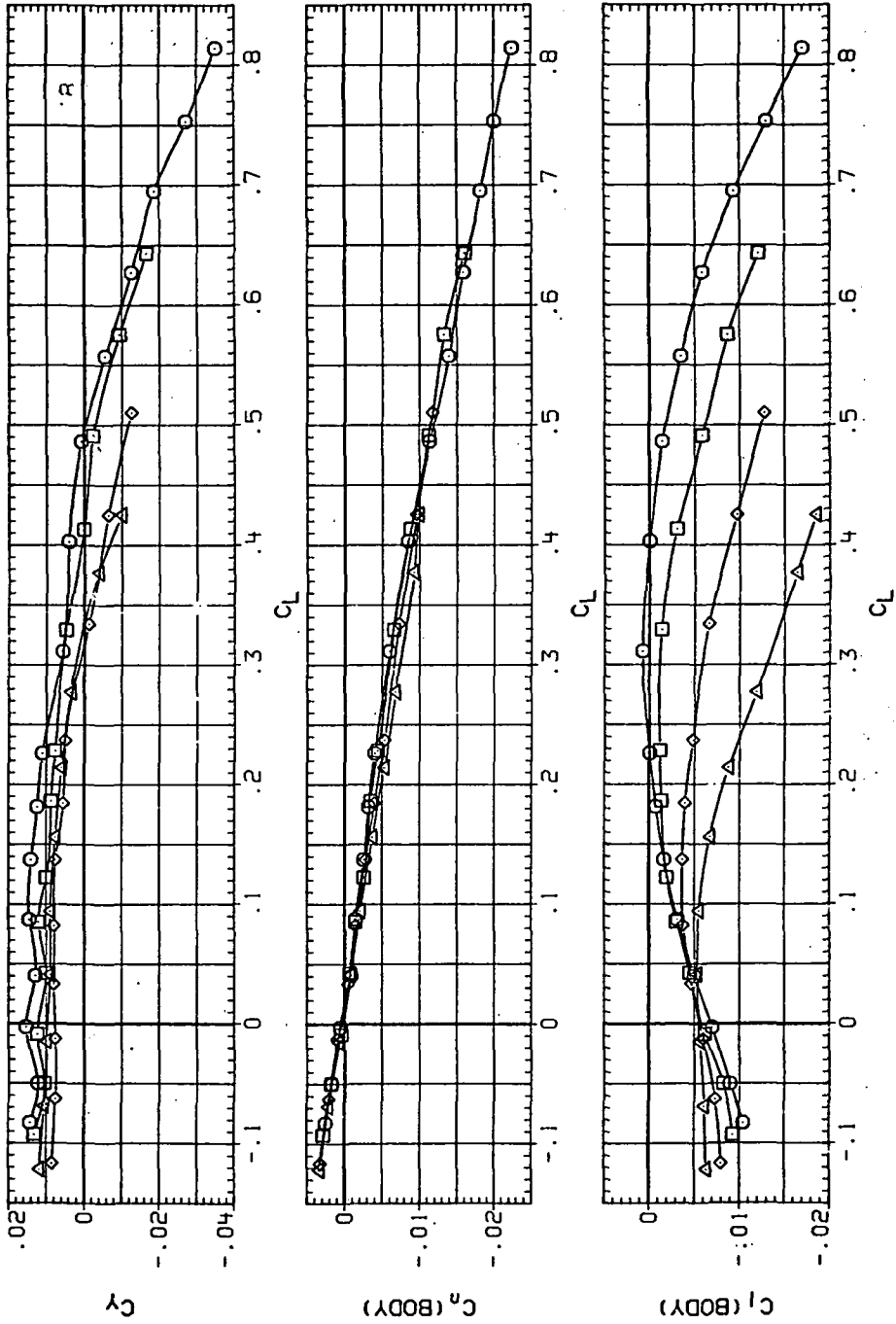
(d)  $L/D$  vs  $C_L$ .

Figure 33. — Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR035 ○ 9M558 (AL)  
 RJR075 □ 9M558 (AL)  
 RJR115 ◇ 9M558 (AL)  
 RJR154 △ 9M558 (AL)

RN/VL Q(NSH)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400

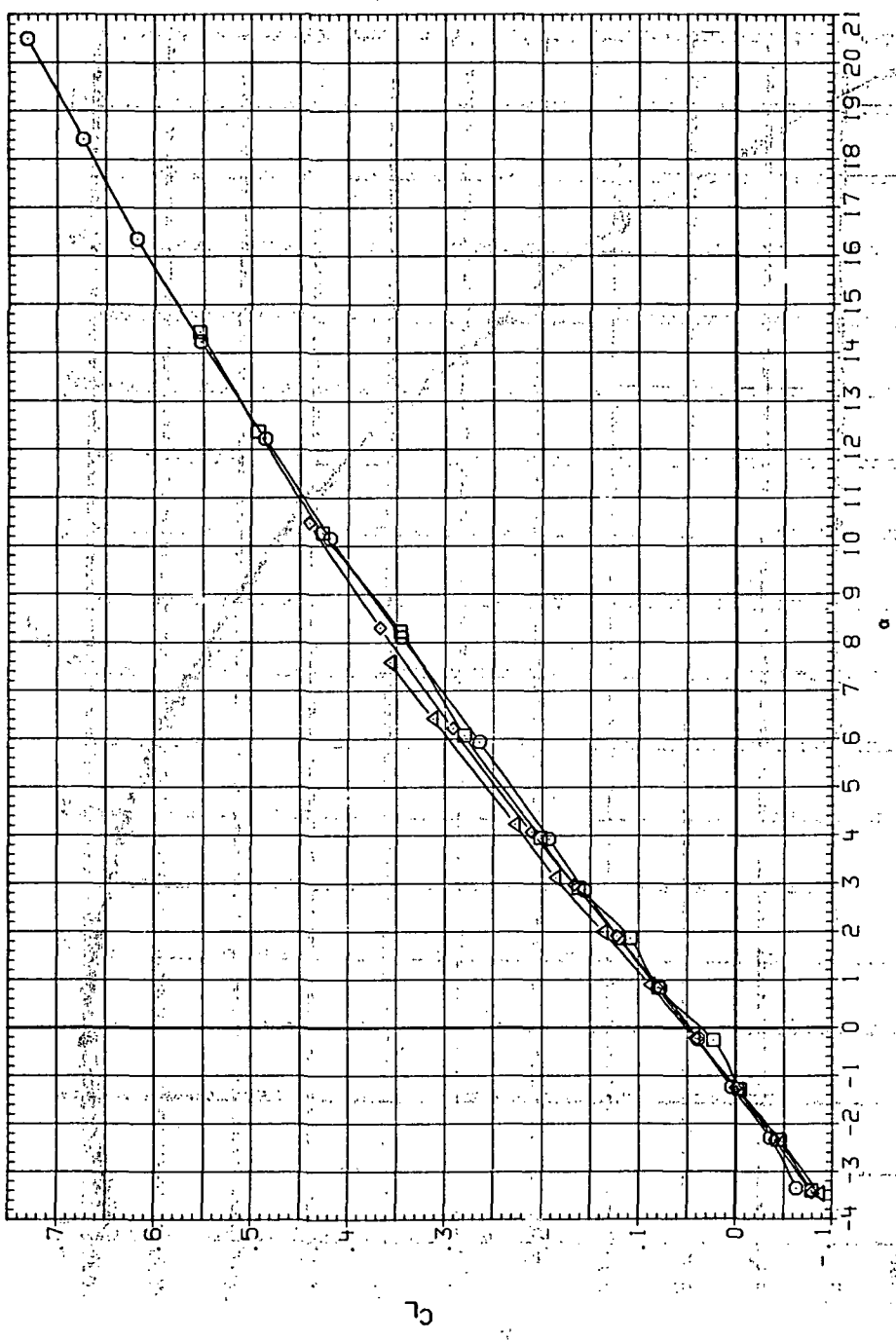


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 33. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR036 □  
 RJR076 ○  
 RJR116 ◇  
 RJR155 △

RM/L Q(NSM)  
 3.260 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

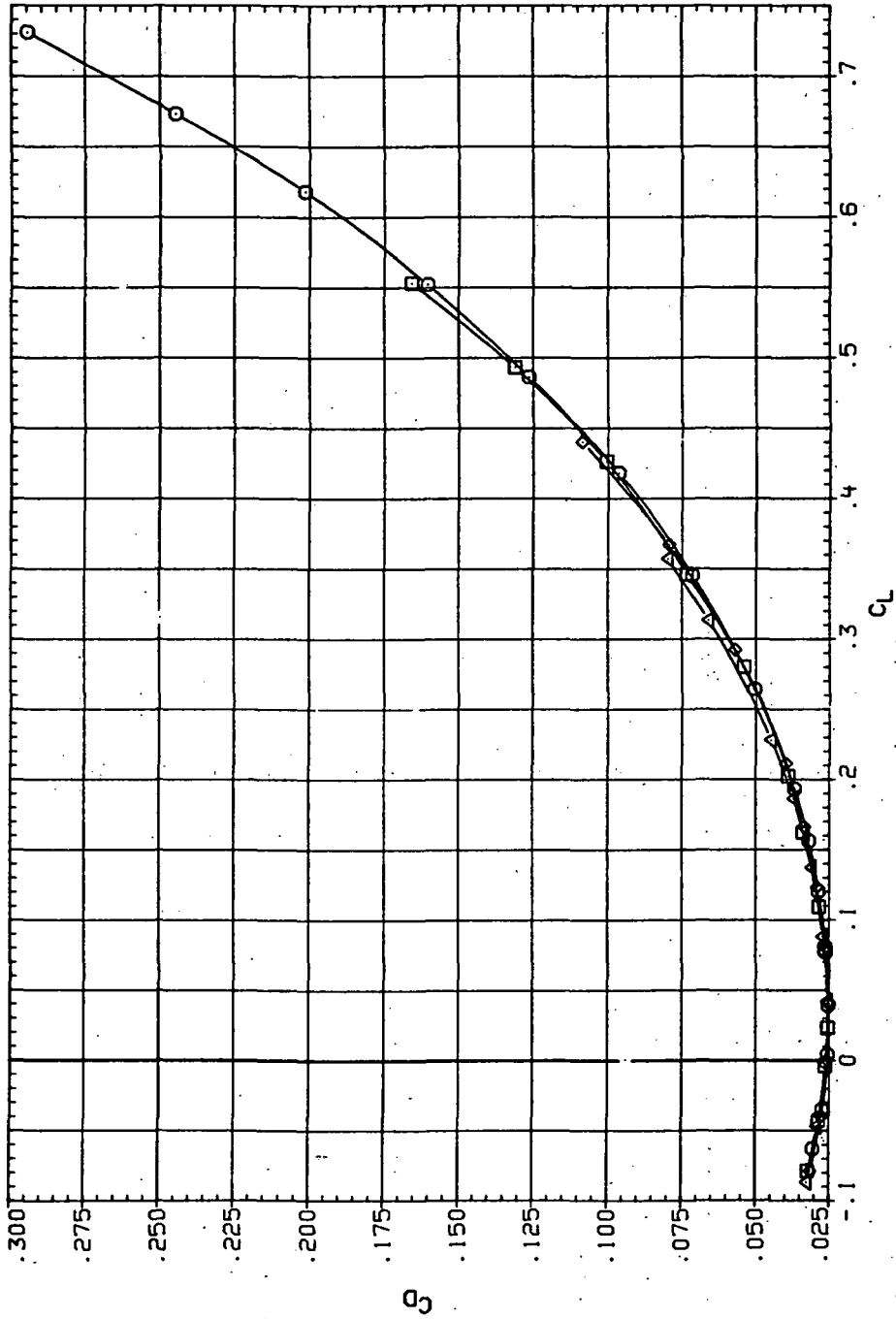


(a)  $C_L$  vs.  $\alpha$ .

Figure 34. Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ, M = 2.0$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R4R076 ○ SW558 (AL)  
 R4R076 □ SW558 (AL)  
 R4R156 △ SW558 (AL)  
 R4R156 △ SW558 (AL)

PN/L O(NSM)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

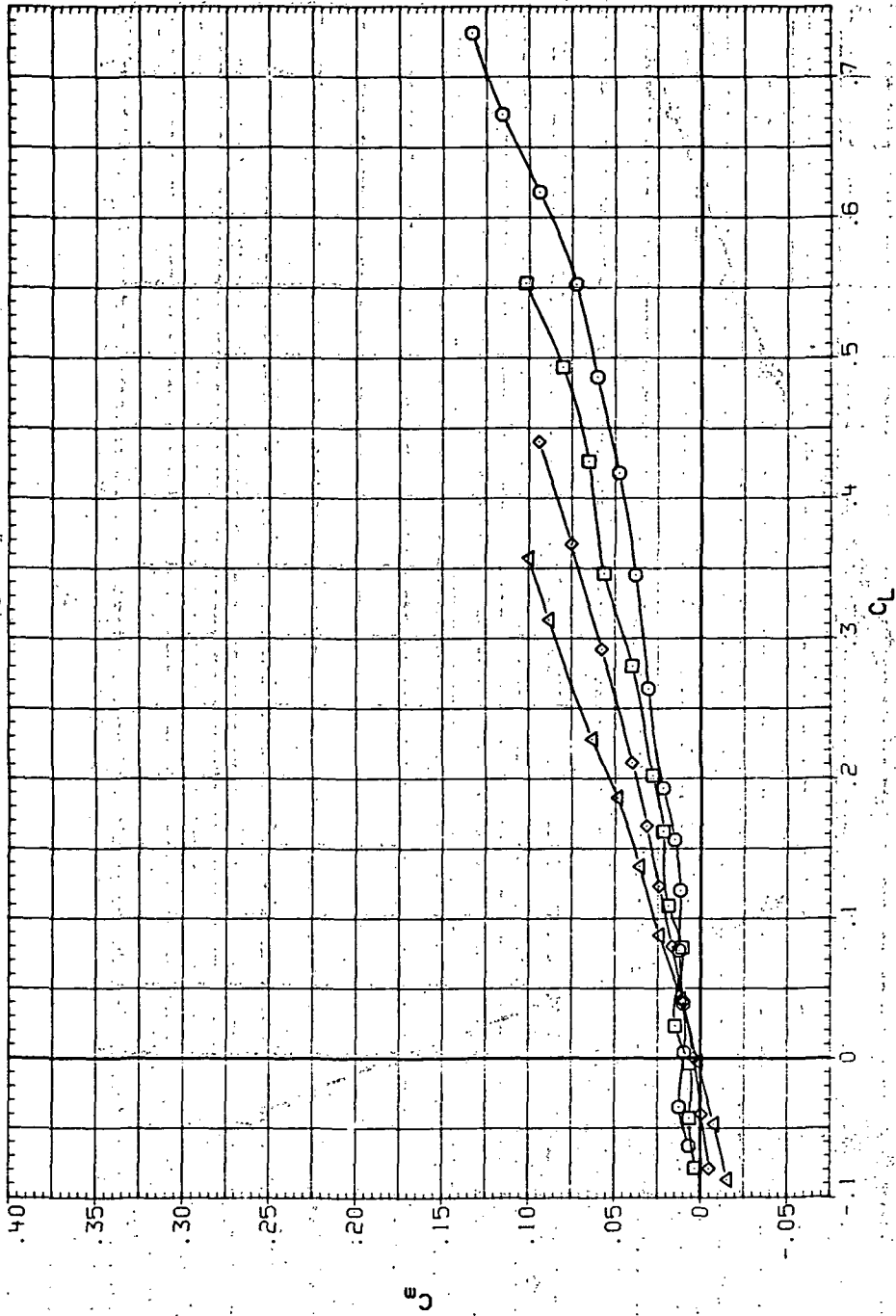


(b)  $C_D$  vs  $C_L$ .

Figure 34. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR036 ○ 9M55B (AL)  
 RJR076 □ 9M55B (AL)  
 RJR116 ◇ 9M55B (AL)  
 RJR155 △ 9M55B (AL)

RN/L Q(NSM)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

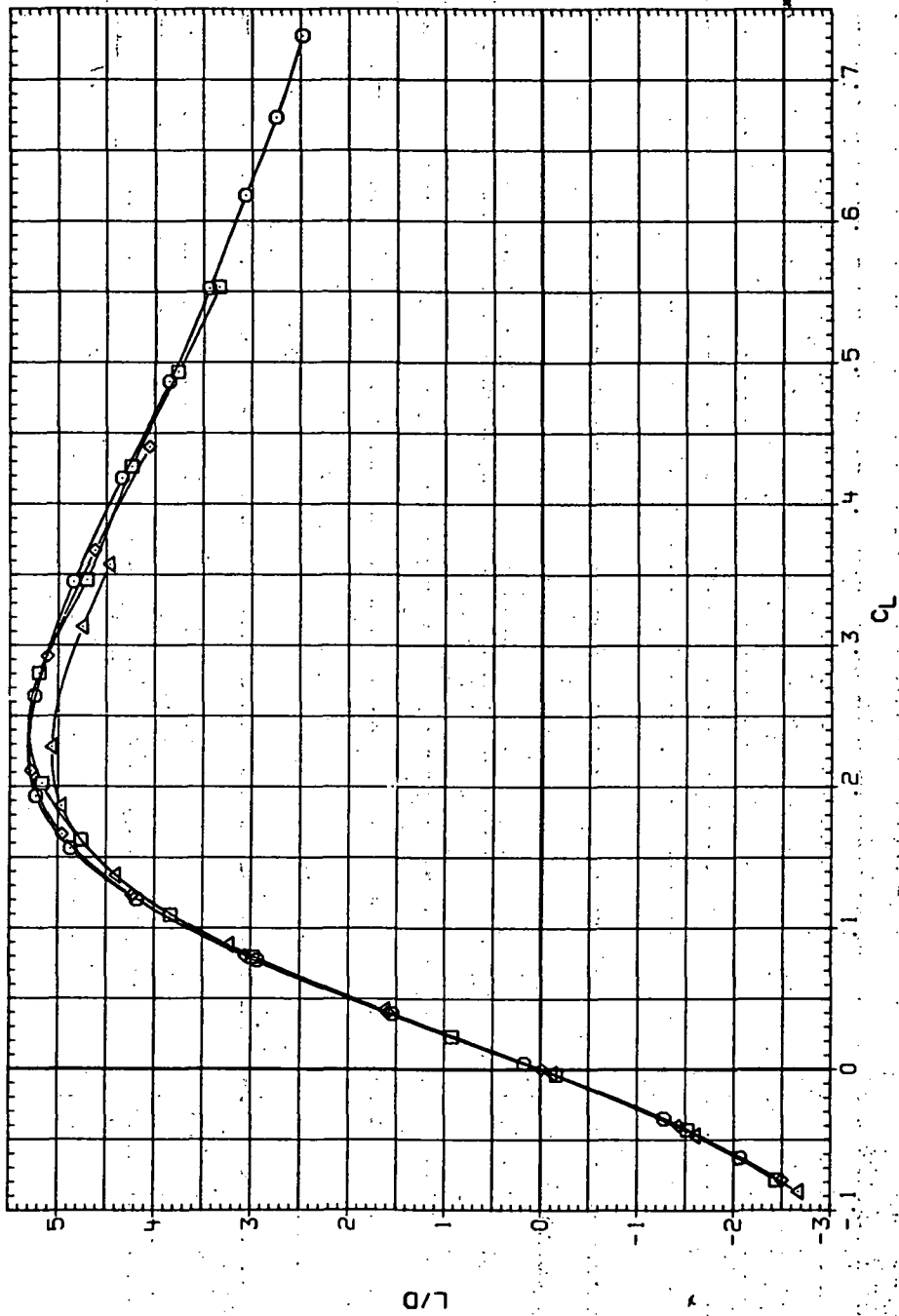


(c)  $C_m$  vs  $C_L$

Figure 34.—Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR038 □ 5455B (AL)  
 RJR078 □ 5455B (AL)  
 RJR116 ◇ 5455B (AL)  
 RJR155 △ 5455B (AL)

RN/L L (NSM)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

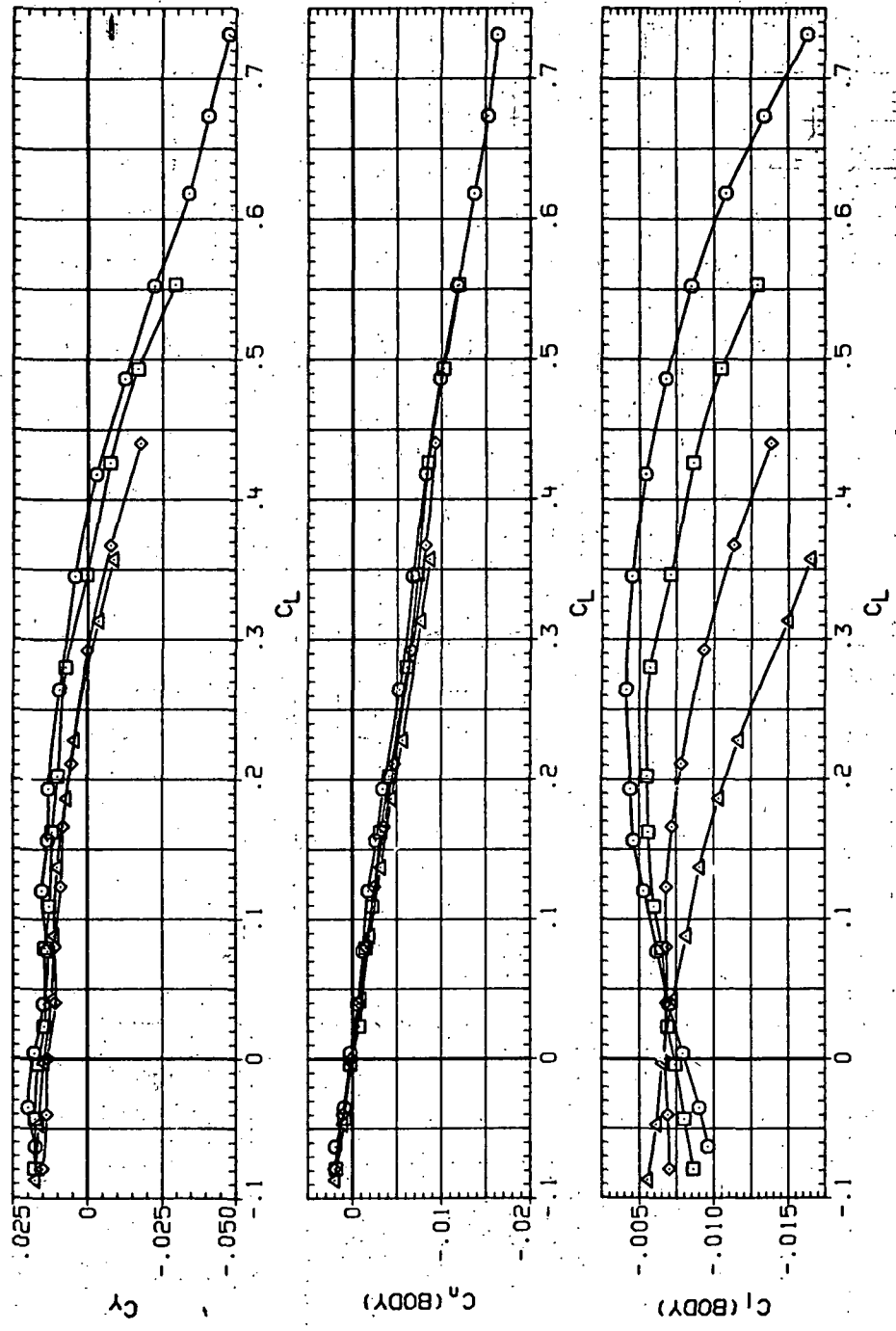


(d)  $L/D$  vs  $C_L$

Figure 34.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR036 ○ SH458 (AL)  
 RJR076 □ SH458 (AL)  
 RJR116 △ SH458 (AL)  
 RJR155 ◇ SH458 (AL)

RV/L Q(INSH)  
 3.280 9.480  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

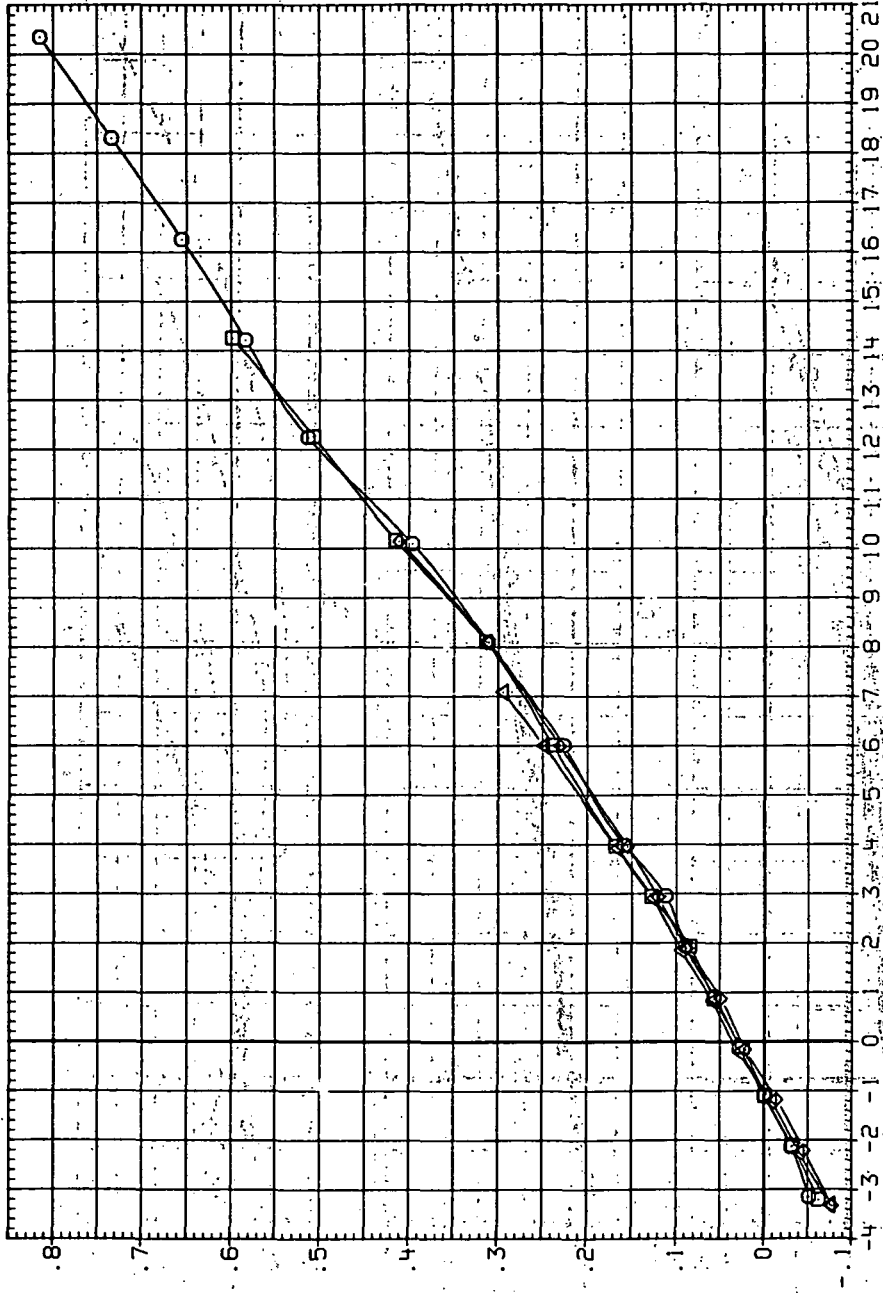


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 34.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR038 SH508 (AL)  
 RJR078 SH608 (AL)  
 RJR118 SH638 (AL)  
 RJR157 SH658 (AL)

3.280 3.970  
 4.590 5.400  
 6.230 7.180  
 8.500 9.900

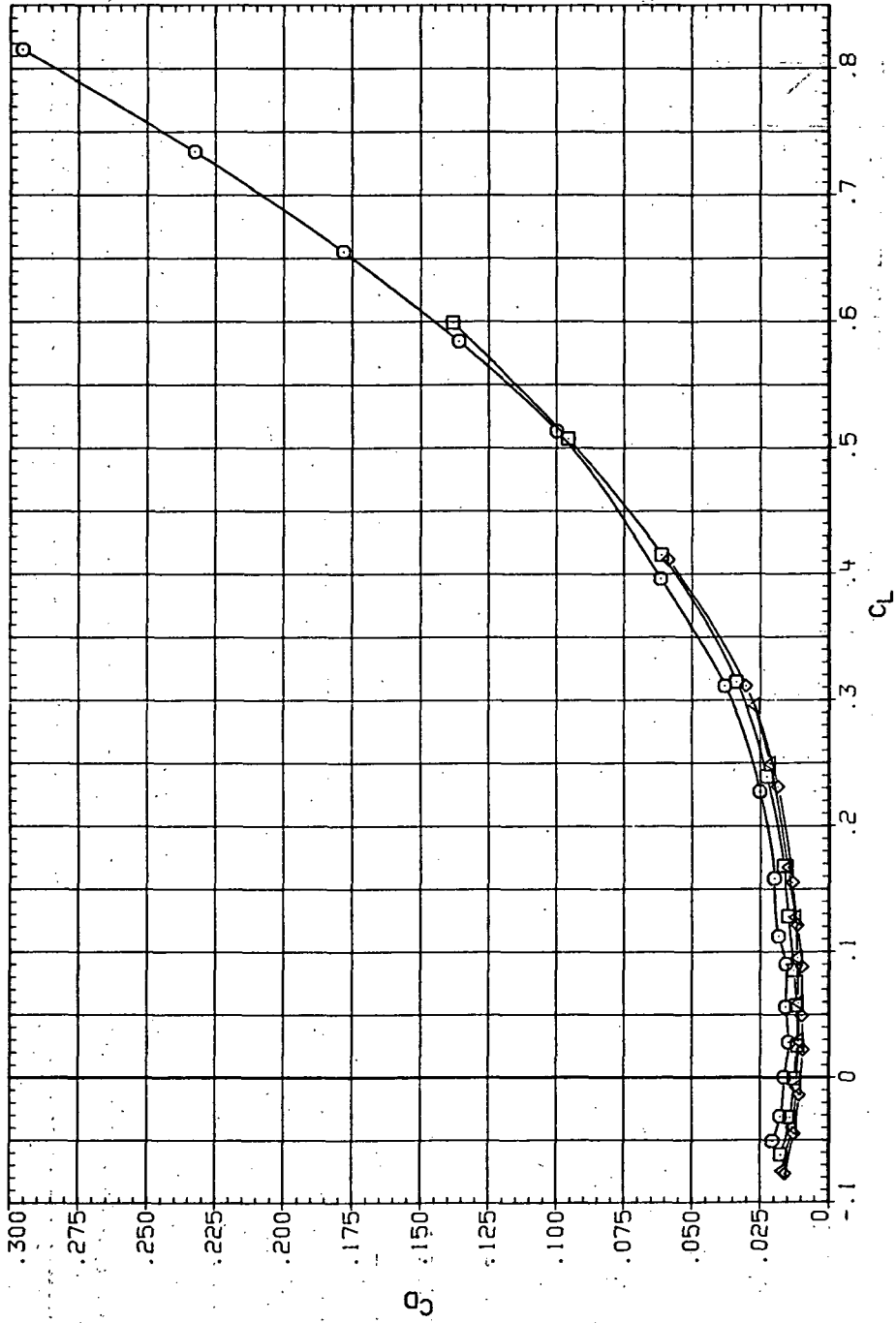


(a)  $C_L$  vs.  $\alpha$ .

Figure 35. Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.4$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RUP038 ◻ 9H60B (AL)  
 RUP078 ◻ 9H60B (AL)  
 RUP118 ◻ 9H60B (AL)  
 RUP157 ◻ 9H60B (AL)

RN/L Q (NSM)  
 3.280 3.870  
 4.590 5.100  
 6.250 7.180  
 8.200 9.900



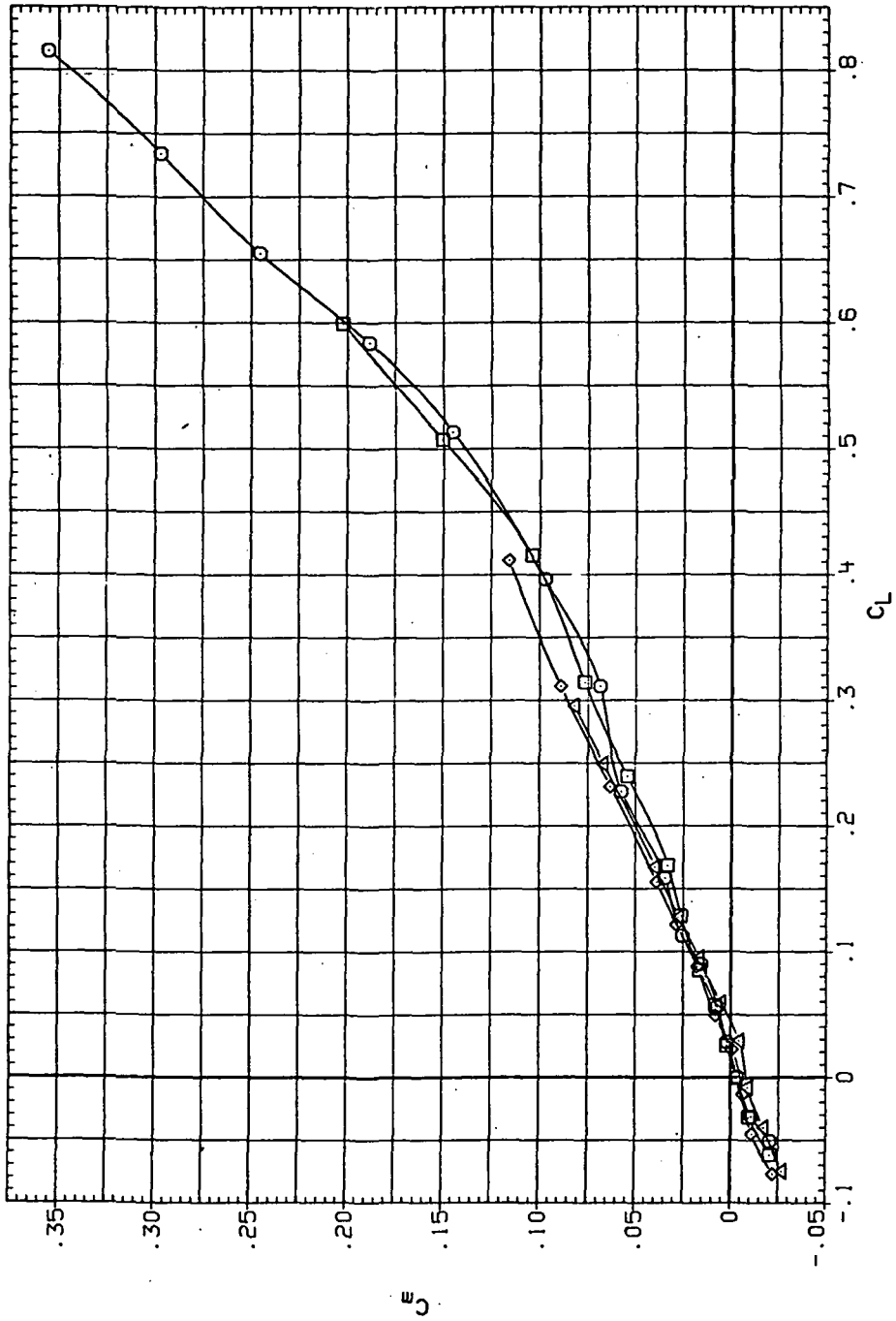
(b)  $C_D$  vs  $C_L$

Figure 35.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR038 ○ 9460B (AL)  
 RJR078 □ 9460B (AL)  
 RJR118 ◇ 9460B (AL)  
 RJR157 △ 9460B (AL)

RN/L Q (NSK)  
 3.280 3.870  
 4.590 5.460  
 6.230 7.480  
 8.200 9.900

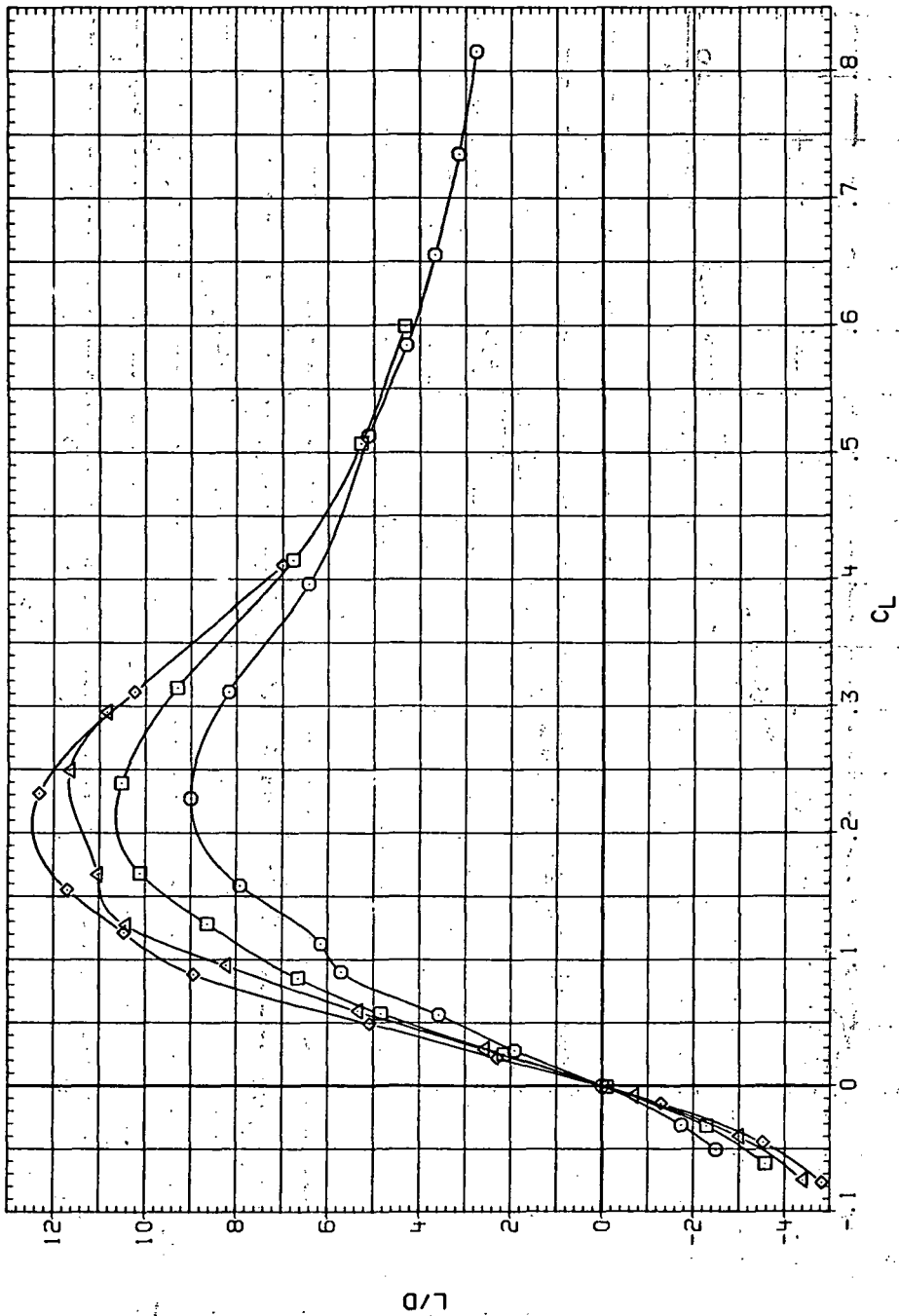


(c)  $C_m$  vs  $C_L$ .

Figure 35.- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR038 ◻  
 RJR078 ◻  
 RJR118 ◻  
 RJR157 ◻

RV/L (INSH)  
 3.260  
 3.970  
 5.100  
 6.230  
 7.480  
 8.500

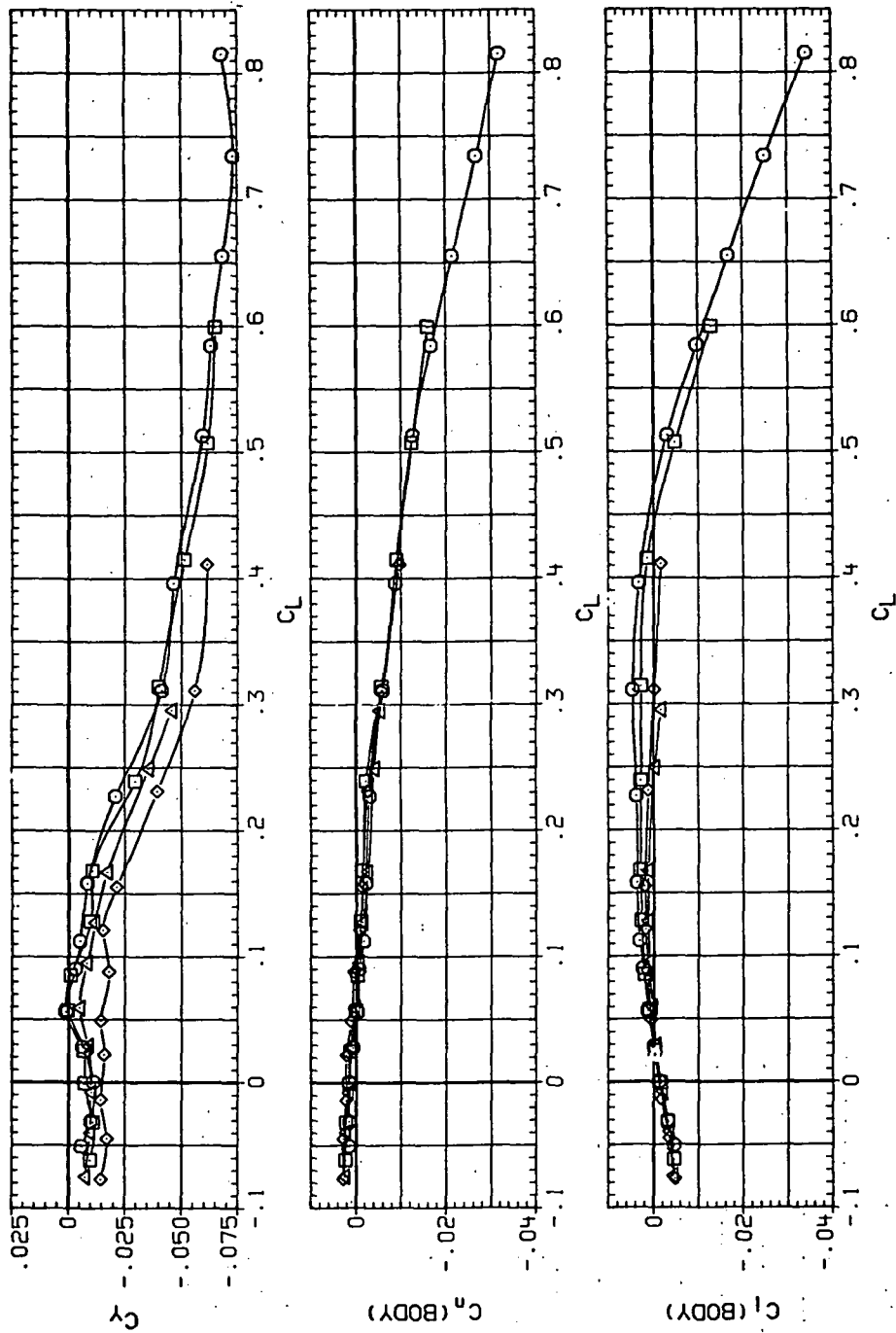


(d)  $L/D$  vs  $CL$ .

Figure 35 - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR038 □ SH60B (AL)  
 RJR078 □ SH60B (AL)  
 RJR118 □ SH60B (AL)  
 RJR157 □ SH60B (AL)

RN/L Q(NSM)  
 3.260 3.870  
 4.500 5.100  
 6.350 7.160  
 8.200 9.900

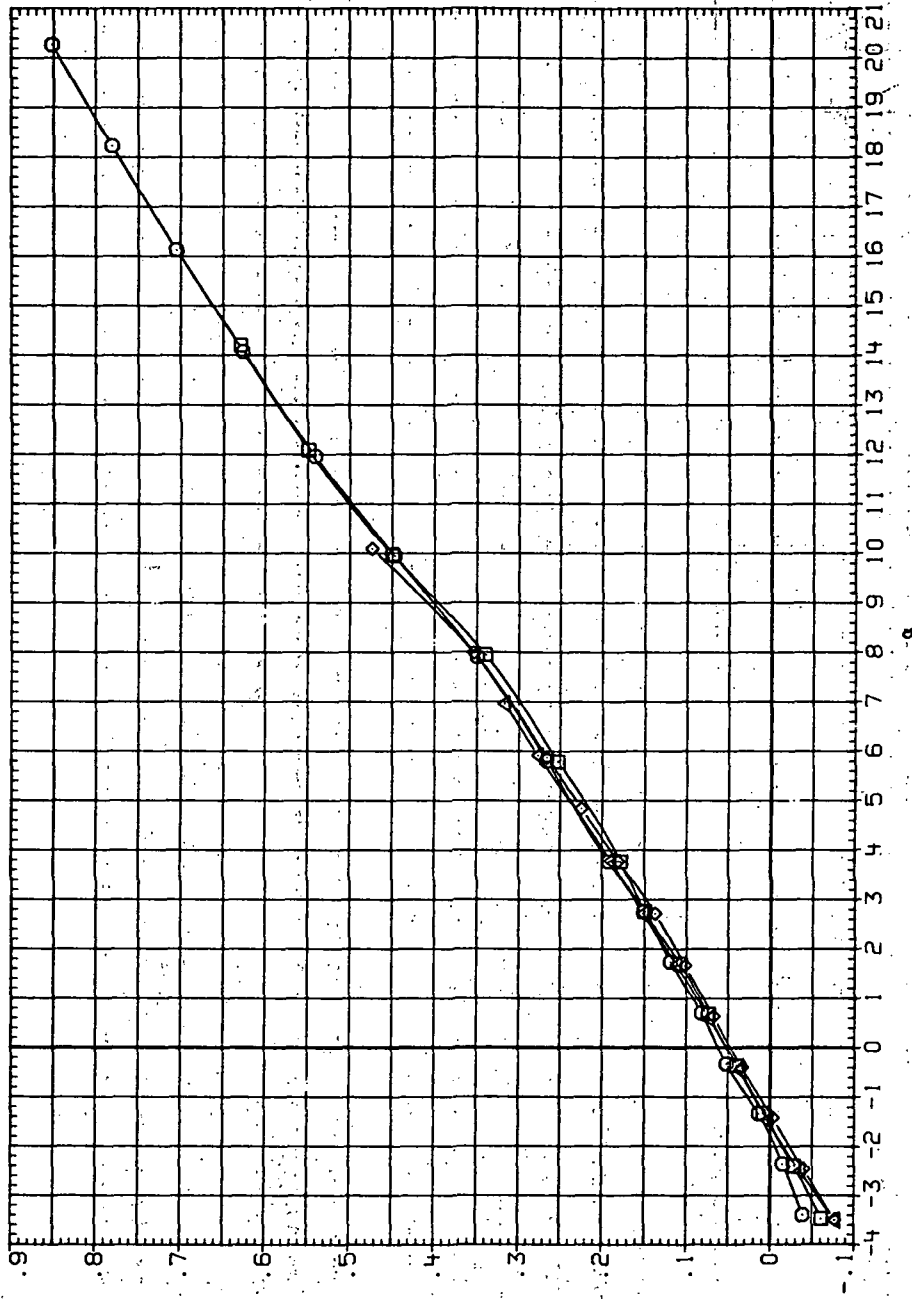


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 35.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR039 □ 94608 (AL)  
 RJR079 ○ 94608 (AL)  
 RJR119 ◇ 94608 (AL)  
 RJR158 △ 94608 (AL)

RV/L Q(NSH)  
 3.260 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

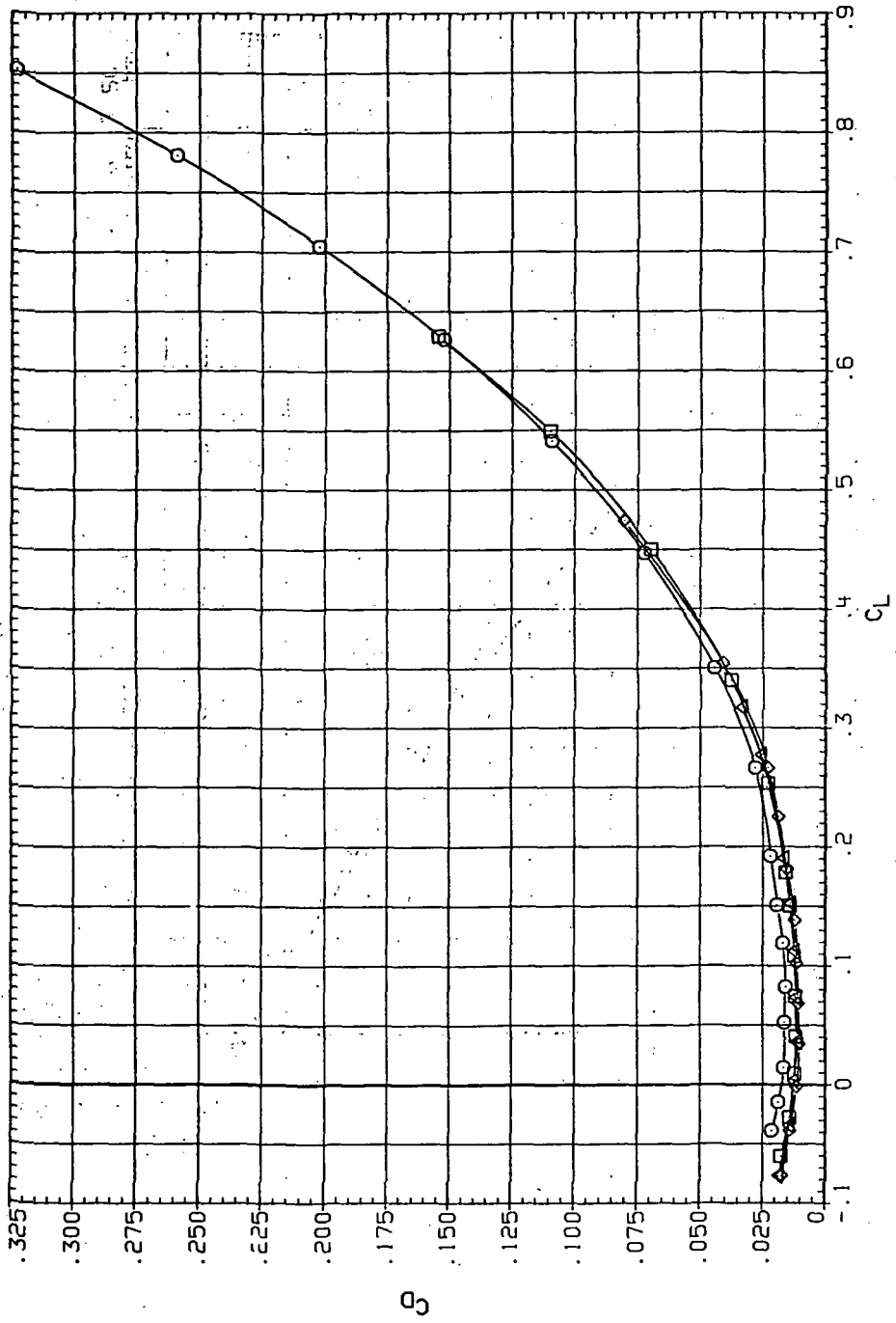


(a)  $C_L$  vs  $\alpha$ .

Figure 36.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.6$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR035 ○ 9460B (AL)  
 RJR075 □ 9460B (AL)  
 RJR115 ◇ 9460B (AL)  
 RJR158 △ 9460B (AL)

RN/L Q (IN)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

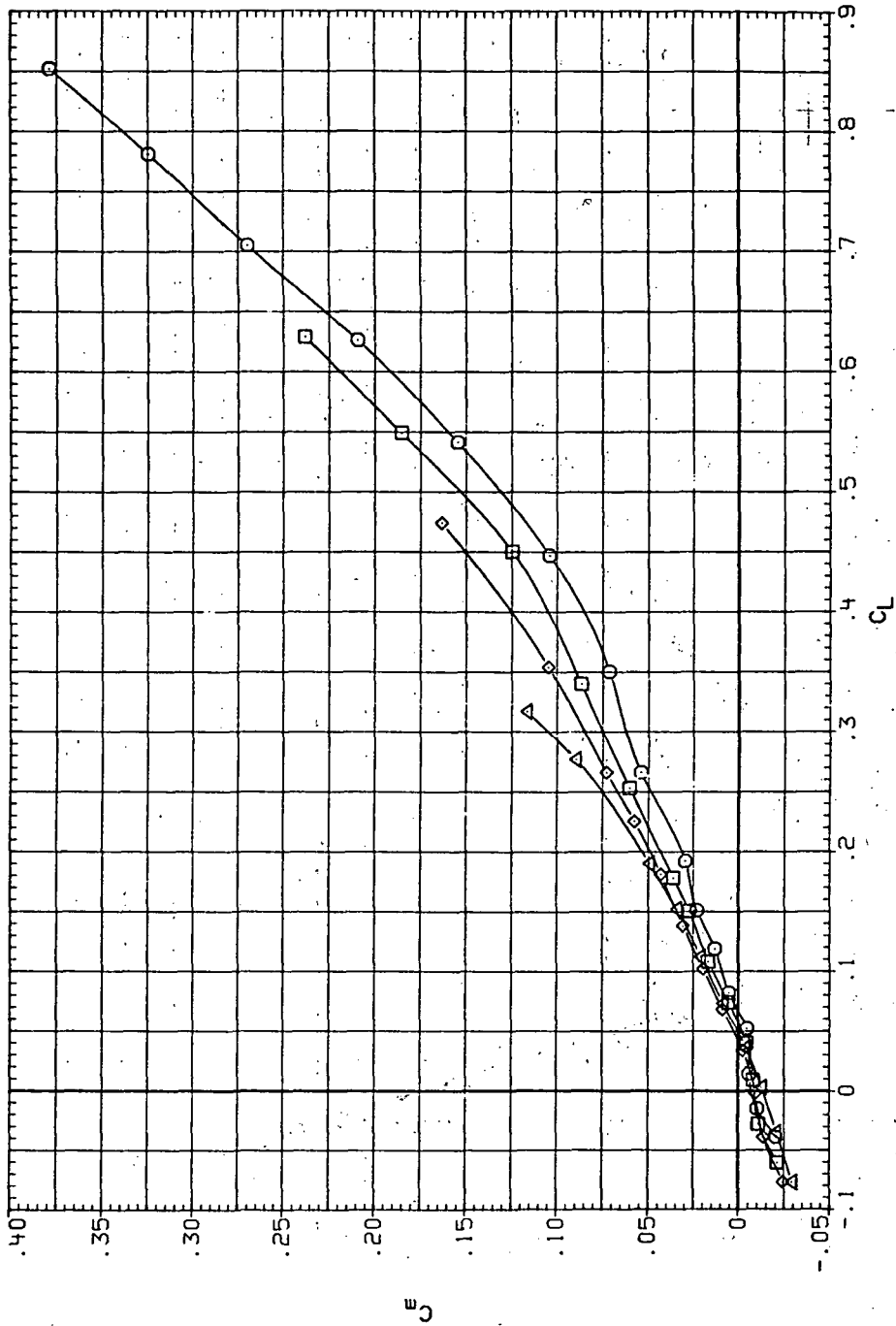


(b)  $C_D$  vs  $C_L$ .

Figure 36.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR039 ○ 9460B (AL)  
 RJR079 □ 9460B (AL)  
 RJR119 △ 9460B (AL)  
 RJR158 ○ 9460B (AL)

RN/L Q(NC-1)  
 3.260 5.510  
 4.550 7.710  
 6.230 10.600  
 8.200 14.100

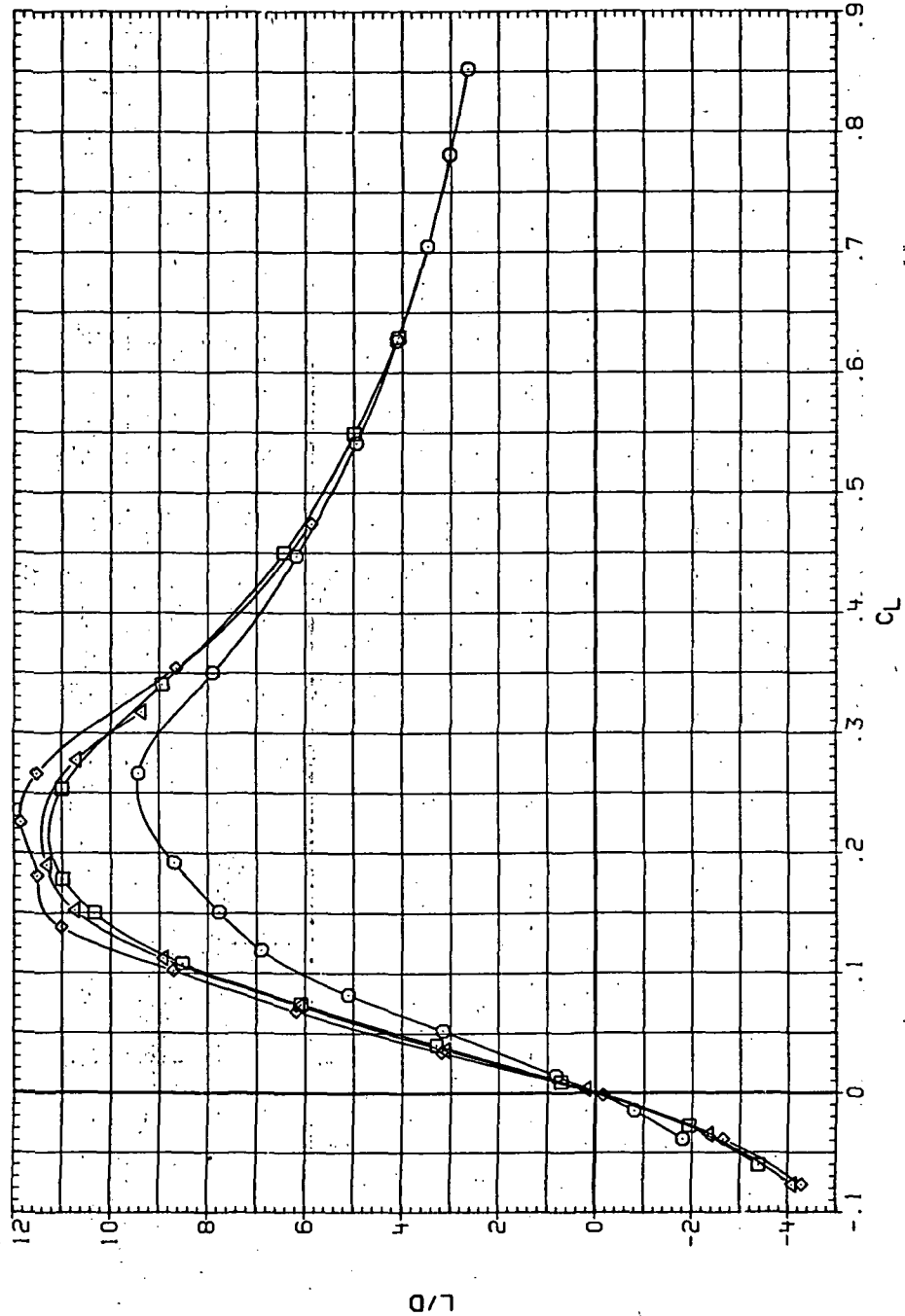


(c)  $C_m$  vs  $C_L$ .

Figure 36.— Continued.

DATA SET SYMBOL CONFIGURATION  
 FJR039 ◯ 9M50B (AL)  
 FJR079 ◻ 9M50B (AL)  
 FJR119 ◇ 9M50B (AL)  
 FJR158 △ 9M50B (AL)

RN/L (ft) Q (NSM)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100

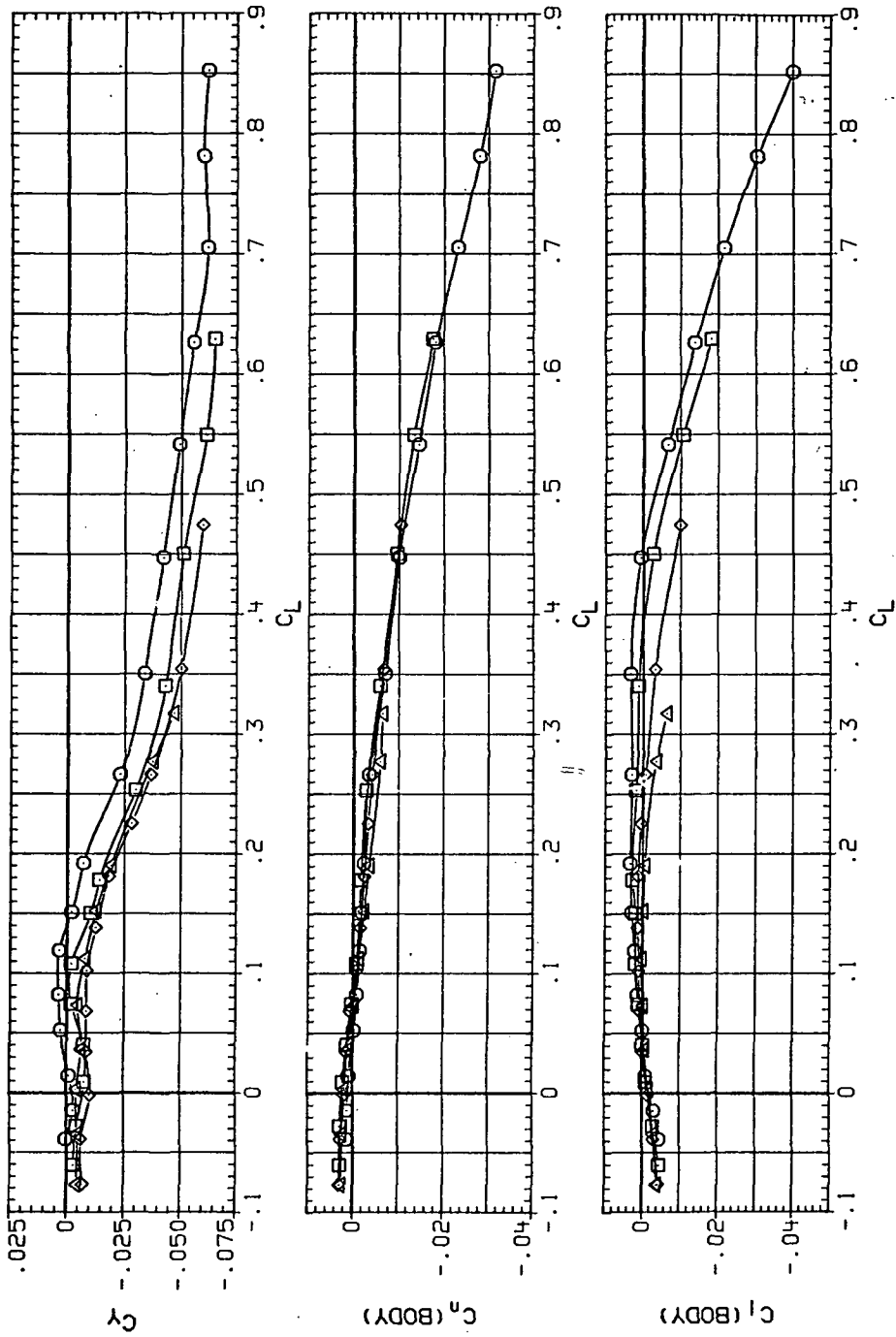


(d) L/D vs C<sub>L</sub>.

Figure 36.— Continued.

DATA SET SYMBOL CONFIGURATION  
 R-JR039 ◯ 9M608 (AL)  
 R-JR078 ◻ 9M608 (AL)  
 R-JR119 ◇ 9M608 (AL)  
 R-JR158 △ 9M608 (AL)

RN/L Q(NSM)  
 3.280 5.610  
 4.590 7.710  
 6.230 10.600  
 8.200 14.100



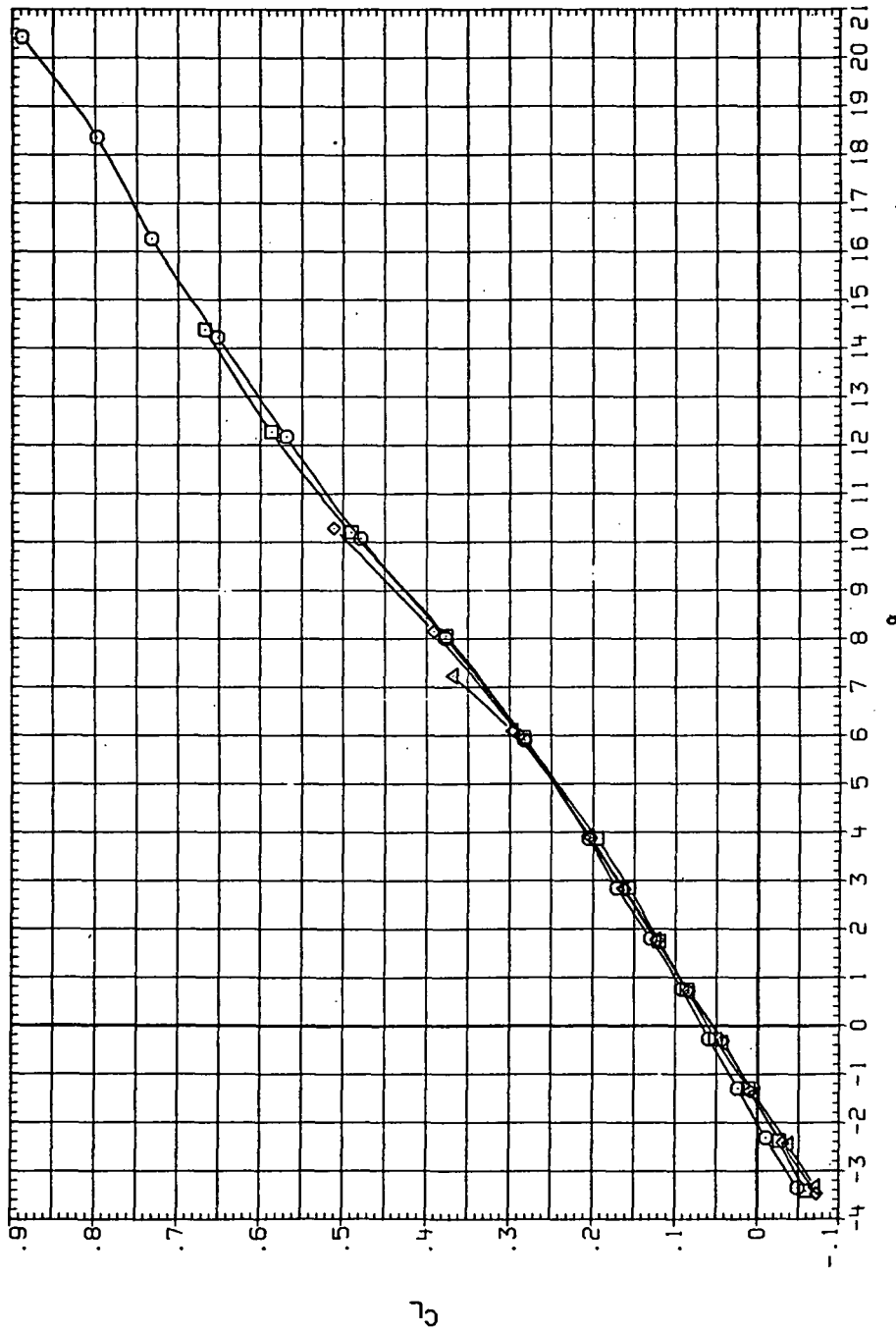
(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 36.— Concluded.



DATA SET SYMBOL CONFIGURATION  
 R-JR040 ◯ 9460B (AL)  
 R-JR080 ◻ 9460B (AL)  
 R-JR120 ◊ 9460B (AL)  
 R-JR159 △ 9460B (AL)

RN/L Q (NSM)  
 3.280 7.060  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800

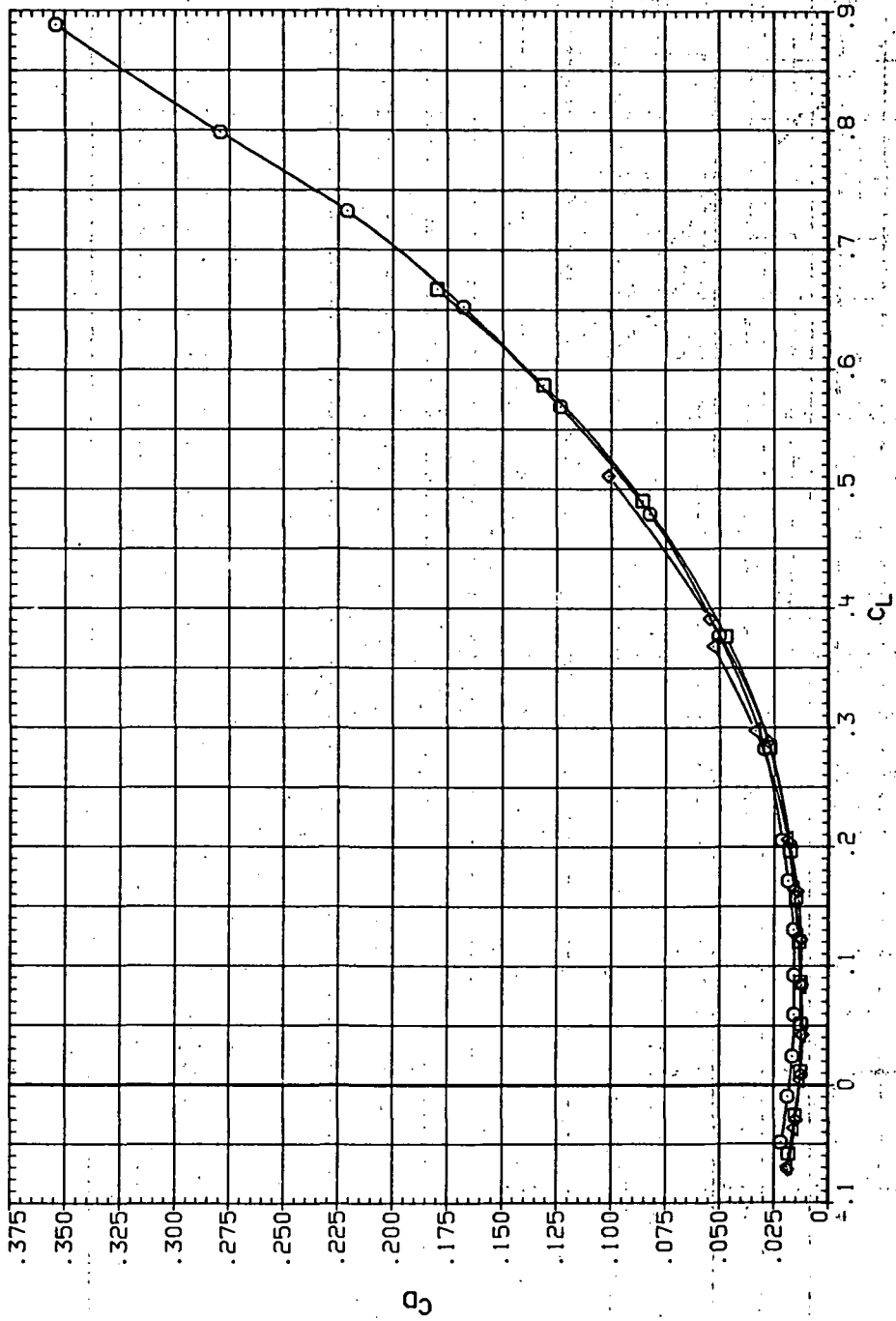


(a)  $C_L$  vs  $\alpha$ .

Figure 37.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.8$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R-JR040 ○ 9M608 (AL)  
 R-JR080 □ 9M608 (AL)  
 R-JR120 ◇ 9M608 (AL)  
 R-JR159 △ 9M608 (AL)

RN/L Q(NSM)  
 3.280 7.060  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800

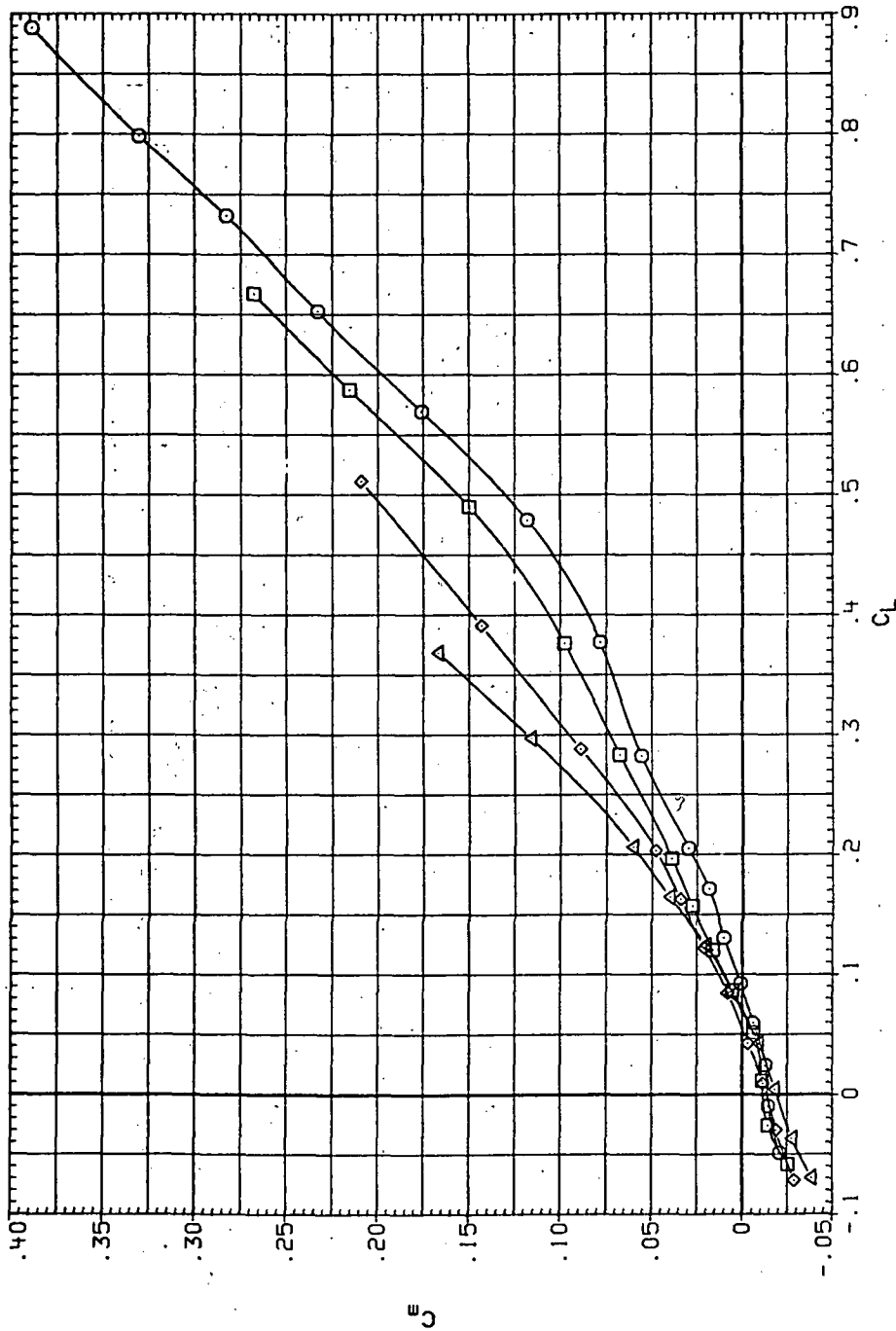


(b)  $C_D$  vs  $C_L$

Figure 37. - Continued.

DATA SET SYMBOL CONFIGURATION  
 R-R0140 O SH508 (AL)  
 R-R0180 □ SH508 (AL)  
 R-R1130 △ SH508 (AL)  
 R-R1159 △ SH508 (AL)

RM/L Q(MSN)/  
 3.280 7.050  
 4.590 9.720  
 6.230 13.400  
 8.200 17.800



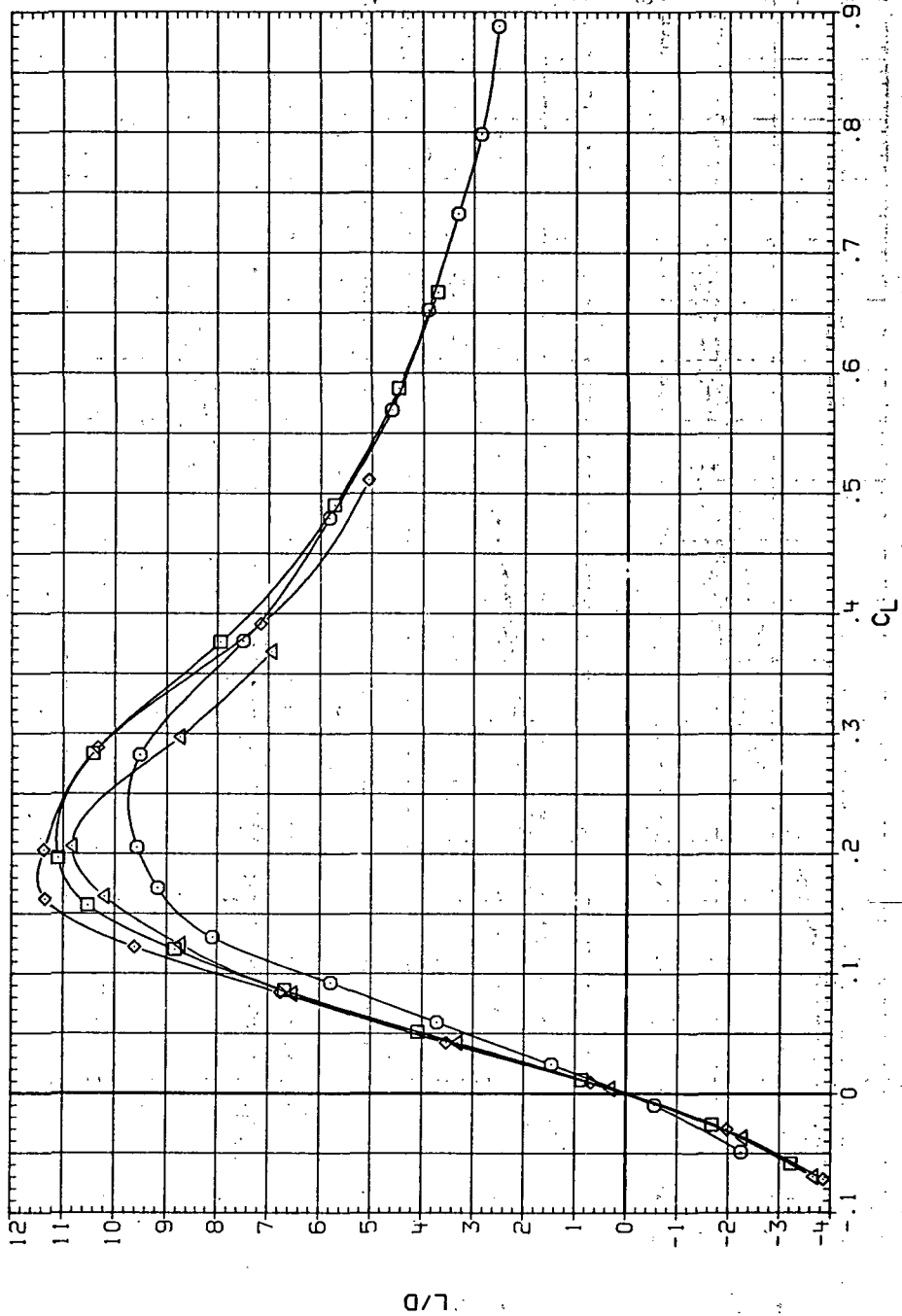
(c)  $C_m$  vs  $C_L$ .

Figure 37.— Continued.

DATA SET SYMBOL CONFIGURATION

- SM608 (AL)
- SM608 (AL)
- ◇ SM608 (AL)
- △ SM608 (AL)
- RJR040
- RJR080
- RJR120
- RJR159

- RN/L Q(NSH)
- 3.280 7.060
- 4.590 9.720
- 6.230 13.400
- 8.200 17.800

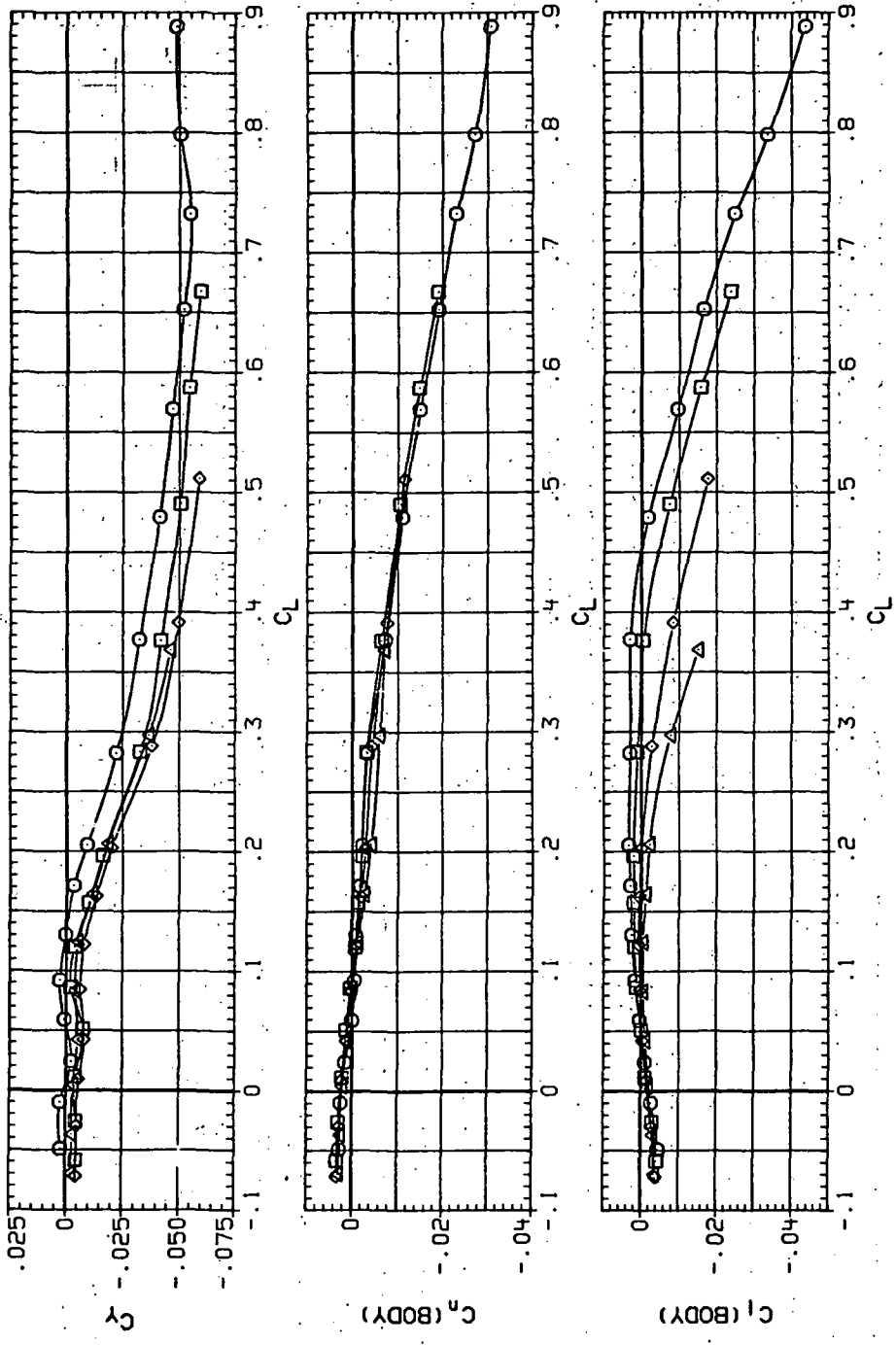


(d)  $L/D$  vs  $C_L$ .

Figure 37.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR040 SH508 (AL) ○  
 RJR080 SH508 (AL) □  
 RJR120 SH508 (AL) △  
 RJR159 SH508 (AL) ◇

RN/L Q(NSH)  
 3.280 7.550  
 4.590 9.750  
 6.230 13.400  
 8.200 17.900

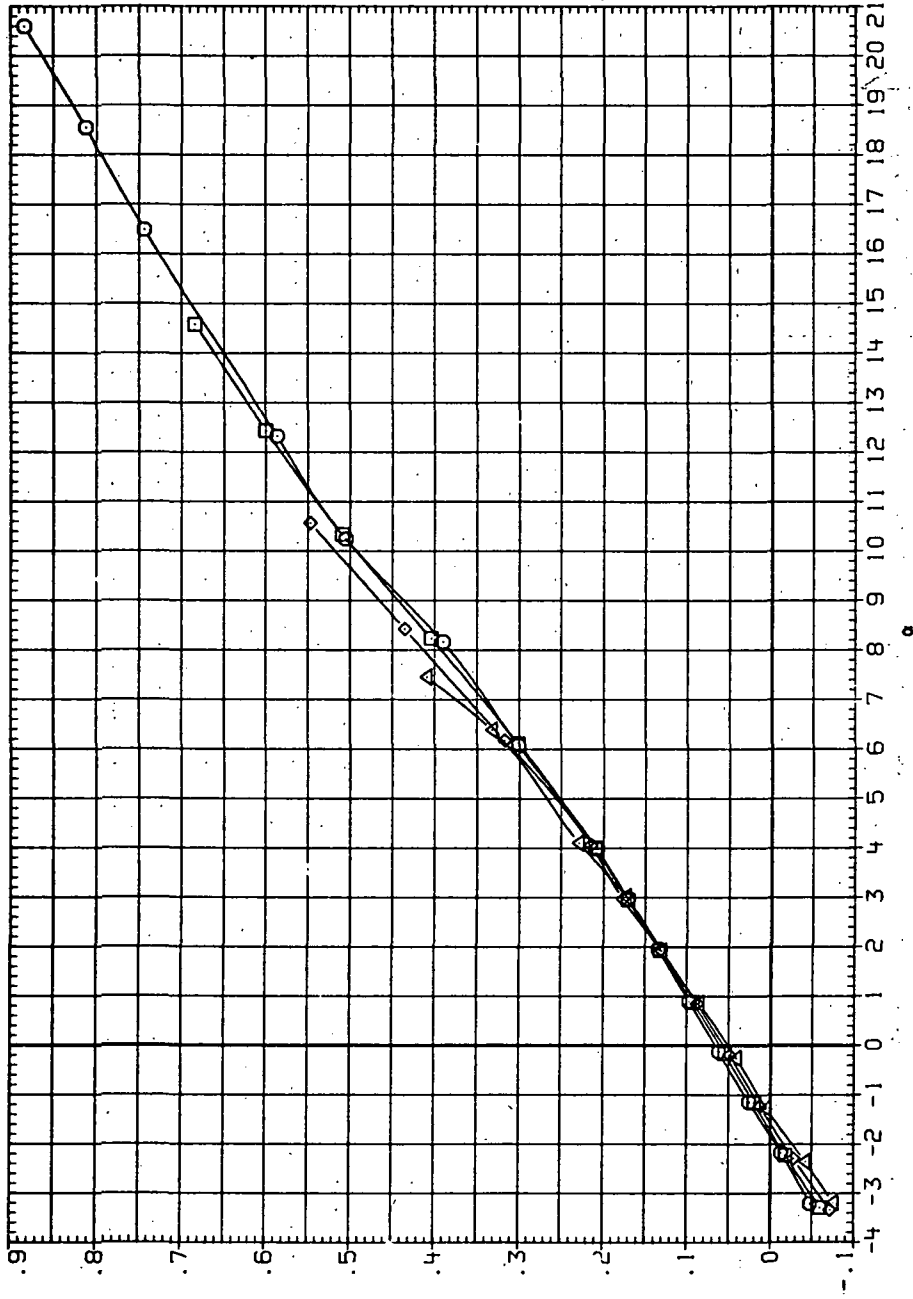


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 37.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR081 ○ 94608 (AL)  
 RJR081 □ 94608 (AL)  
 RJR121 ◇ 94608 (AL)  
 RJR160 △ 94608 (AL)

FN/L C(NEM)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

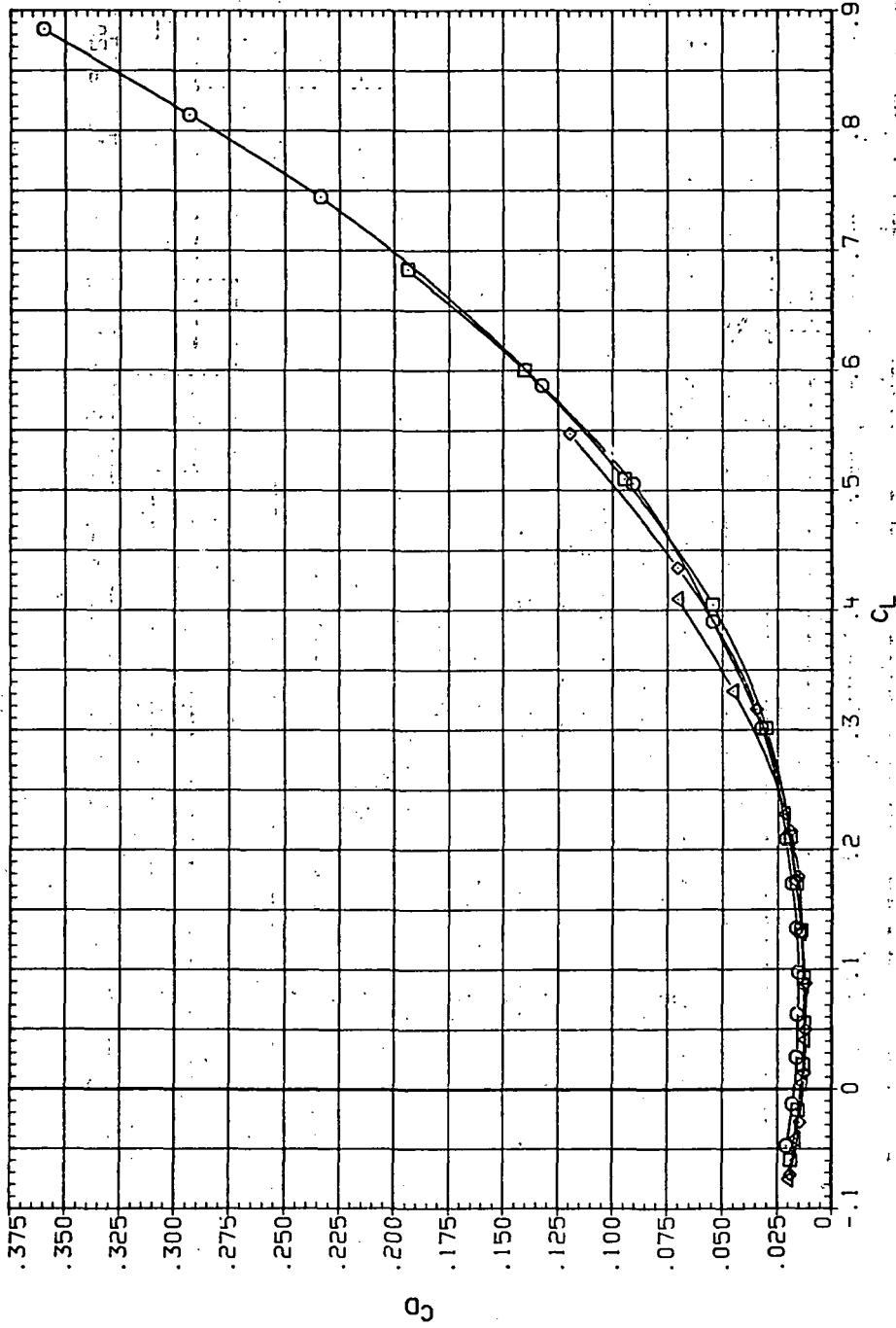


(a)  $C_L$  vs  $\alpha$ .

Figure 38.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.9$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR041 ○ SH60B (AL)  
 RJR081 □ SH60B (AL)  
 RJR121 ◇ SH60B (AL)  
 RJR160 △ SH60B (AL)

RN/L Q(NSM)  
 3.280 7.440  
 4.590 10.500  
 6.230 13.500  
 8.200 19.200

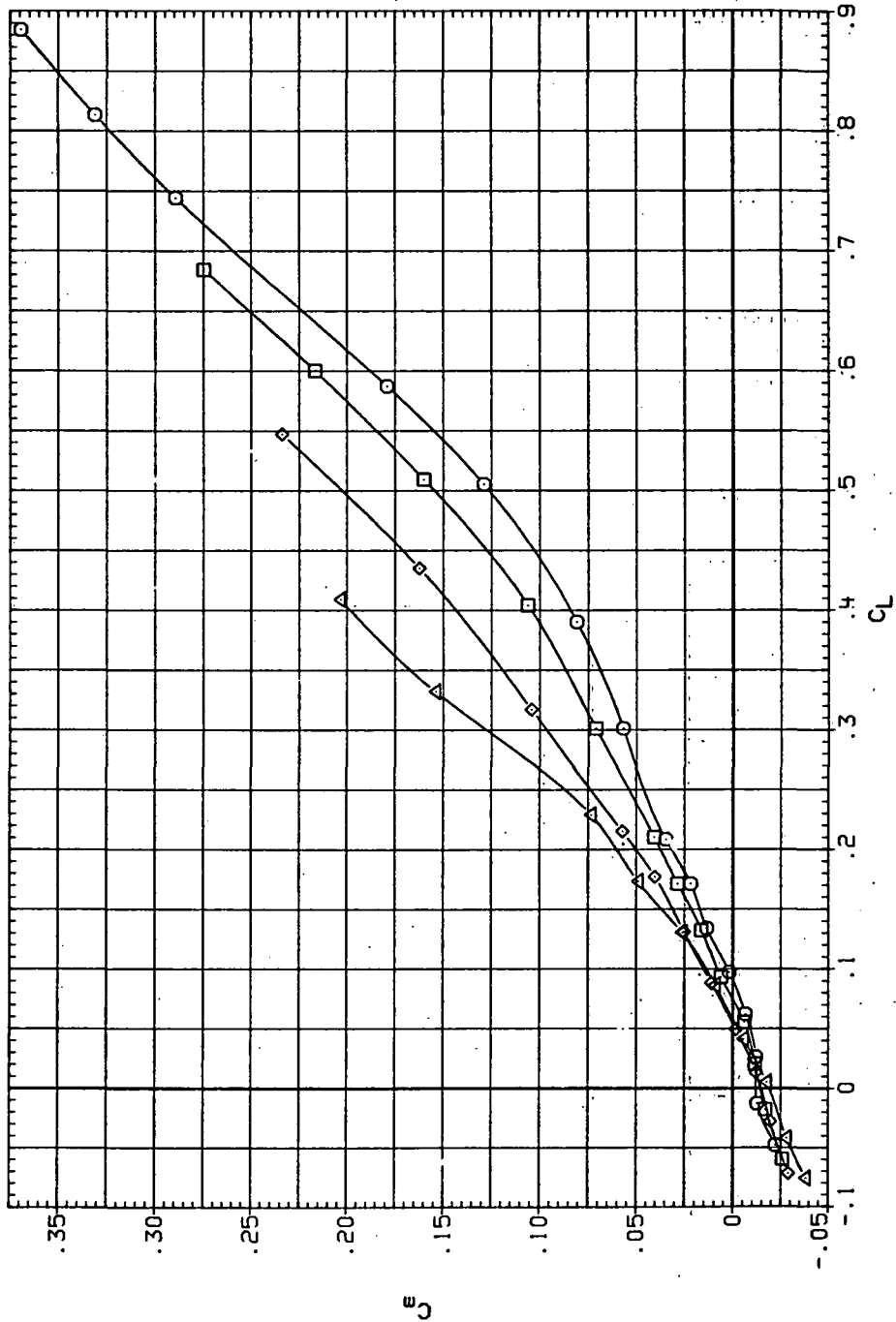


(b)  $C_D$  vs  $C_L$

Figure 38.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR041 ○ 9M608 (AL)  
 RJR081 □ 9M608 (AL)  
 RJR121 ◇ 9M608 (AL)  
 RJR150 △ 9M608 (AL)

RN/L O(NSM)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200



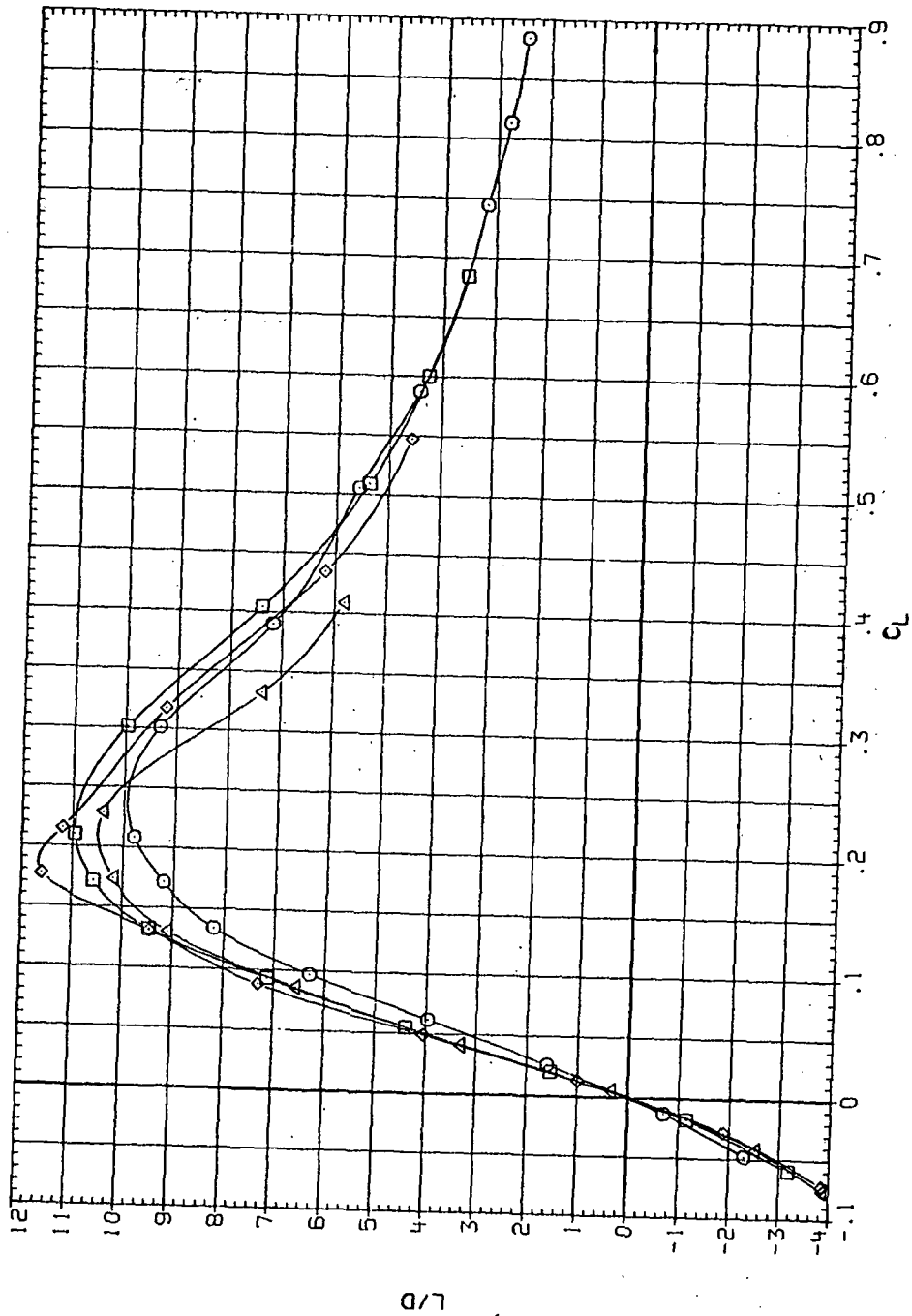
(c)  $C_m$  vs  $C_L$ .

Figure 38.—Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR041 ◯ 5M60B (AL)  
 RJR091 ◻ 5M60B (AL)  
 RJR121 ◻ 5M60B (AL)  
 RJR160 ◻ 5M60B (AL)

RV/L Q(INSH)  
 3.260 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

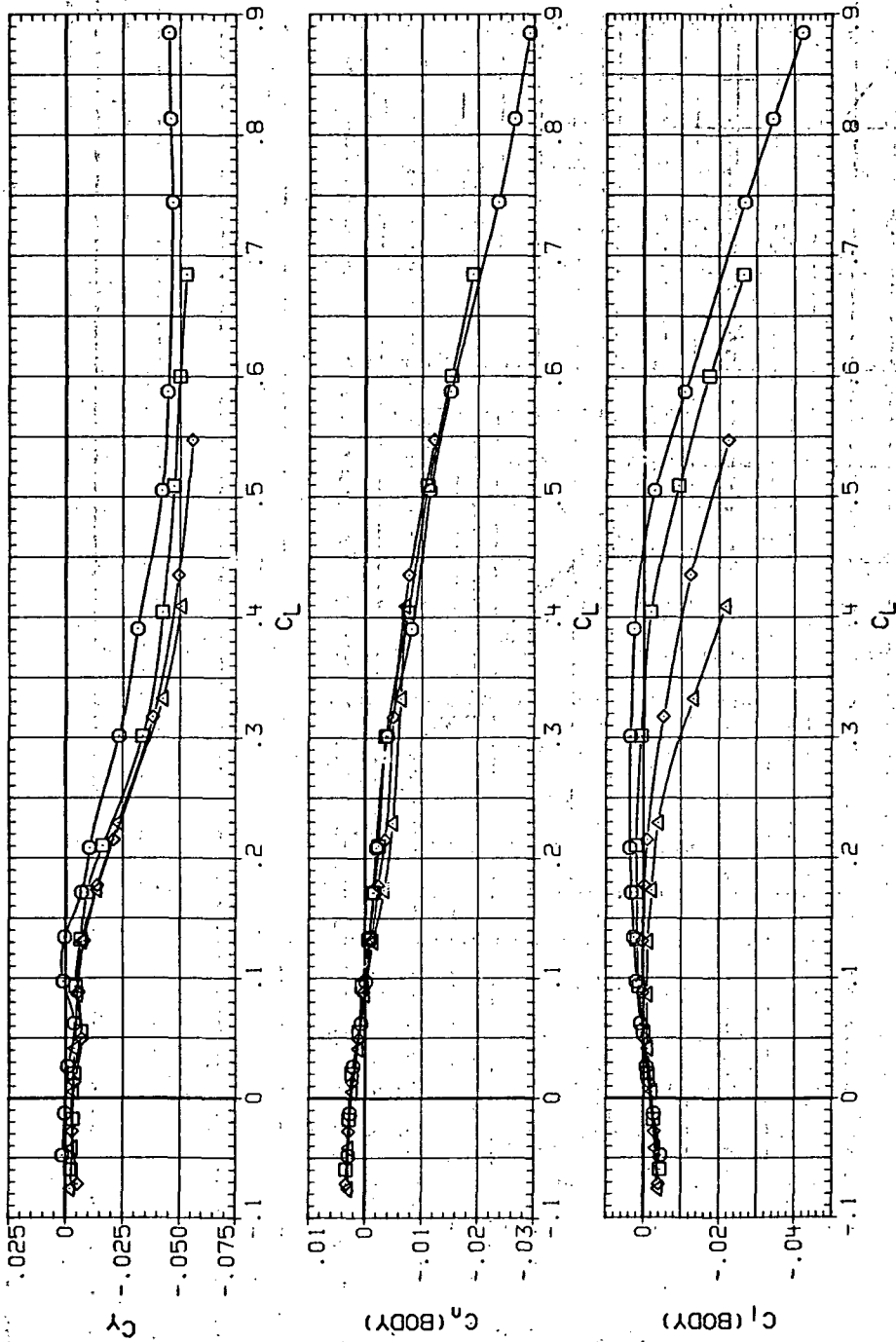


(d)  $L/D$  vs  $C_L$ .

Figure 38.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR041 ◯ SM60B (AL)  
 RJR081 ◻ SM60B (AL)  
 RJR121 ◇ SM60B (AL)  
 RJR160 △ SM60B (AL)

RN/L Q (INSH)  
 3.280 7.440  
 4.590 10.500  
 6.230 14.500  
 8.200 19.200

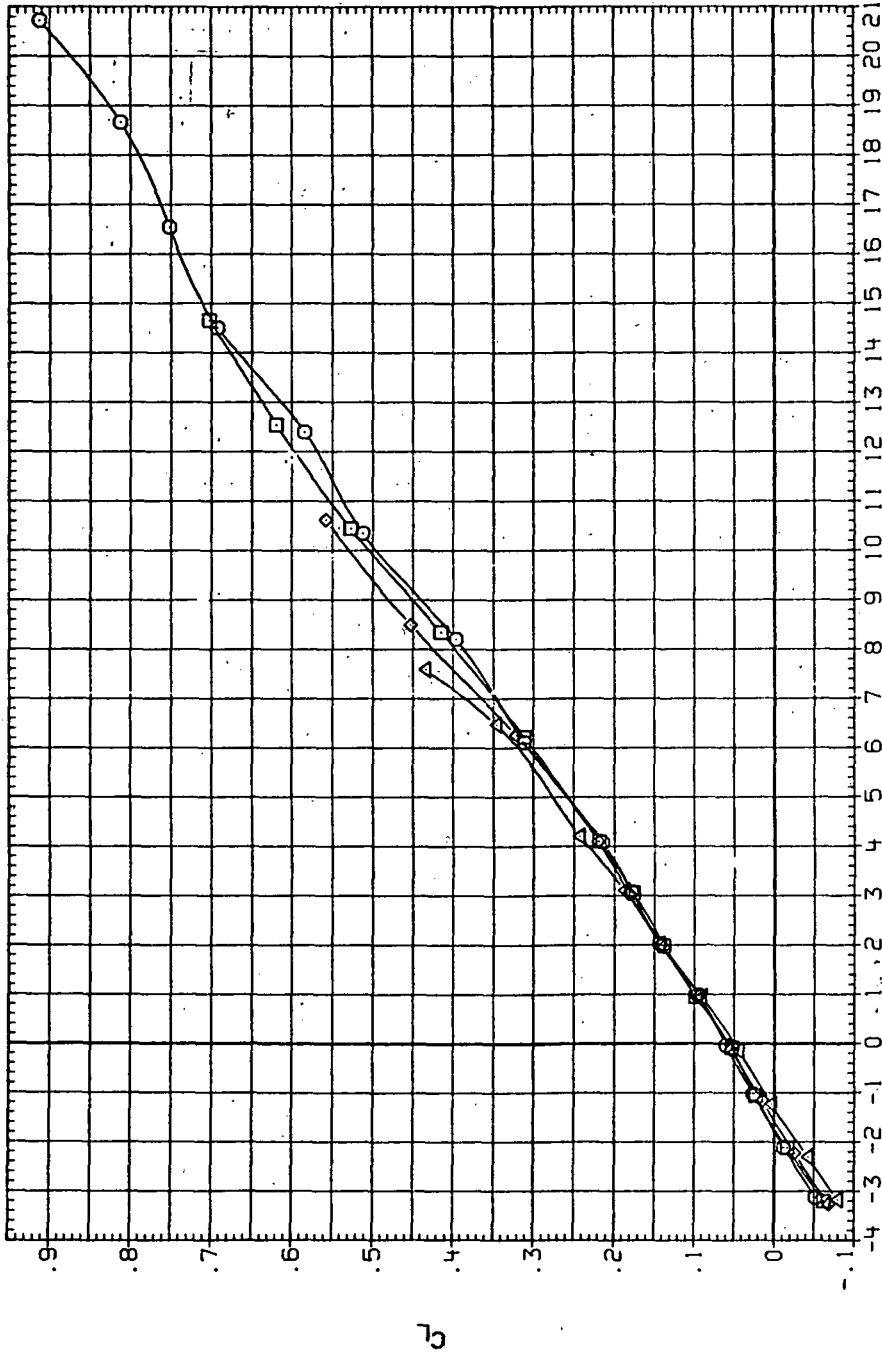


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 38.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR0M2 SH60B (AL)  
 RJR0B2 SH60B (AL)  
 RJR122 SH60B (AL)  
 RJR161 SH60B (AL)

RV/L Q (INSH)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

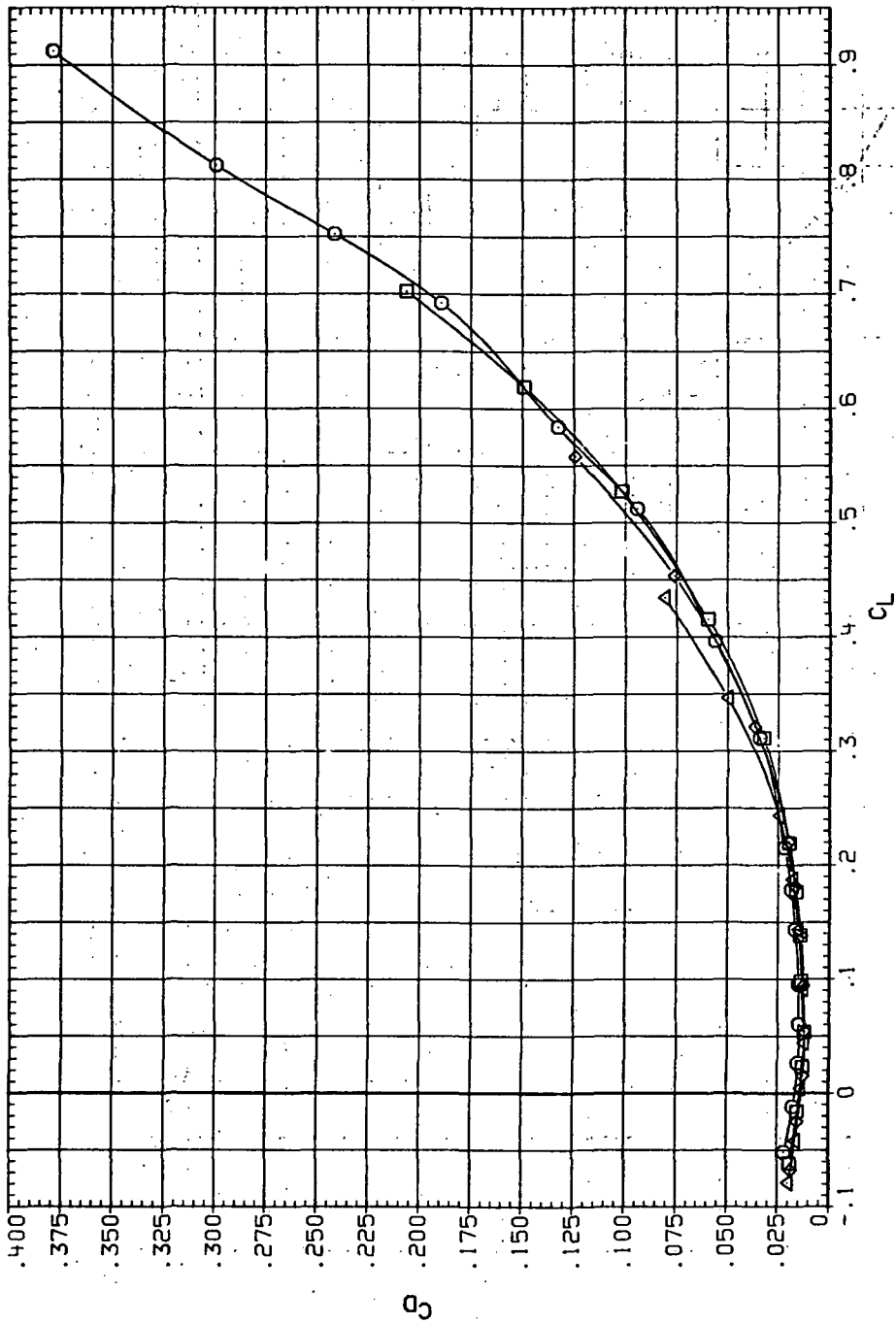


(a)  $C_L$  vs  $\alpha$ .

Figure 39.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.95$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R4R0W2 ◯ S4S0B (AL)  
 R4R0B2 ◻ S4S0B (AL)  
 R4R1E2 △ S4S0B (AL)  
 R4R1E1 ◻ S4S0B (AL)

RN/L Q (INCM)  
 3.280 7.960  
 4.950 10.900  
 6.230 15.000  
 8.200 19.900

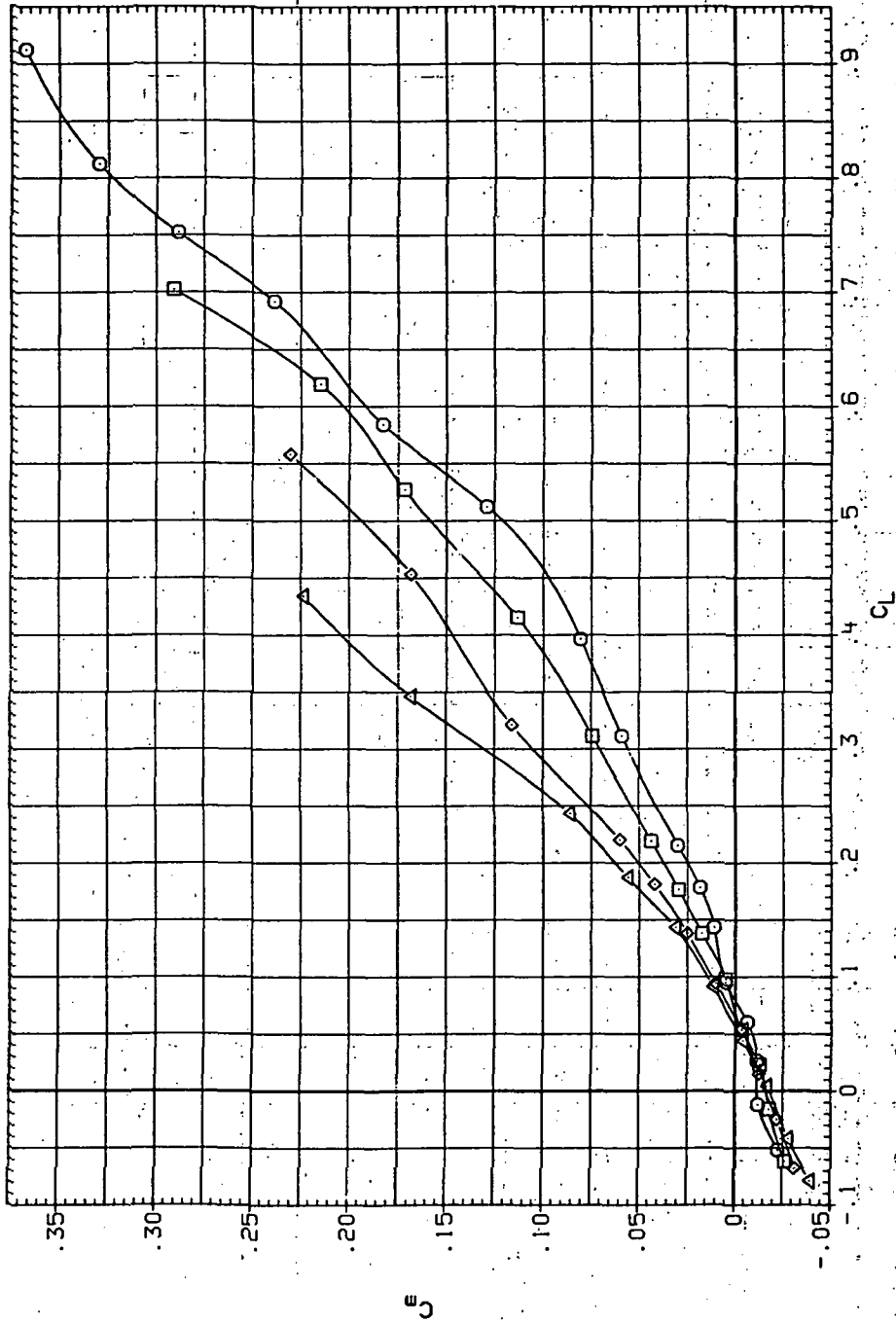


(b)  $C_D$  vs  $C_L$ .

Figure 39. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR042 ○ SHS08 (AL)  
 RJR082 □ SHS08 (AL)  
 RJR122 ◇ SHS08 (AL)  
 RJR161 △ SHS08 (AL)

RN/VL Q (NSM)  
 3.280 7.950  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

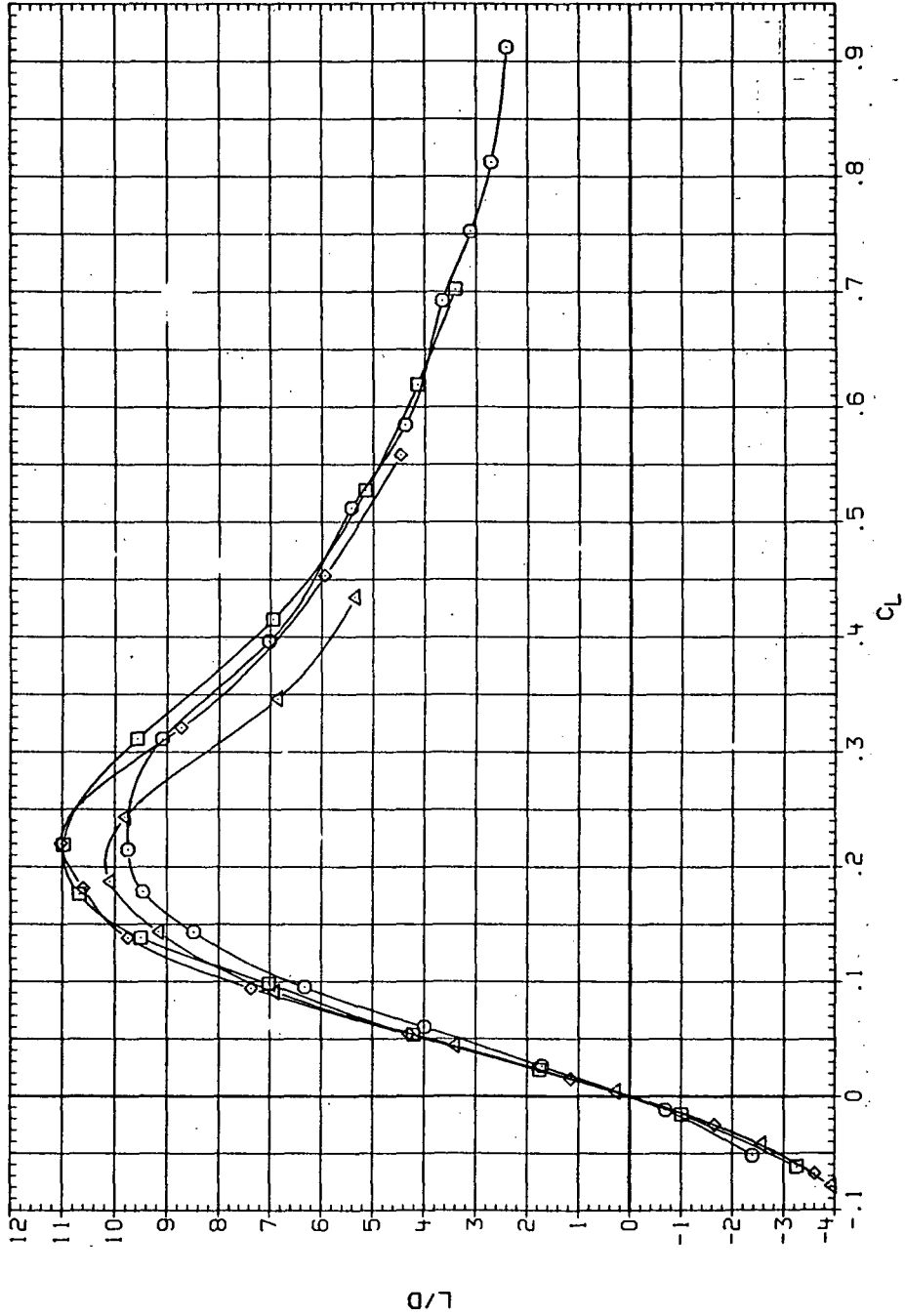


(c)  $C_m$  vs  $C_L$

Figure 39. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR042 ◻ SM608 (AL)  
 RJR082 ◯ SM608 (AL)  
 RJR122 ◊ SM608 (AL)  
 RJR161 △ SM608 (AL)

RN/L Q(NSM)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

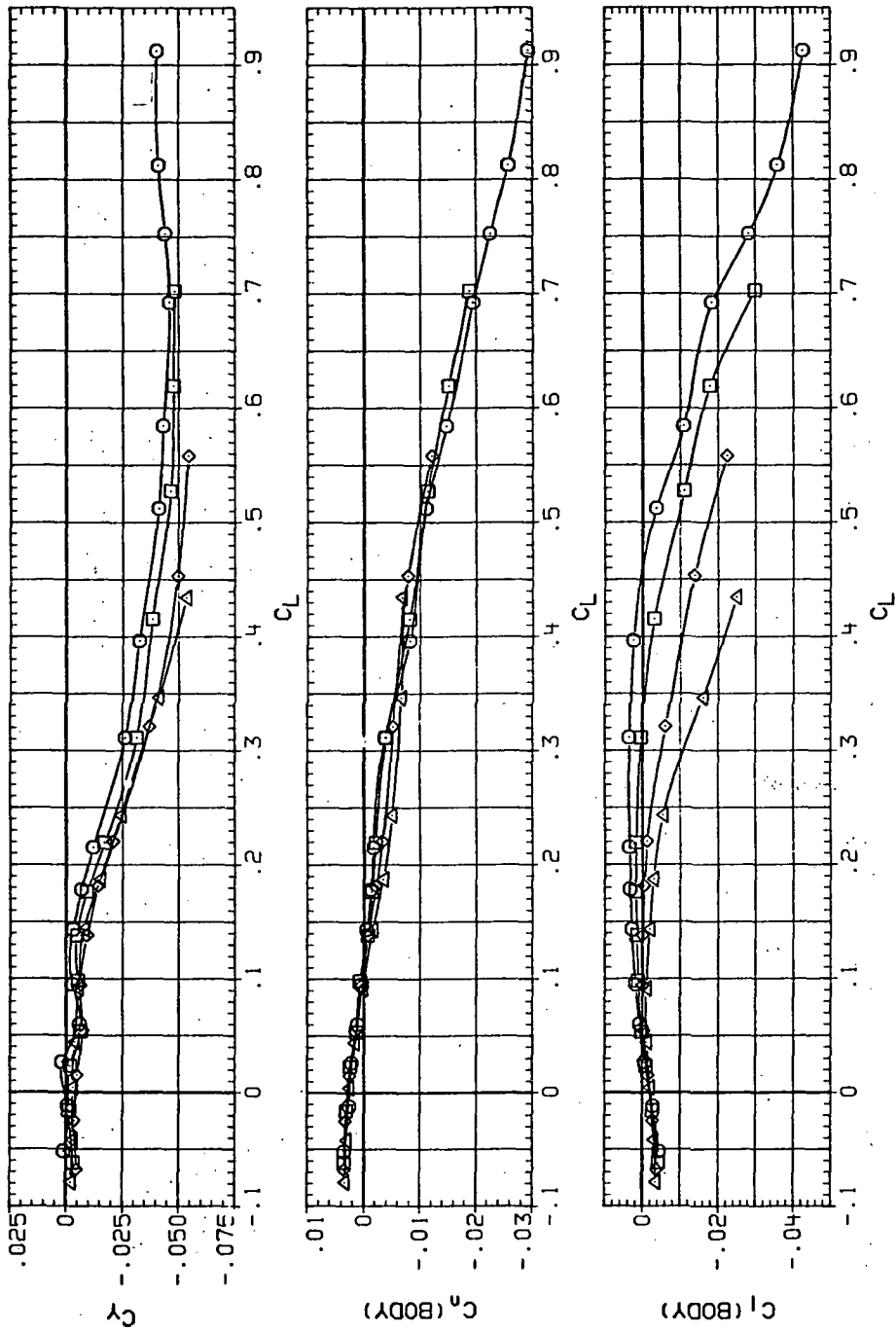


(d) L/D vs C<sub>L</sub>

Figure 39. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR042 ◯ SMSOB (AL)  
 RJR082 ◻ SMSOB (AL)  
 RJR122 ◇ SMSOB (AL)  
 RJR161 △ SMSOB (AL)

RN/VL Q (INSH)  
 3.280 7.960  
 4.590 10.900  
 6.230 15.000  
 8.200 19.900

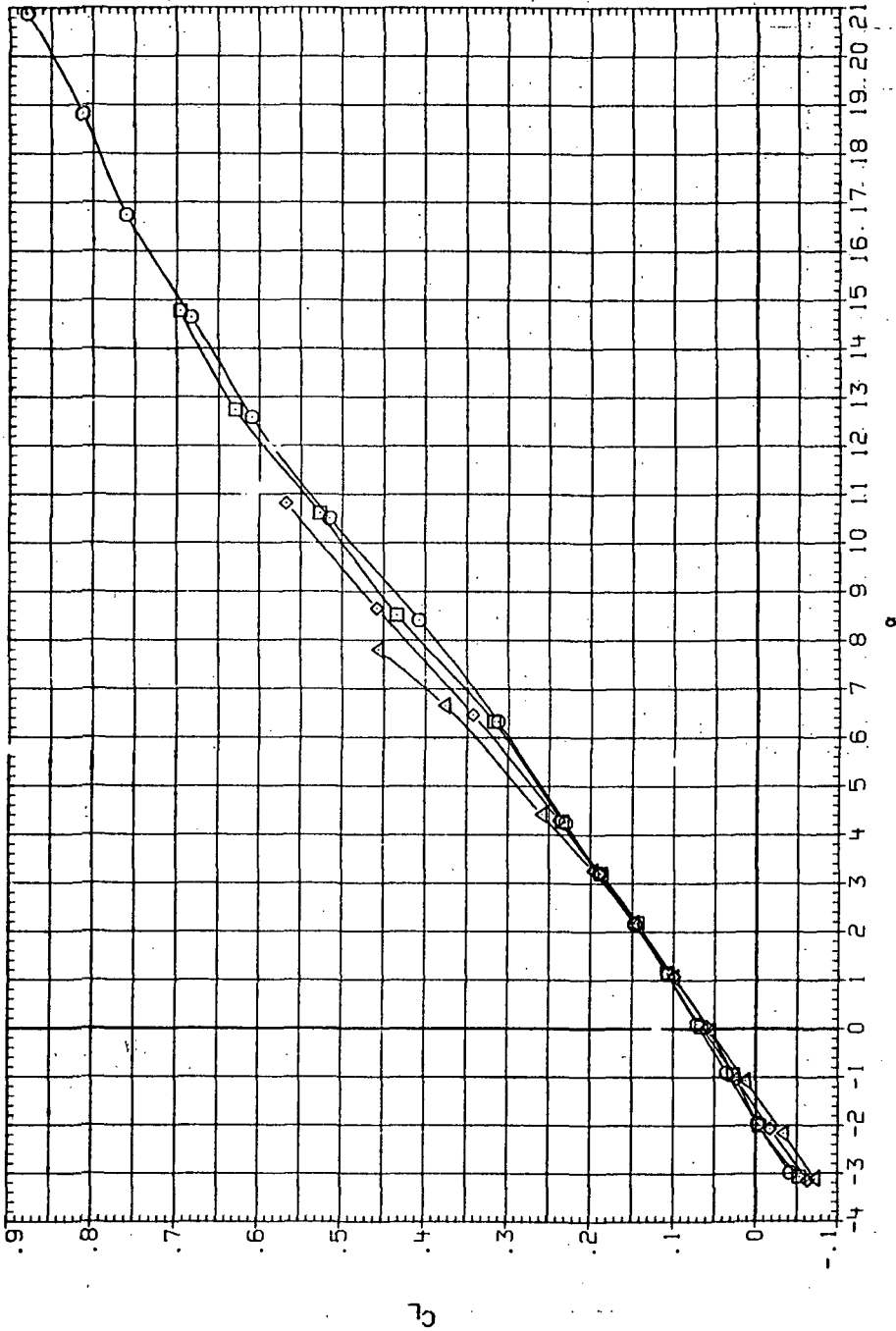


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 39. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR043 ◯ 9460B (AL)  
 RJR083 ◻ 9460B (AL)  
 RJR123 ◊ 9460B (AL)  
 RJR162 △ 9460B (AL)

RN/L Q(NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200



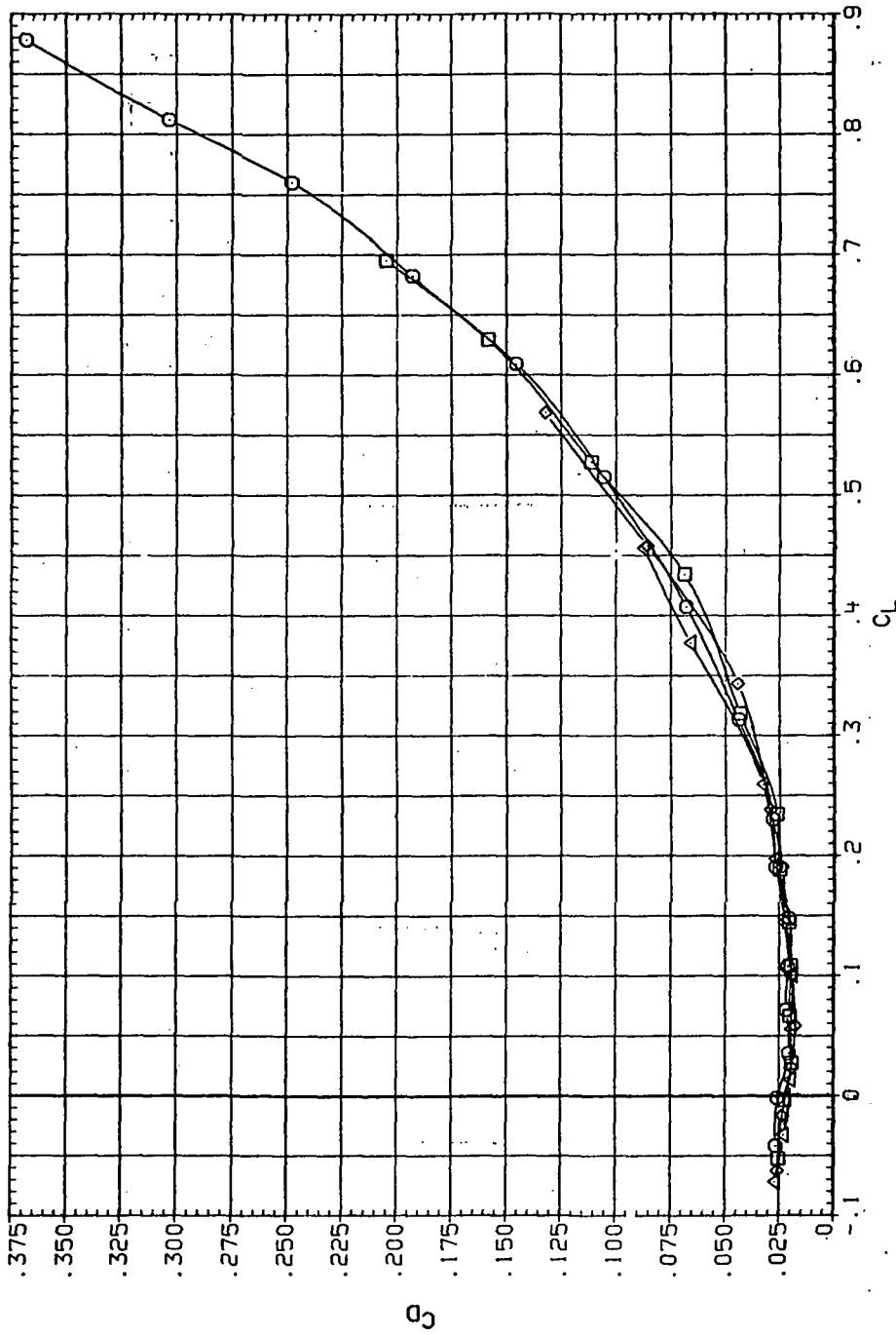
(a)  $C_L$  vs  $\alpha$ .

Figure 40.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 1.1$  and the modified NACA 65A204 airfoil).



DATA SET SYMBOL CONFIGURATION  
 RJR043 ○ 9M608 (AL)  
 RJR083 □ 9M608 (AL)  
 RJR123 △ 9M608 (AL)  
 RJR162 ◇ 9M608 (AL)

RY/L Q(NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

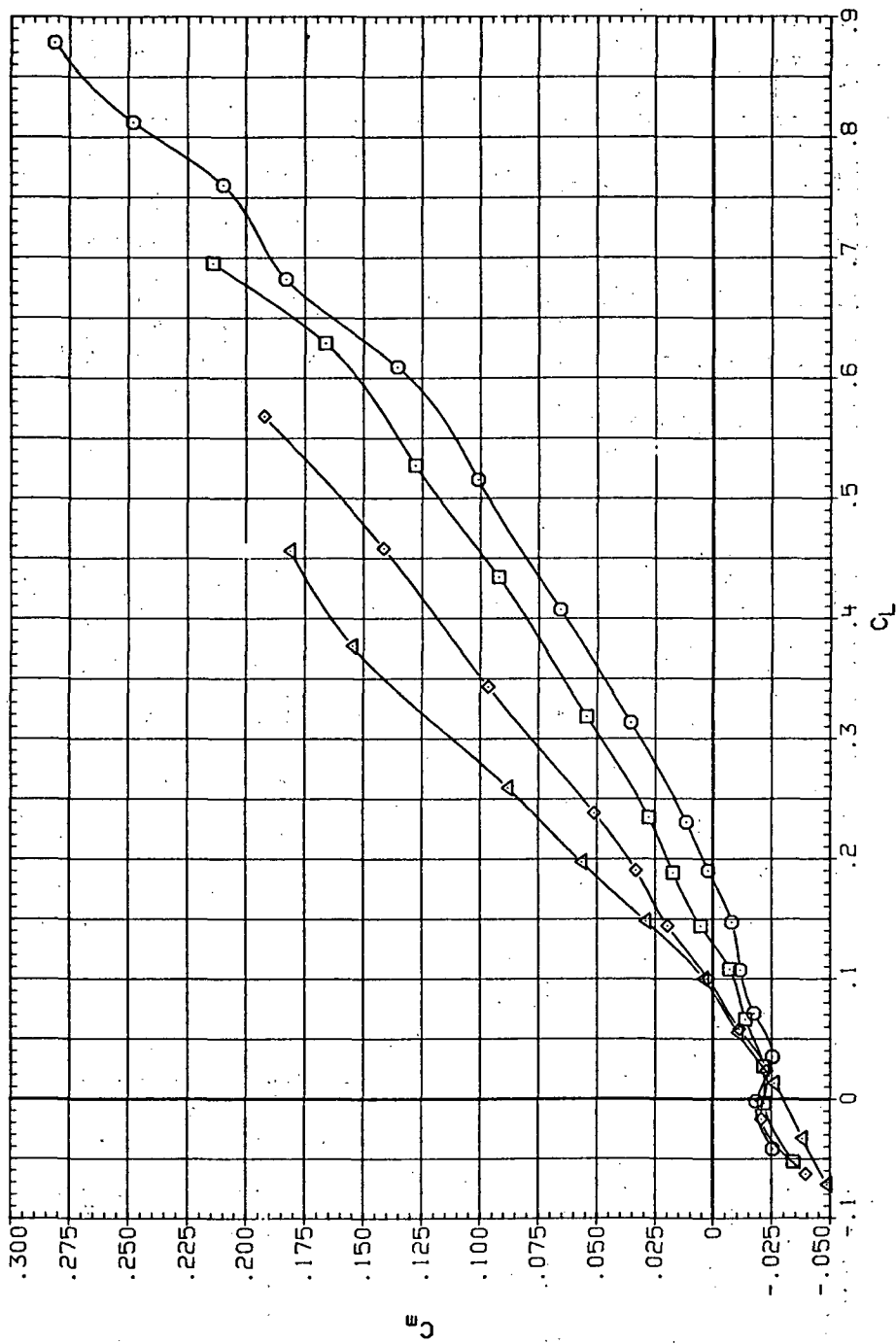


(b)  $C_D$  vs  $C_L$ .

Figure 40.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR043 ○ 9M608 (AL)  
 RJR083 □ 9M608 (AL)  
 RJR123 ◇ 9M608 (AL)  
 RJR162 △ 9M608 (AL)

RN/L: 0 (NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

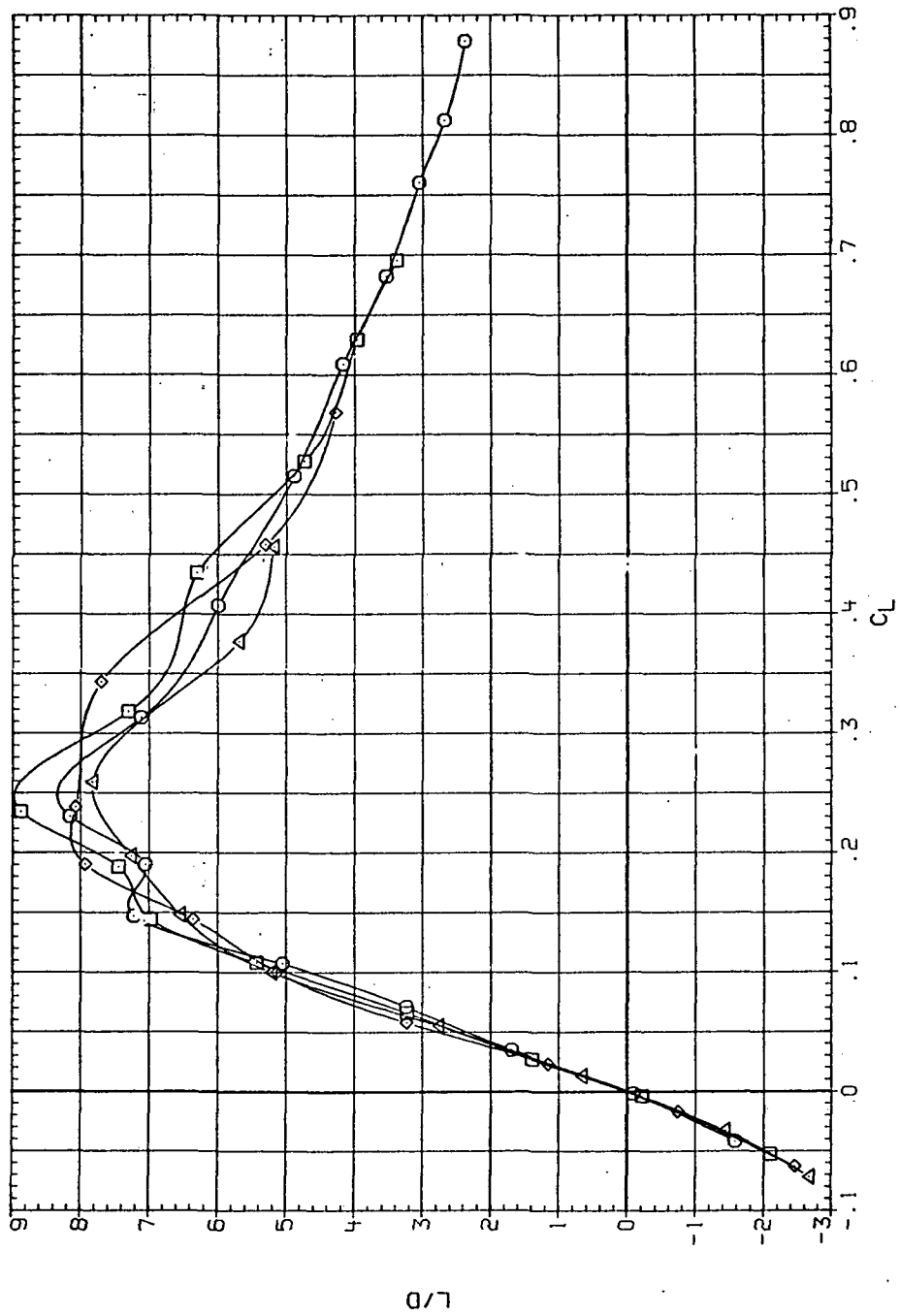


(c)  $C_m$  vs  $C_L$ .

Figure 40.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR043 ○ SHS08 (AL)  
 RJR083 □ SHS08 (AL)  
 RJR123 ◇ SHS08 (AL)  
 RJR162 △ SHS08 (AL)

RN/L Q(NSM)  
 3.260 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

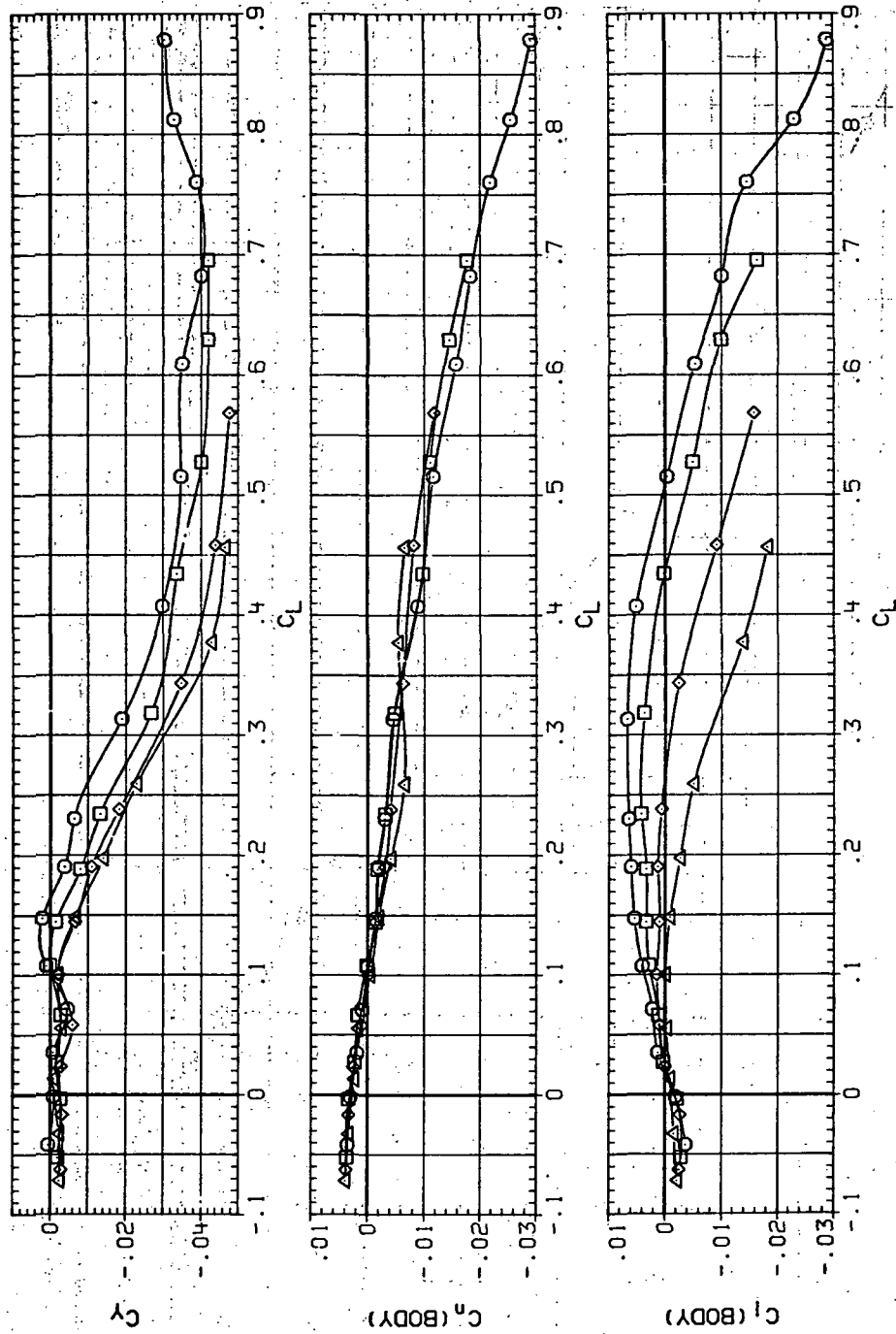


(d)  $L/D$  vs  $C_L$ .

Figure 40.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR043 ○ 94608 (AL)  
 RJR083 □ 94608 (AL)  
 RJR123 ◇ 94608 (AL)  
 RJR162 △ 94608 (AL)

RN/L Q(NSM)  
 3.280 8.450  
 4.590 11.900  
 6.230 16.400  
 8.200 21.200

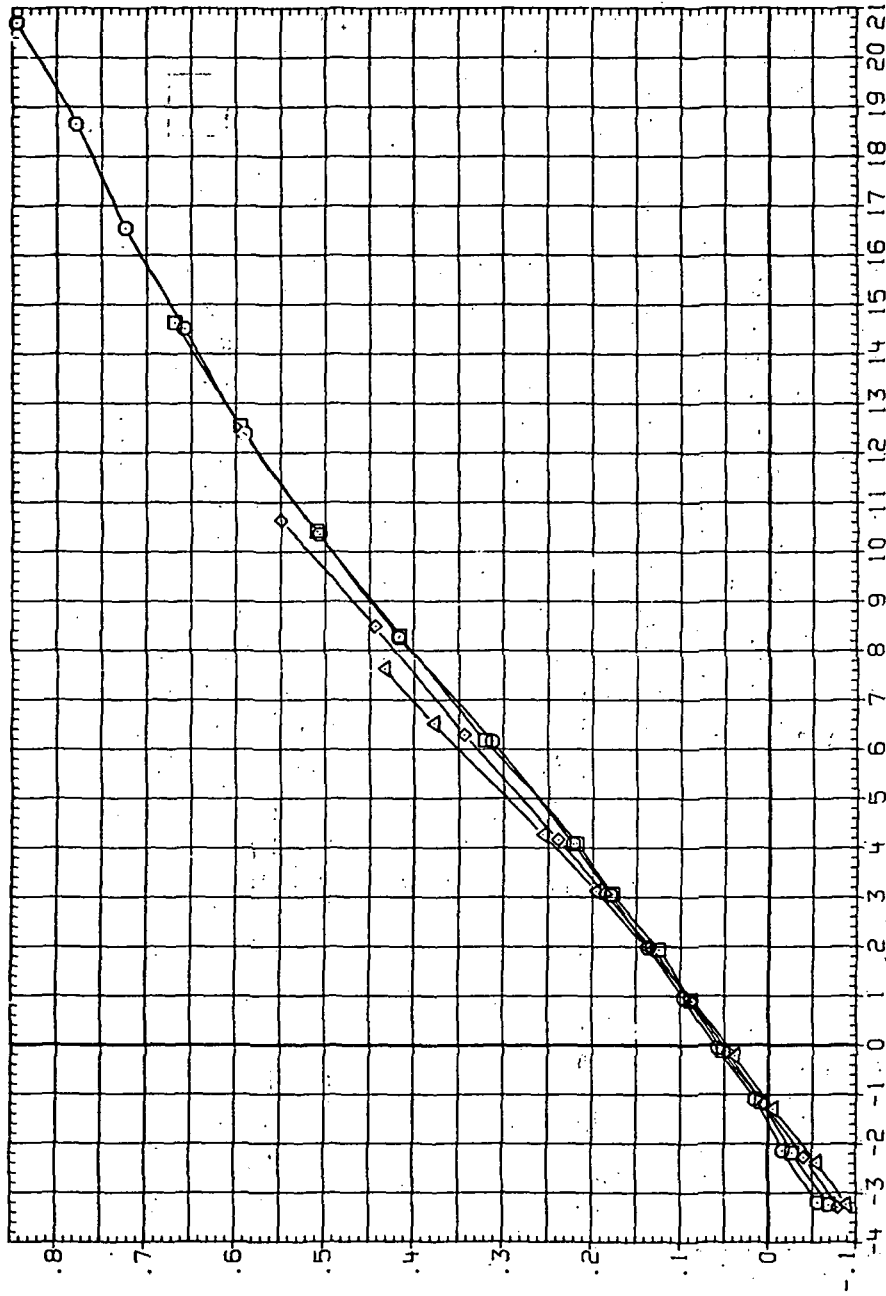


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 40. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR044  $\square$  SWS08 (AL)  
 RJR024  $\diamond$  SWS08 (AL)  
 RJR124  $\triangle$  SWS08 (AL)  
 RJR153  $\square$  SWS08 (AL)

RN/L Q (NSM)  
 3.260 8.960  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800



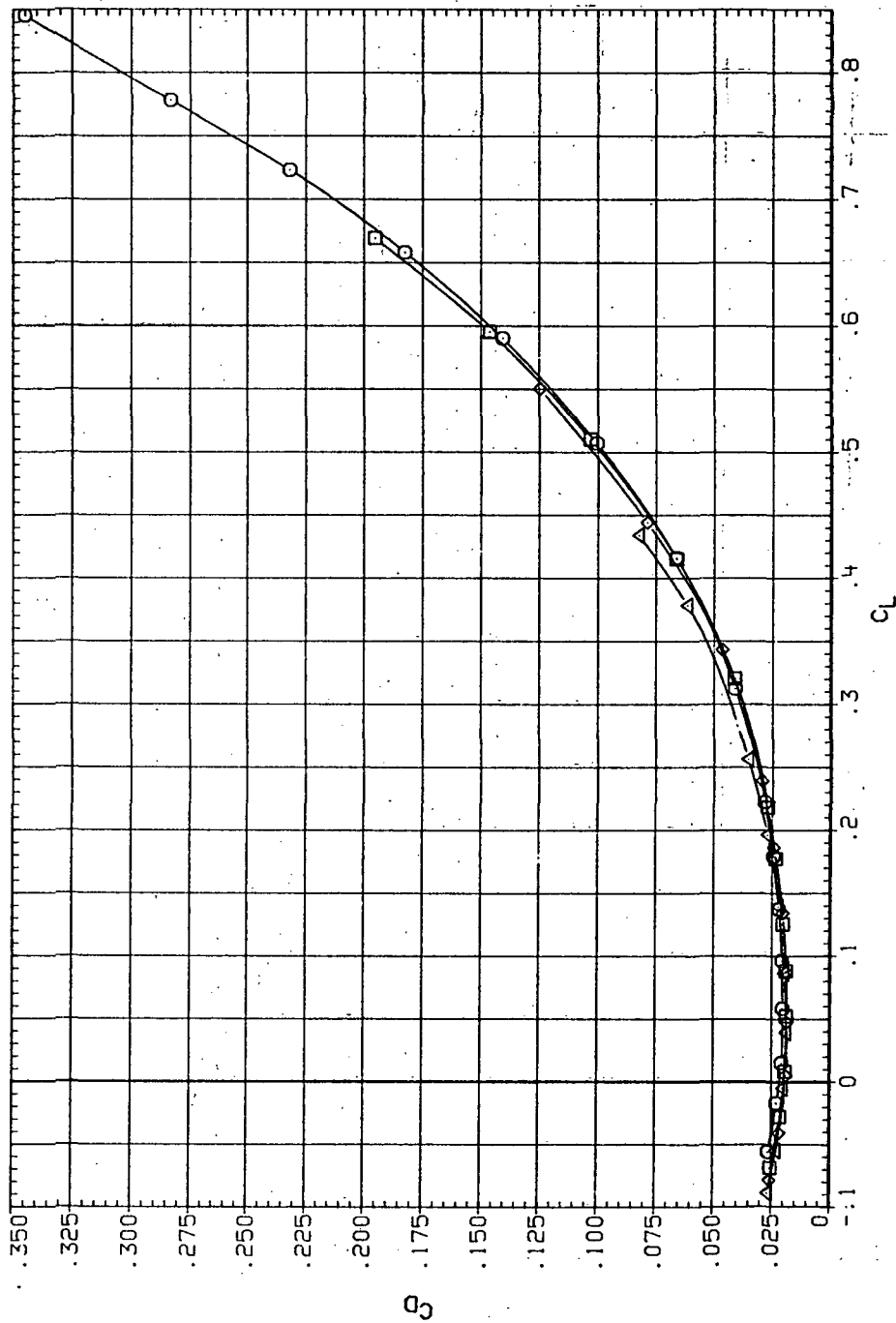
(a)  $C_L$  vs  $\alpha$ .

Figure 41.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 1.2$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION

- RJR044 ○ 9M608 (AL)
- RJR084 □ 9M608 (AL)
- RJR124 ◇ 9M608 (AL)
- RJR163 △ 9M608 (AL)

- RN/L 0.1(NSM)
- 3.280 8.980
- 4.590 12.400
- 6.230 17.000
- 8.200 22.800

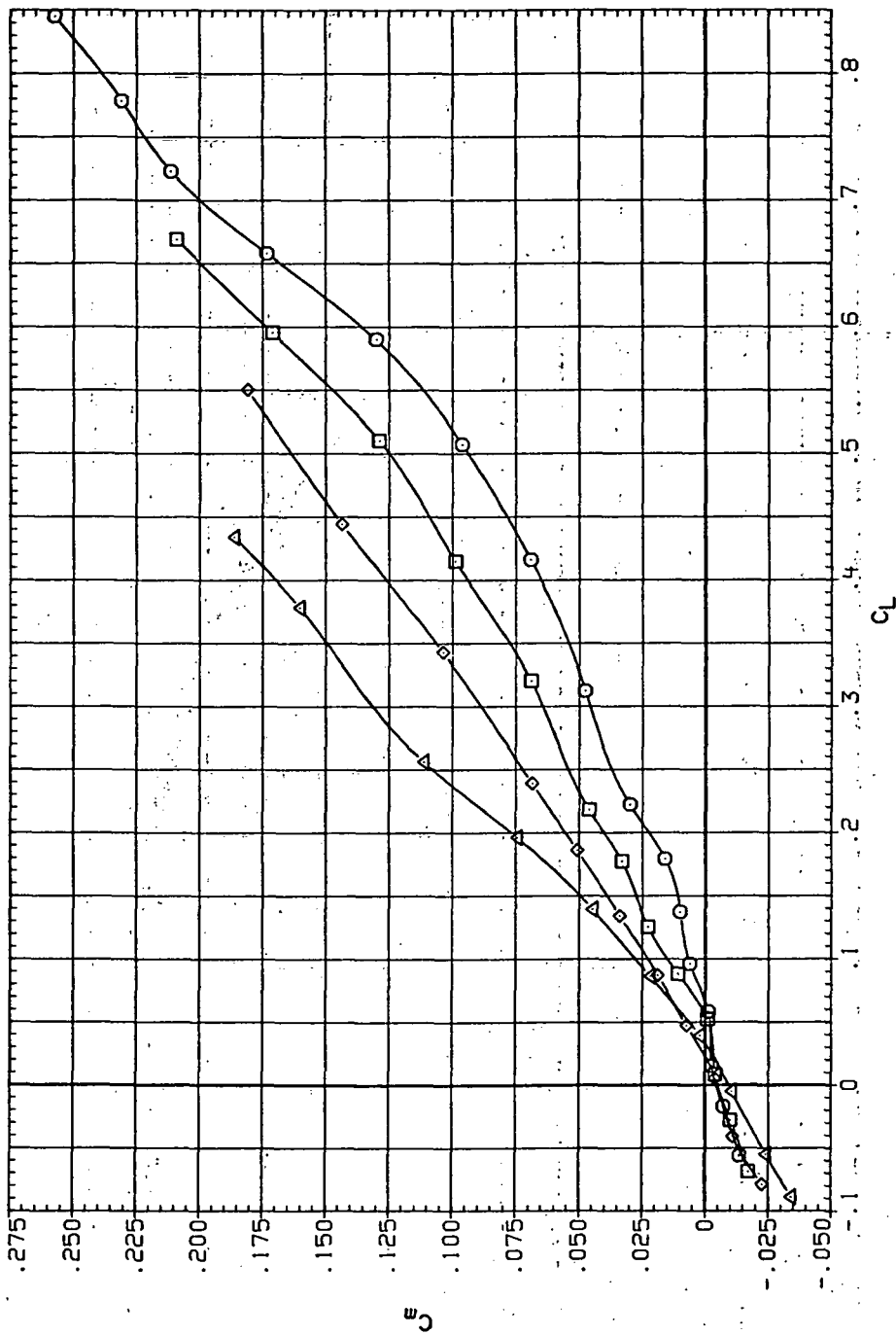


(b)  $C_D$  vs  $C_L$ .

Figure 41.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR044 ◯ 94508 (AL)  
 RJR084 ◻ 94508 (AL)  
 RJR124 ◇ 94508 (AL)  
 RJR163 △ 94508 (AL)

RN/L O (NSM)  
 3.280 8.980  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800

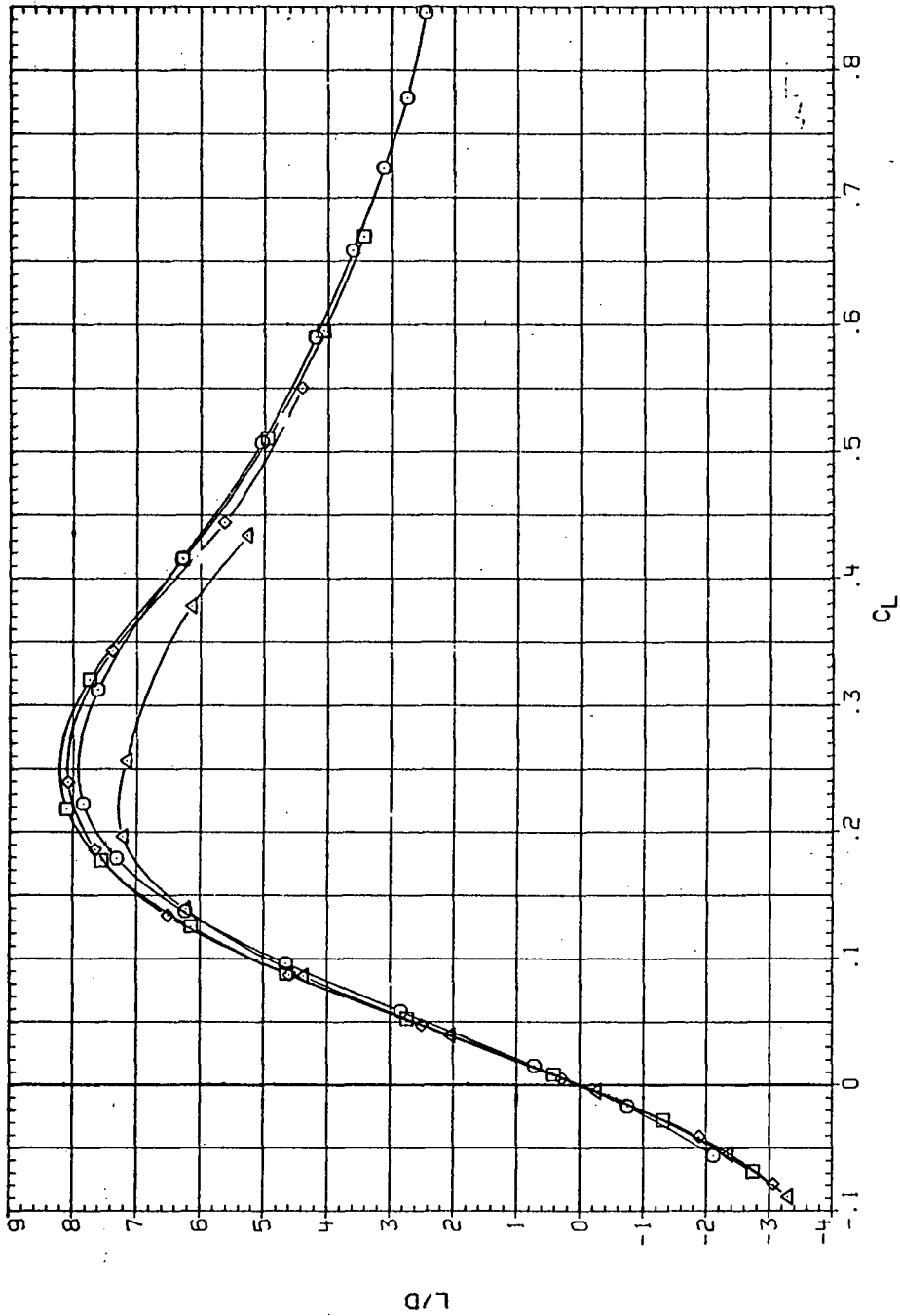


(c)  $C_m$  vs  $C_L$ .

Figure 41.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR044 ○ 9460B (AL)  
 RJR084 □ 9460B (AL)  
 RJR124 ◇ 9460B (AL)  
 RJR163 △ 9460B (AL)

RN/L Q(NSM)  
 3.280 8.980  
 4.590 12.400  
 6.230 17.000  
 8.200 22.800



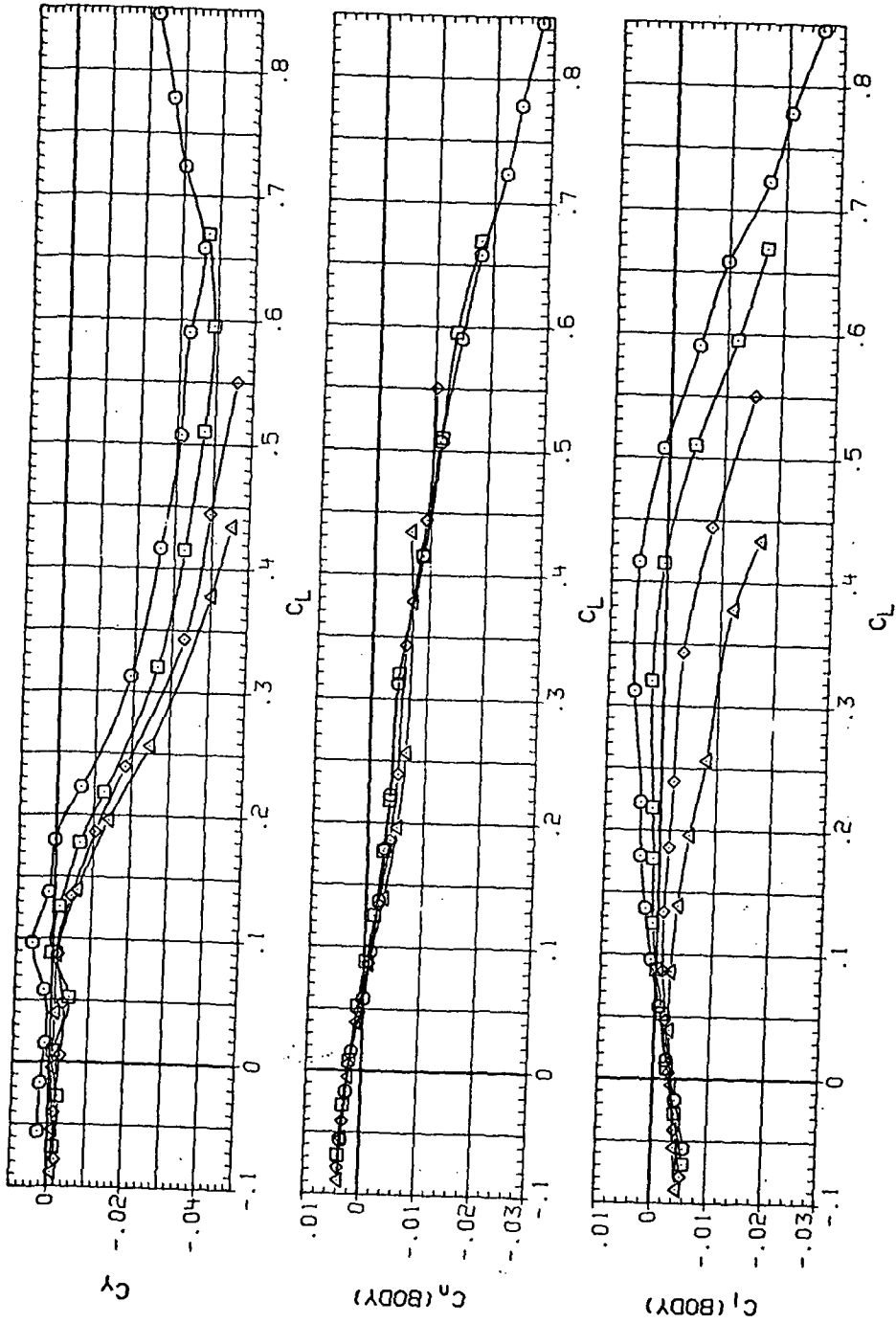
(d) L/D vs  $C_L$ .

Figure 41.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR044 SHSOB (AL)  
 RJR084 SHSOB (AL)  
 RJR124 SHSOB (AL)  
 RJR163 SHSOB (AL)

RN/L Q(NSM)  
 3.260 9.560  
 4.520 12.400  
 6.220 17.000  
 8.100 22.800

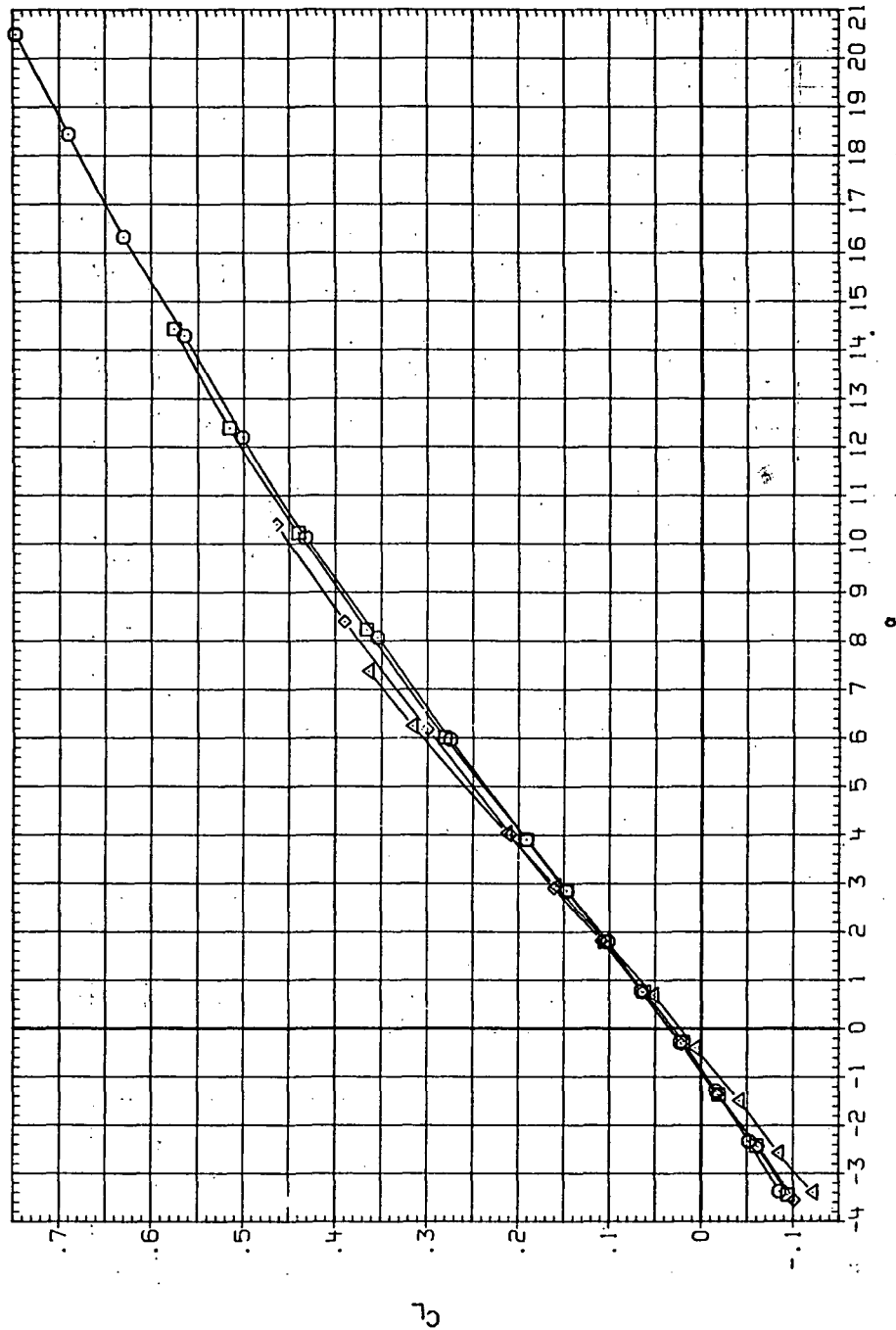


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 41. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR045 ○ 9460B (AL)  
 RJR085 □ 9460B (AL)  
 RJR125 ◇ 9460B (AL)  
 RJR164 △ 9460B (AL)

RN/L Q(NSM)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.900

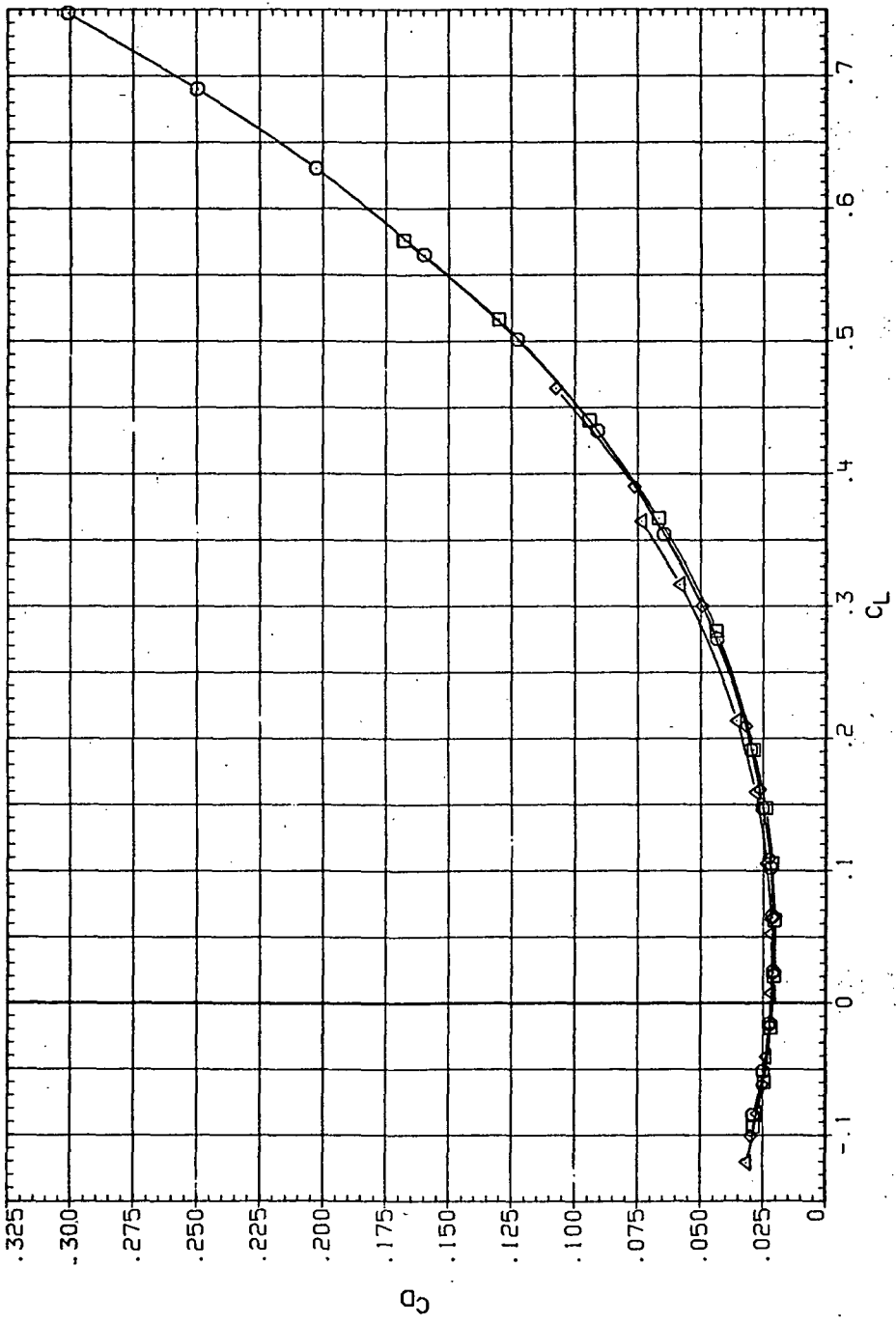


(a)  $C_L$  vs  $\alpha$ .

Figure 42.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 1.6$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR045 ◻ 9M608 (AL)  
 RJR085 ◻ 9M608 (AL)  
 RJR125 ◻ 9M608 (AL)  
 RJR164 ◻ 9M608 (AL)

RV/L Q(NSH)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400

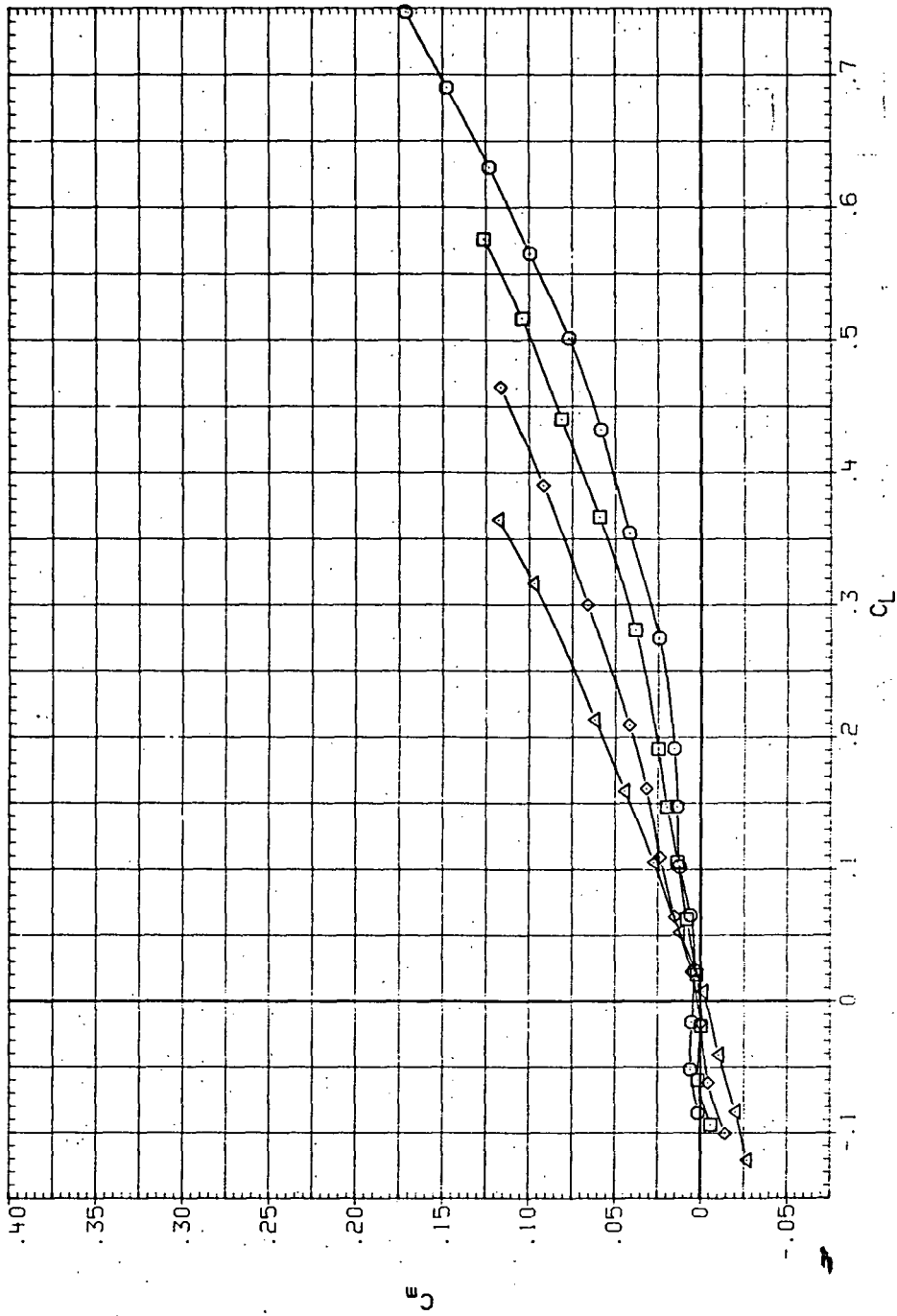


(b)  $C_D$  vs  $C_L$

Figure 42. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR015 ◯ 9M608 (AL)  
 RJR085 ◻ 9M608 (AL)  
 RJR125 ◇ 9M608 (AL)  
 RJR164 △ 9M608 (L)

RR/L Q(NSM)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400

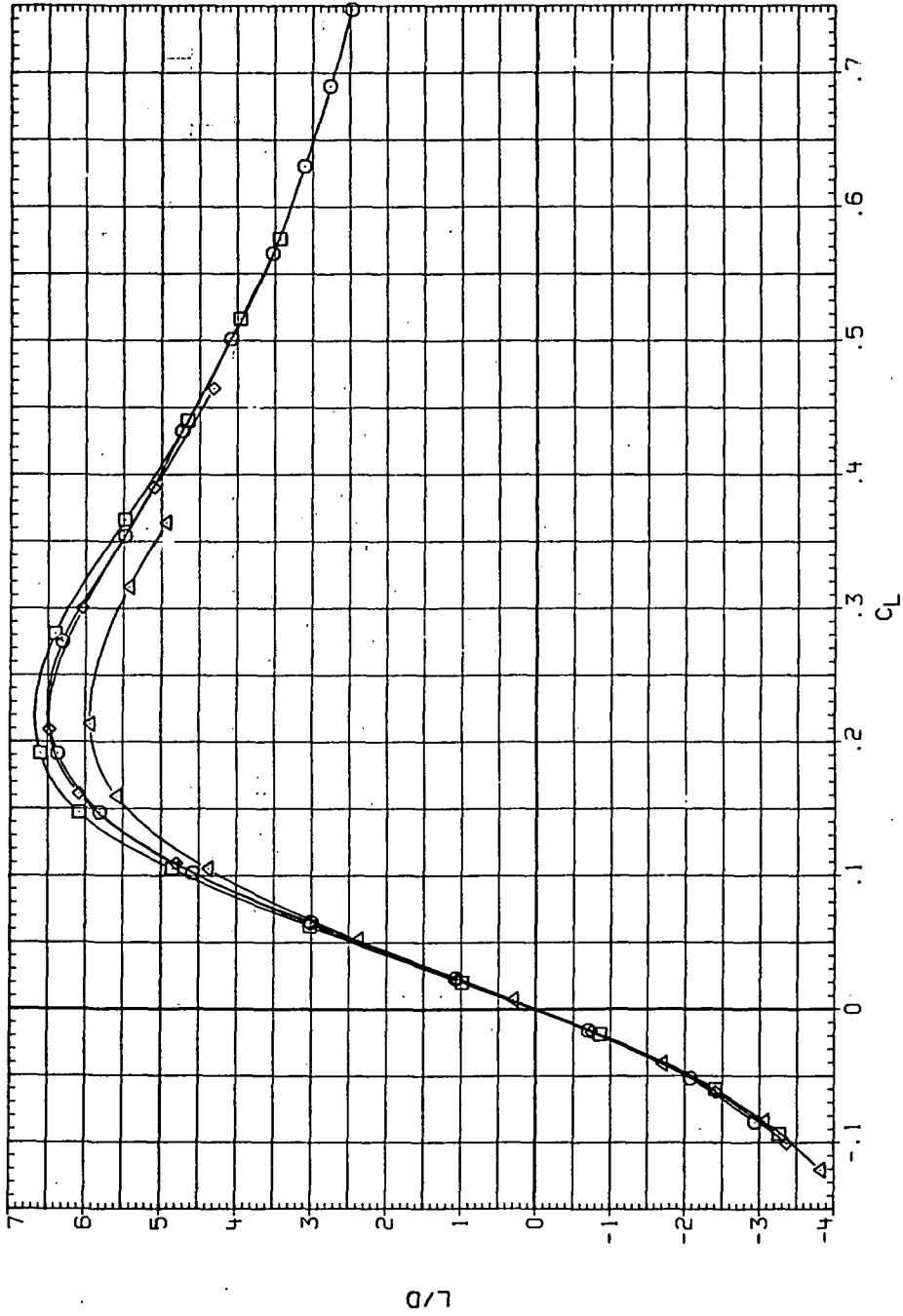


(c)  $C_m$  vs  $C_L$ .

Figure 42.- Continued.

DATA SET SYMBOL CONFIGURATION  
 R/JR106 ◯ SIM608 (AL)  
 R/JR108 ◻ SIM608 (AL)  
 R/JR123 ◻ SIM608 (AL)  
 R/JR164 ◻ SIM608 (AL)

RN/L Q(NSM)  
 3.280 9.420  
 4.590 13.400  
 6.230 18.600  
 8.200 24.400

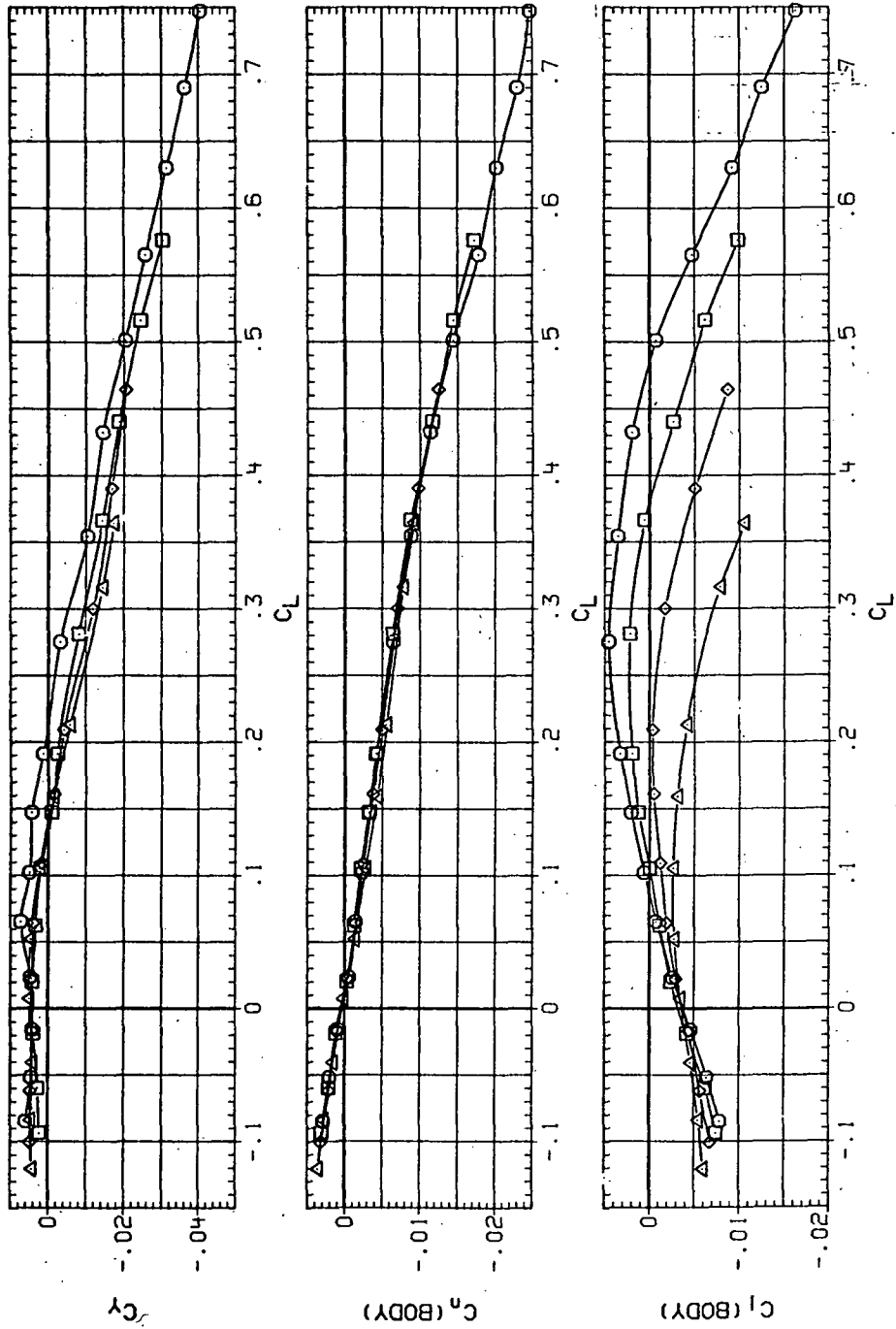


(d)  $L/D$  vs  $C_L$ .

Figure 42.— Continued.

DATA SET SYMBOL CONFIGURATION  
 R.JR045 ○ 5°80B (AL)  
 R.JR085 □ 9°60B (AL)  
 R.JR125 ◇ 13°40B (AL)  
 R.JR164 △ 18°60B (AL)

RN/VL Q (INSM)  
 3.260 9.420  
 4.550 13.400  
 6.230 18.600  
 8.200 24.400

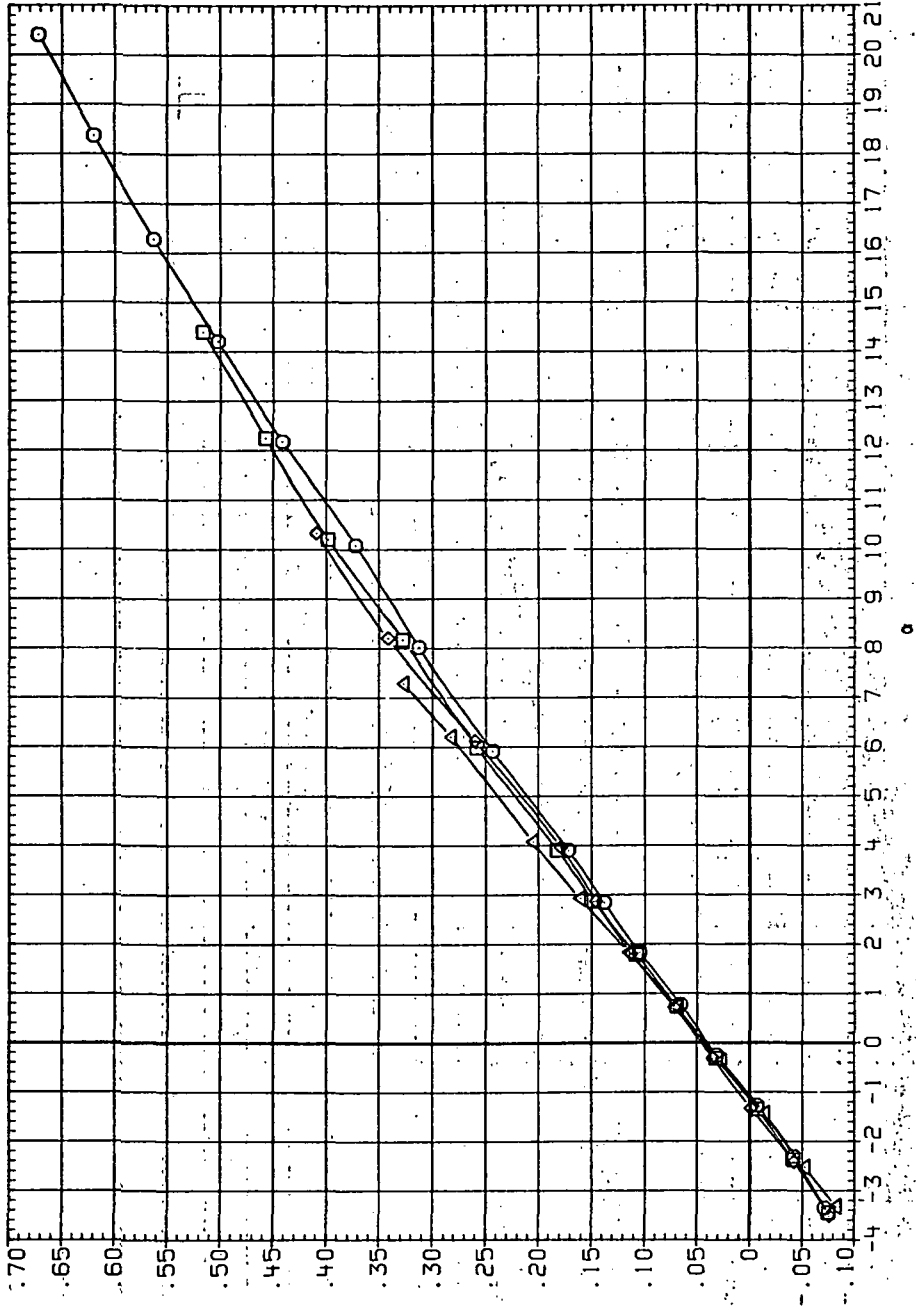


(e)  $\bar{C}_y$ ,  $C_n$  and  $C_q$  vs  $C_L$ .

Figure 42.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 R1R046 ◻ 5H60B (AL)  
 R1R096 ◻ 5H60B (AL)  
 R1R126 ◻ 5H60B (AL)  
 R1R165 ◻ 5H60B (AL)

RN/L Q (NSM)  
 3.280 9.450  
 4.350 13.500  
 6.250 18.500  
 8.200 24.700

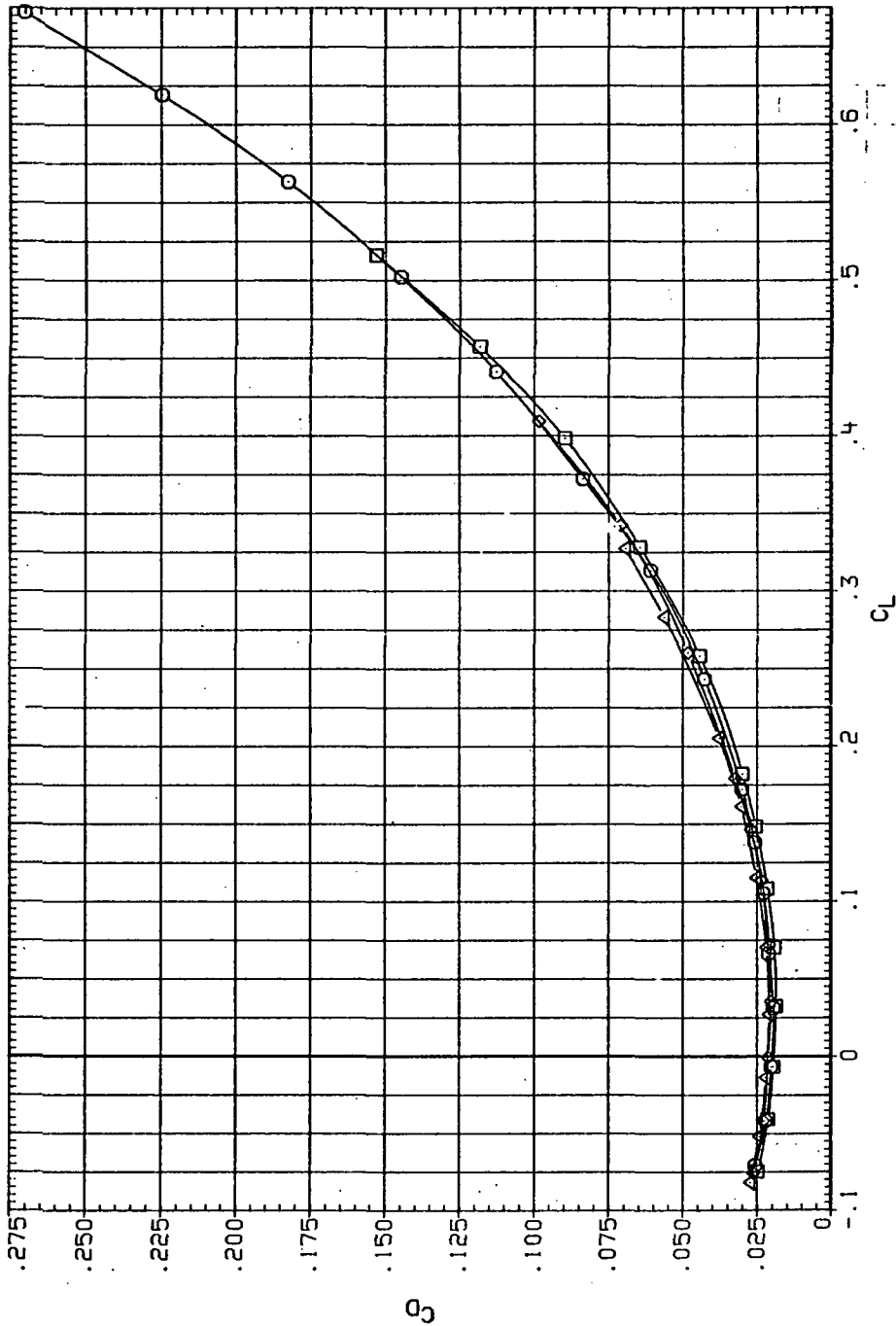


(a)  $C_L$  vs  $\alpha$

Figure 43.— Dynamic-pressure effects on the aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 2.0$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR046 ◯ 94608 (AL)  
 RJR086 ◻ 94608 (AL)  
 RJR126 ◊ 94608 (AL)  
 RJR165 △ 94608 (AL)

RN/L Q(NSM)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700



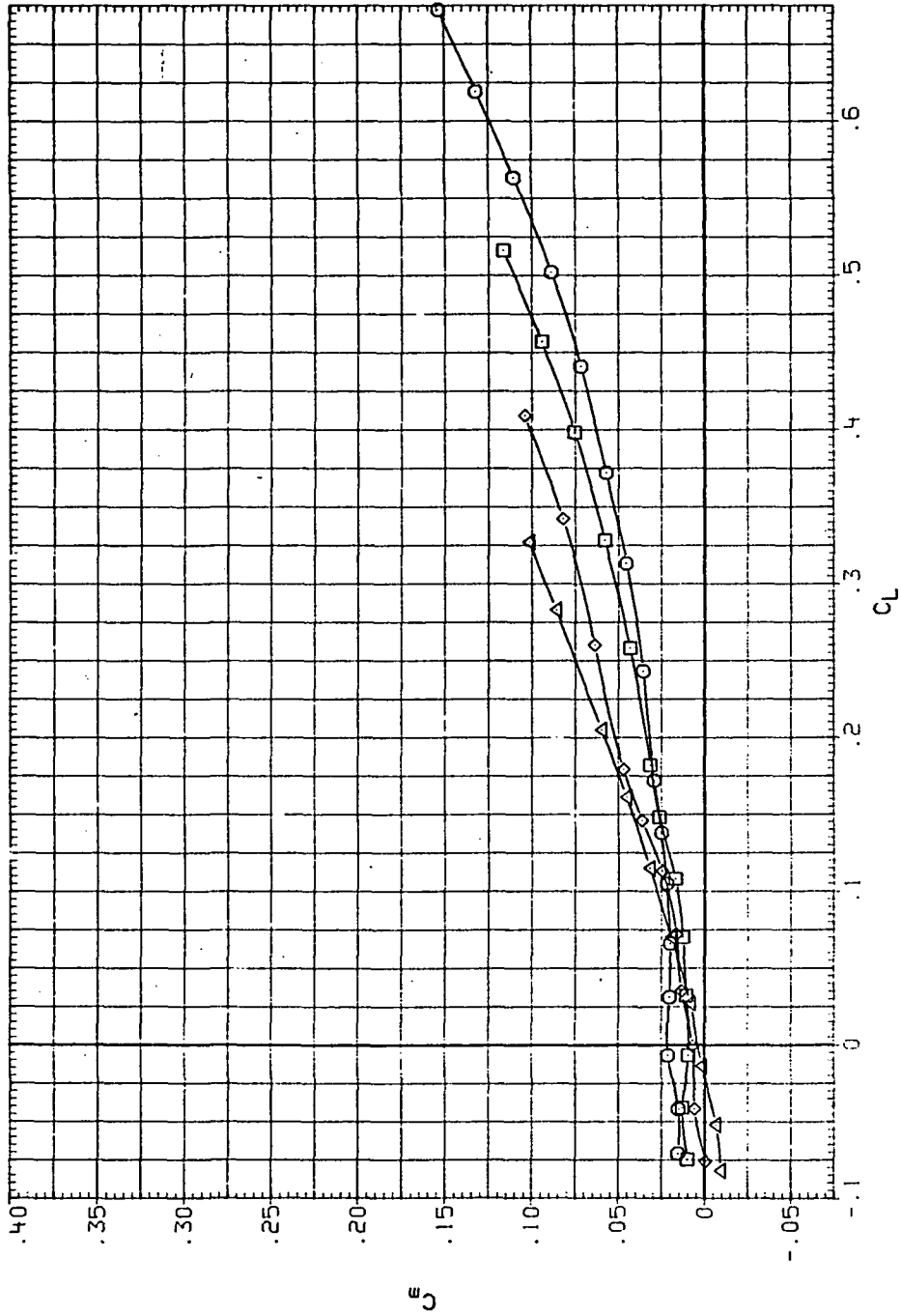
(b)  $C_D$  vs  $C_L$ .

Figure 43. — Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR045 ◻ SH608 (AL)  
 RJR086 ◊ SH608 (AL)  
 RJR126 ◻ SH608 (AL)  
 RJR165 ◻ SH608 (AL)

RN/L Q(INSH)  
 3.280 9.450  
 4.590 13.500  
 6.270 18.500  
 8.200 24.700

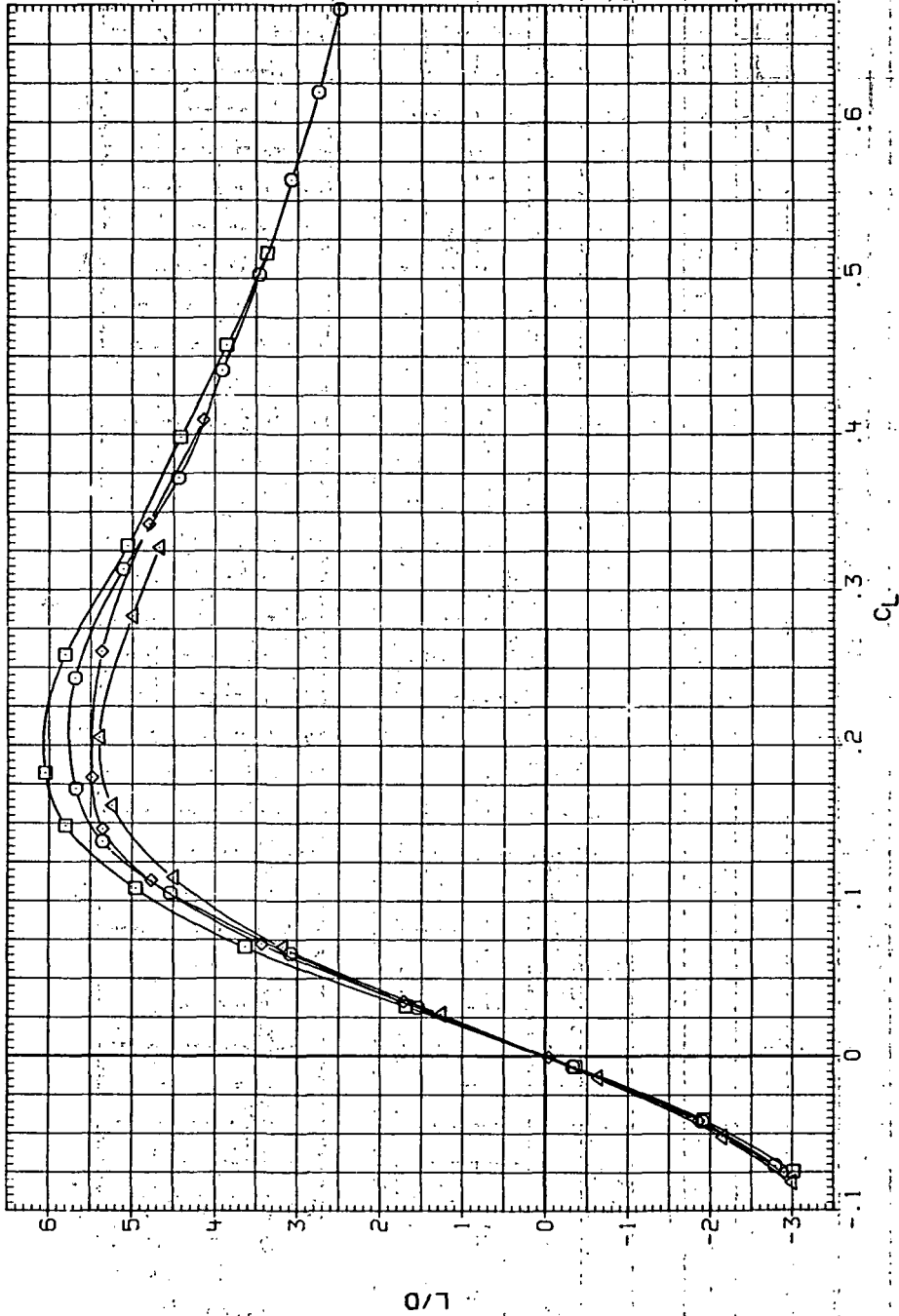


(c)  $C_m$  vs  $C_L$ .

Figure 43.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR046 ◯ SM60B (AL)  
 RJR086 ◻ SM60B (AL)  
 RJR126 ◇ SM60B (AL)  
 RJR165 ▲ SM60B (AL)

RN/L O(NSM)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

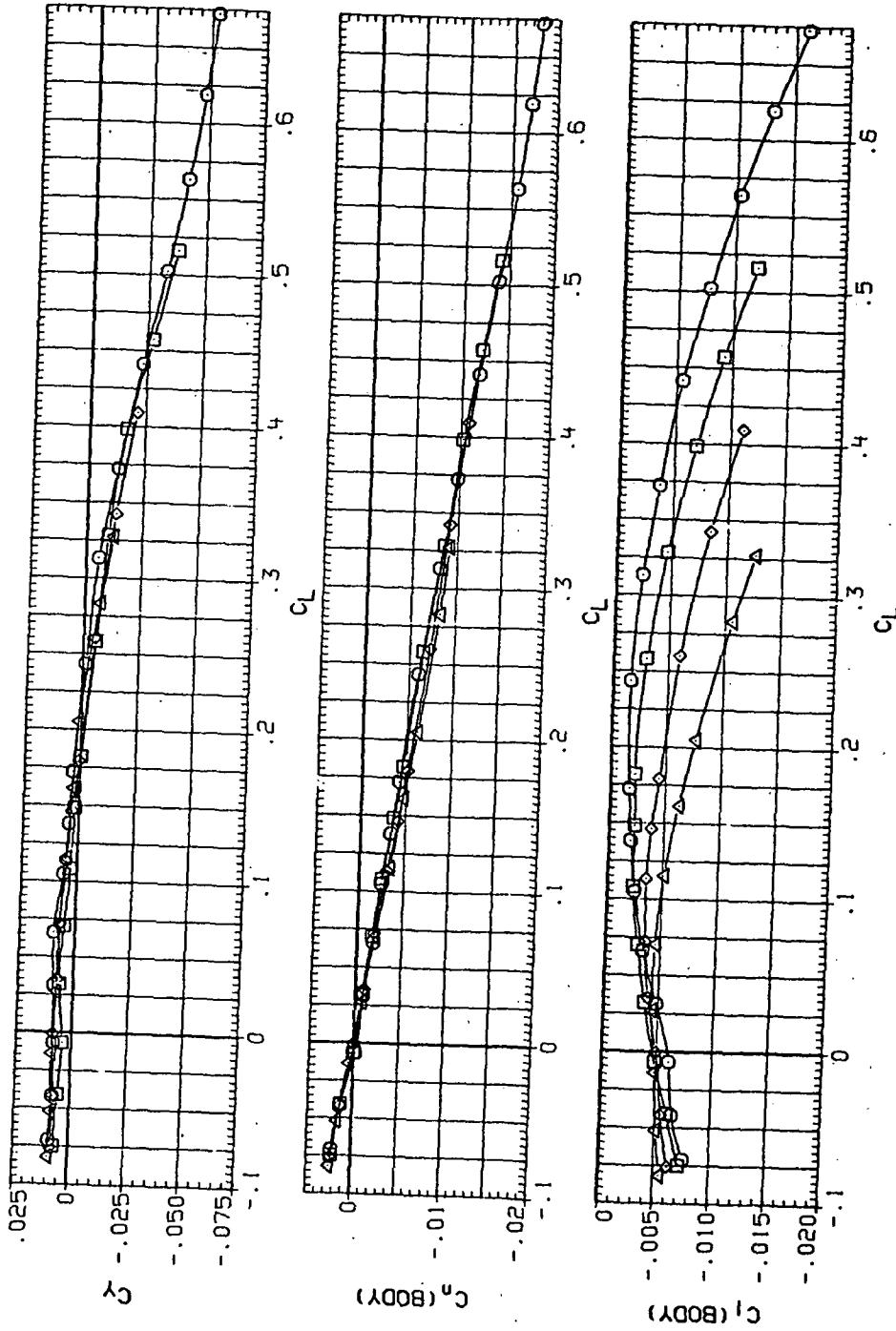


(d)  $L/D$  vs  $C_L$ .

Figure 43.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR096 SH608 (AL)  
 RJR096 SH608 (AL)  
 RJR126 SH608 (AL)  
 RJR155 SH608 (AL)

RN/L Q(NSM)  
 3.280 9.450  
 4.590 13.500  
 6.230 18.500  
 8.200 24.700

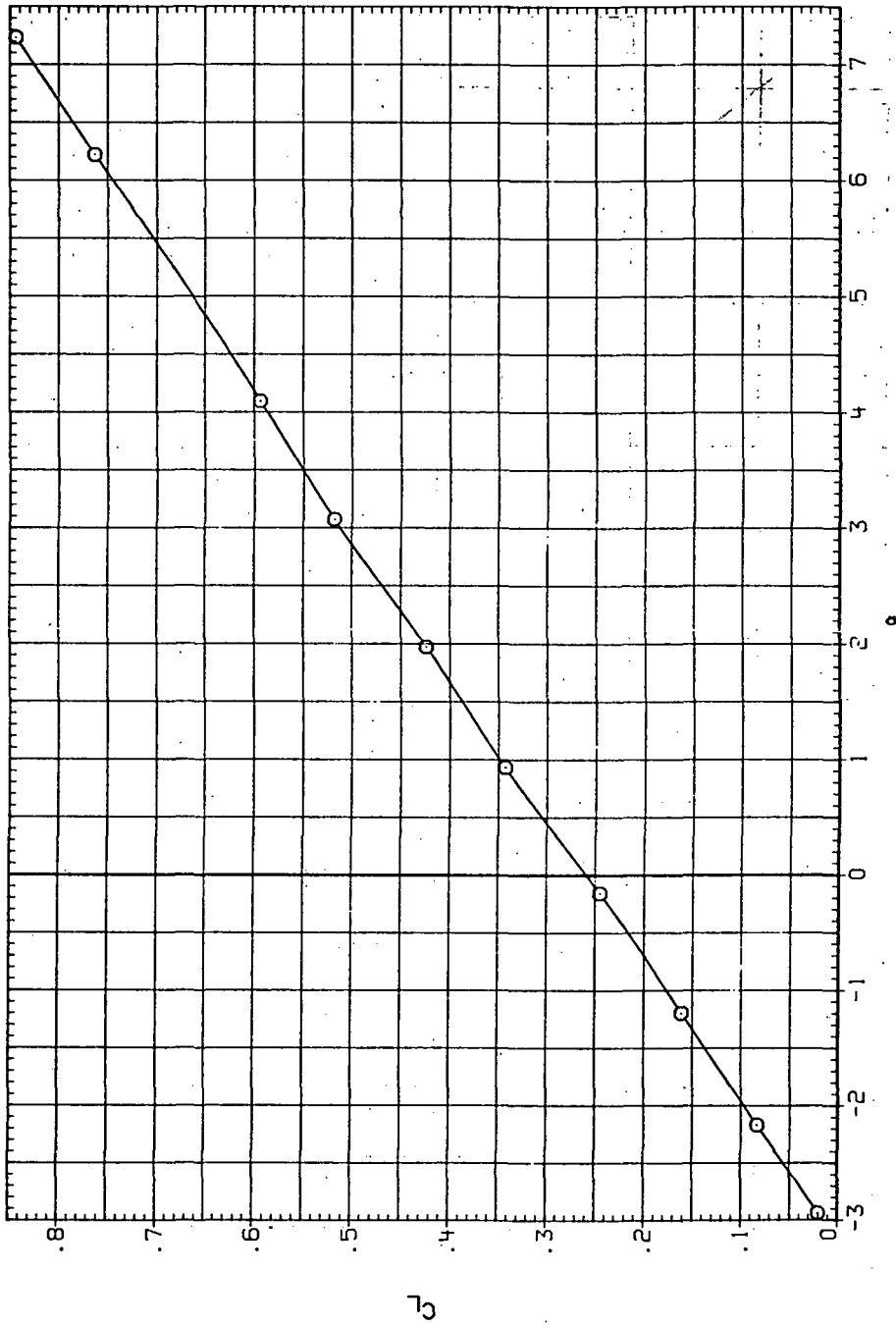


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 43.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR002 O 9H0B (AL)

RN/L Q(NSM)  
 6.230 7.480

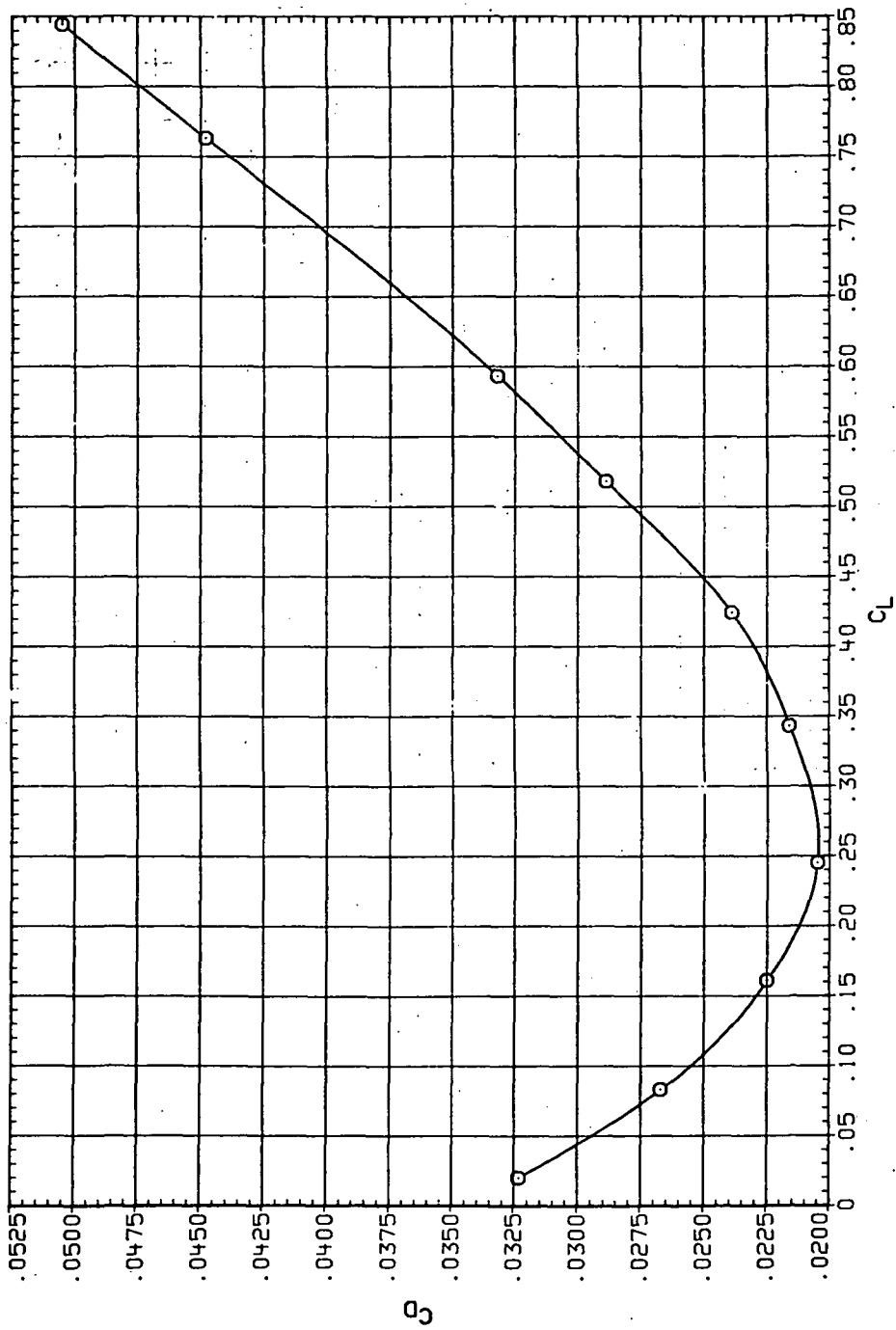


(a)  $C_L$  vs  $\alpha$ .

Figure 44. — Aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 0$ ,  $M = 0.4$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
RJR002 O 9H0B (AL)

RV/L Q(NSH)  
6.230 7.480

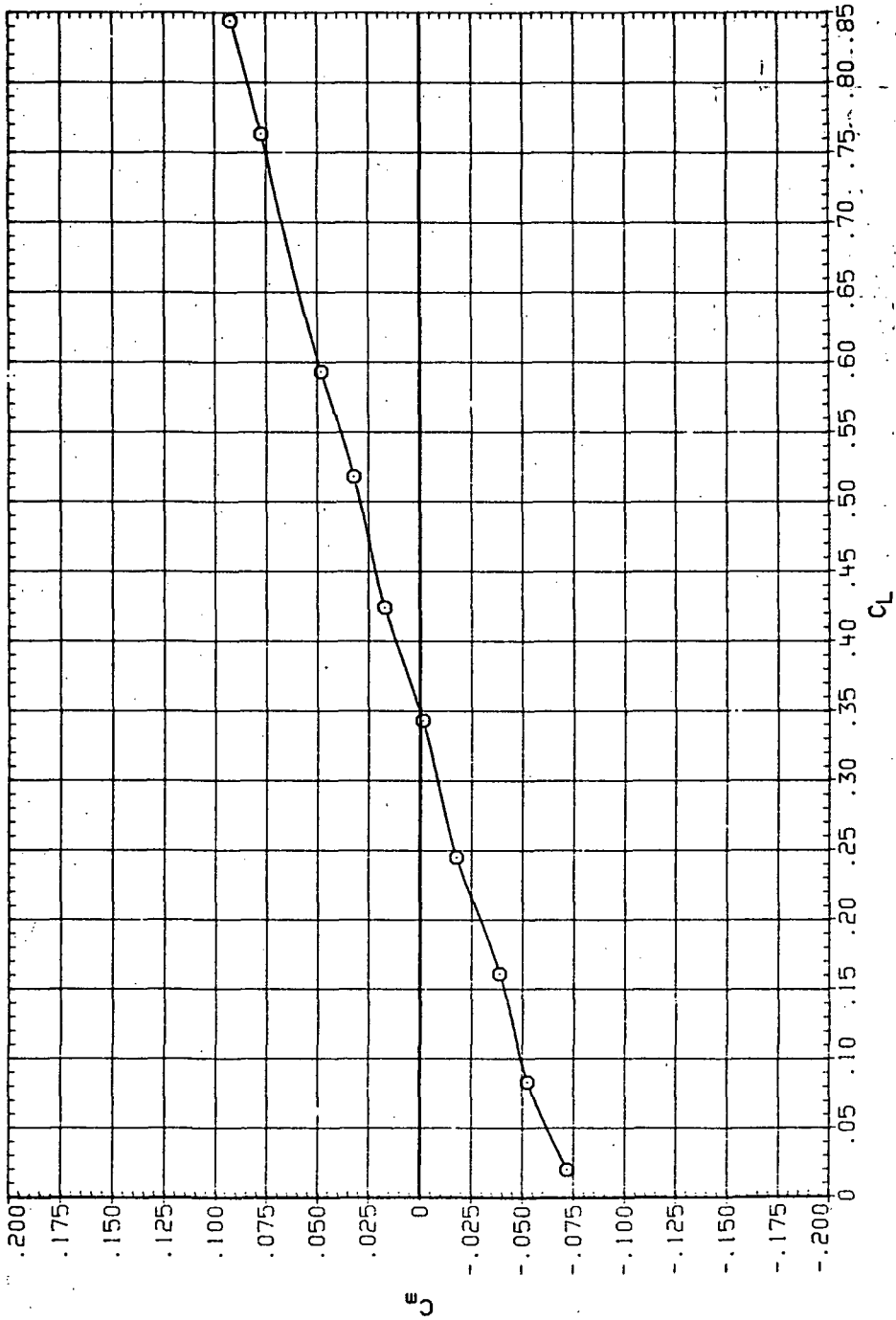


(b)  $C_D$  vs  $C_L$ .

Figure 44.— Continued.

DATA SET SYMBOL CONFIGURATION  
RJR002 O 940B (AL)

RM/L Q(NSM)  
6.230 7.480

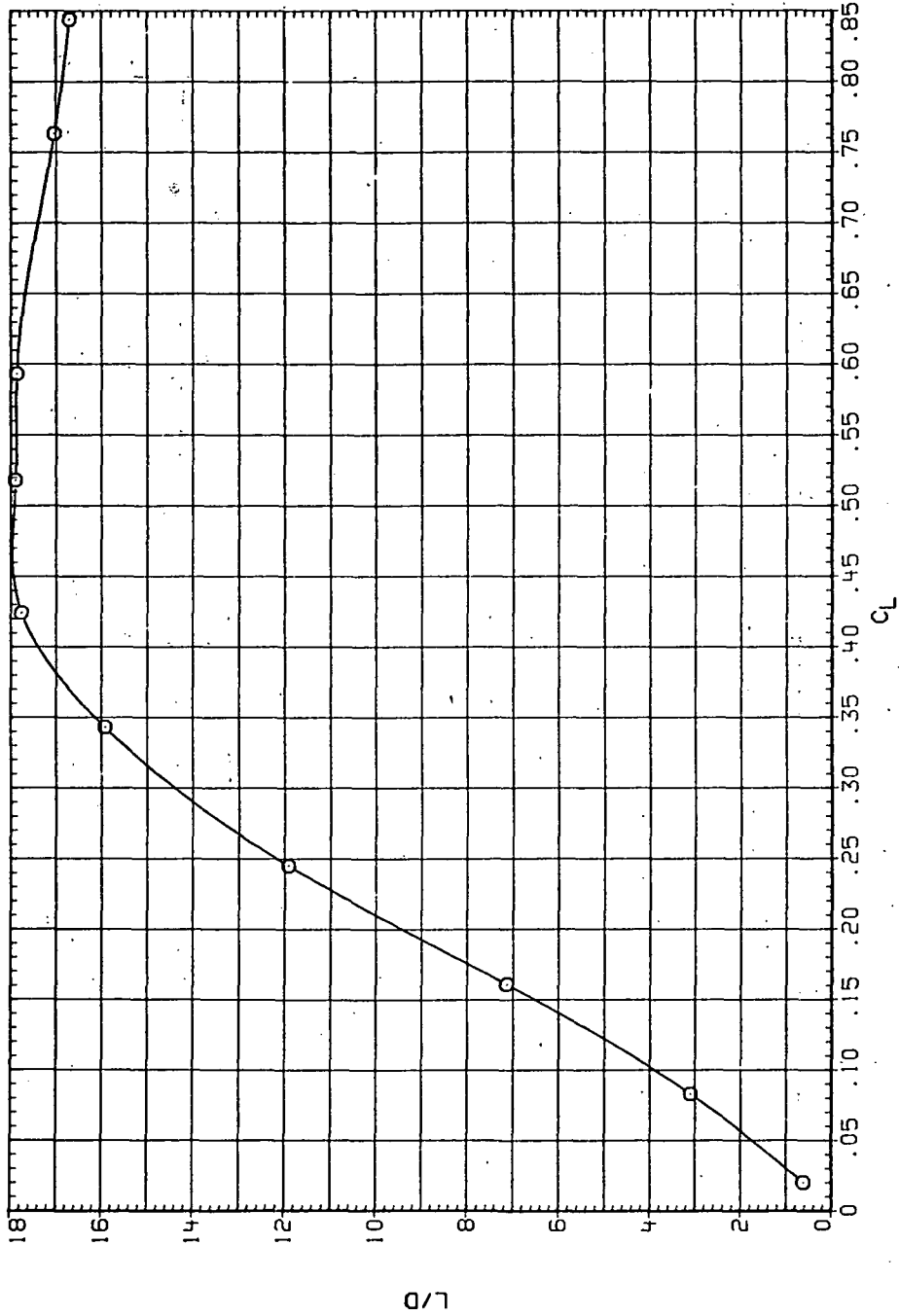


(c)  $C_m$  vs  $C_L$ .

Figure 44.— Continued.

DATA SET SYMBOL CONFIGURATION  
RJR002 O SHOB (AL)

RN/L Q(NSH)  
6.230 7.480

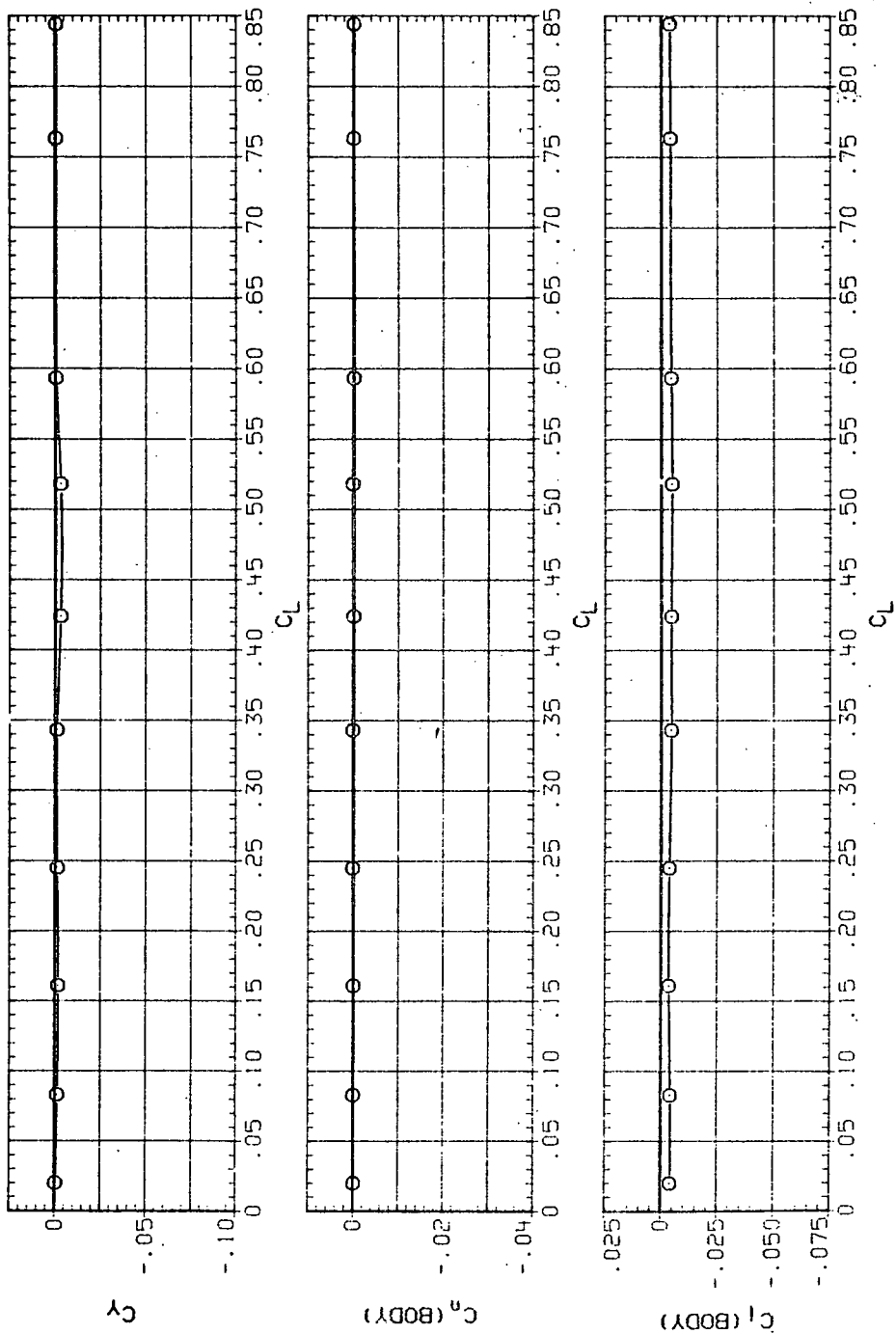


(d)  $L/D$  vs  $C_L$ .

Figure 44.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR002 O SH08 (AL)

RN/L Q(NSM)  
 6.230 7.480



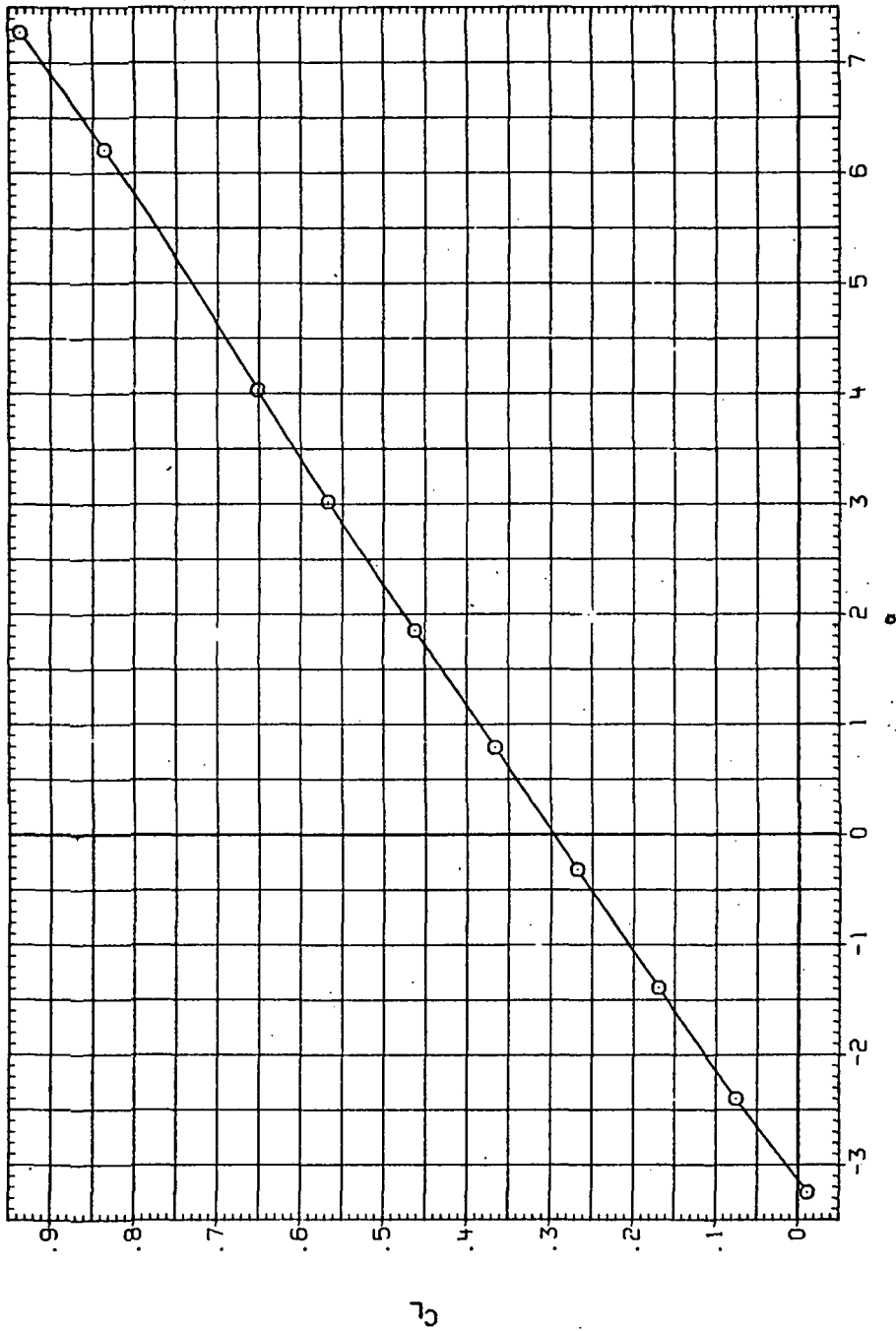
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 44. — Concluded.



DATA SET SYMBOL CONFIGURATION  
RJR003 O 9A09 (AL)

RN/L Q(NSH)  
6.230 10.600

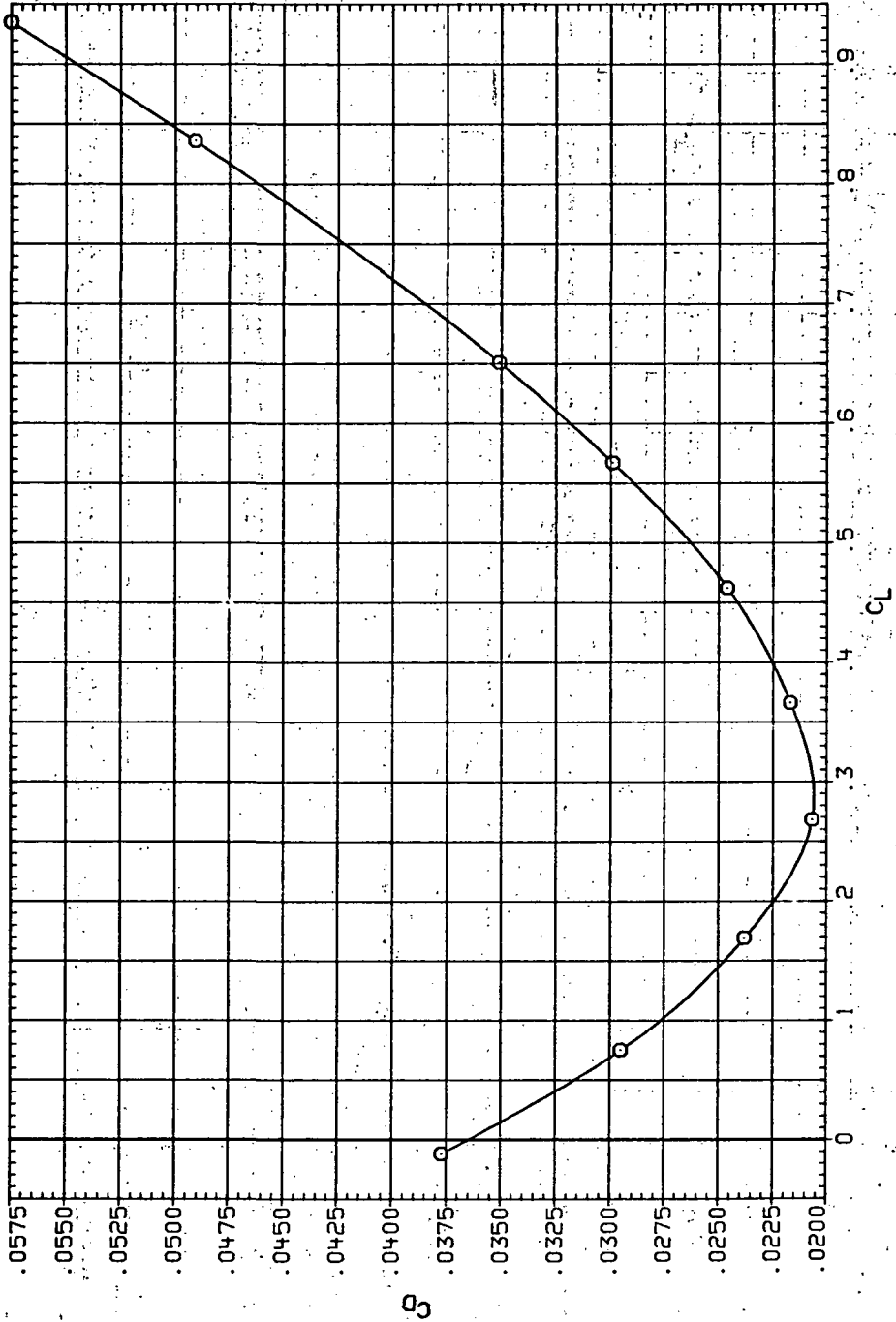


(a)  $C_L$  vs  $\alpha$ .

Figure 45.— Aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 0$ ,  $M = 0.6$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL: CONFIGURATION  
RJR003 O SHOB (AL)

Re/L Q(NSH)  
6.230 10.600

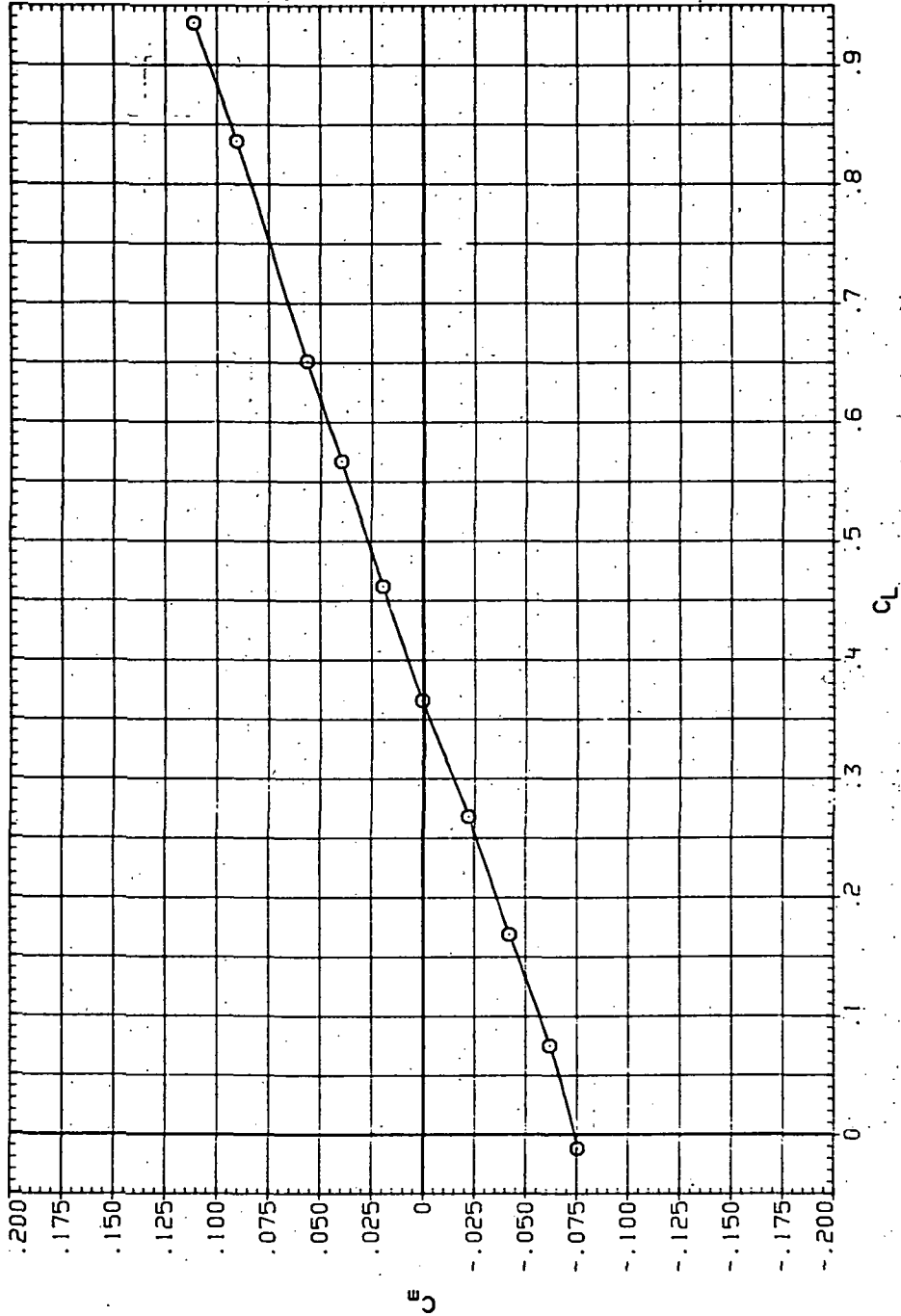


(b)  $C_D$  vs  $C_L$ .

Figure 45. - Continued.

DATA SET SYMBOL CONFIGURATION  
RJR003 O SHOB (AL)

RN/L QINSMI  
6.230 10.600

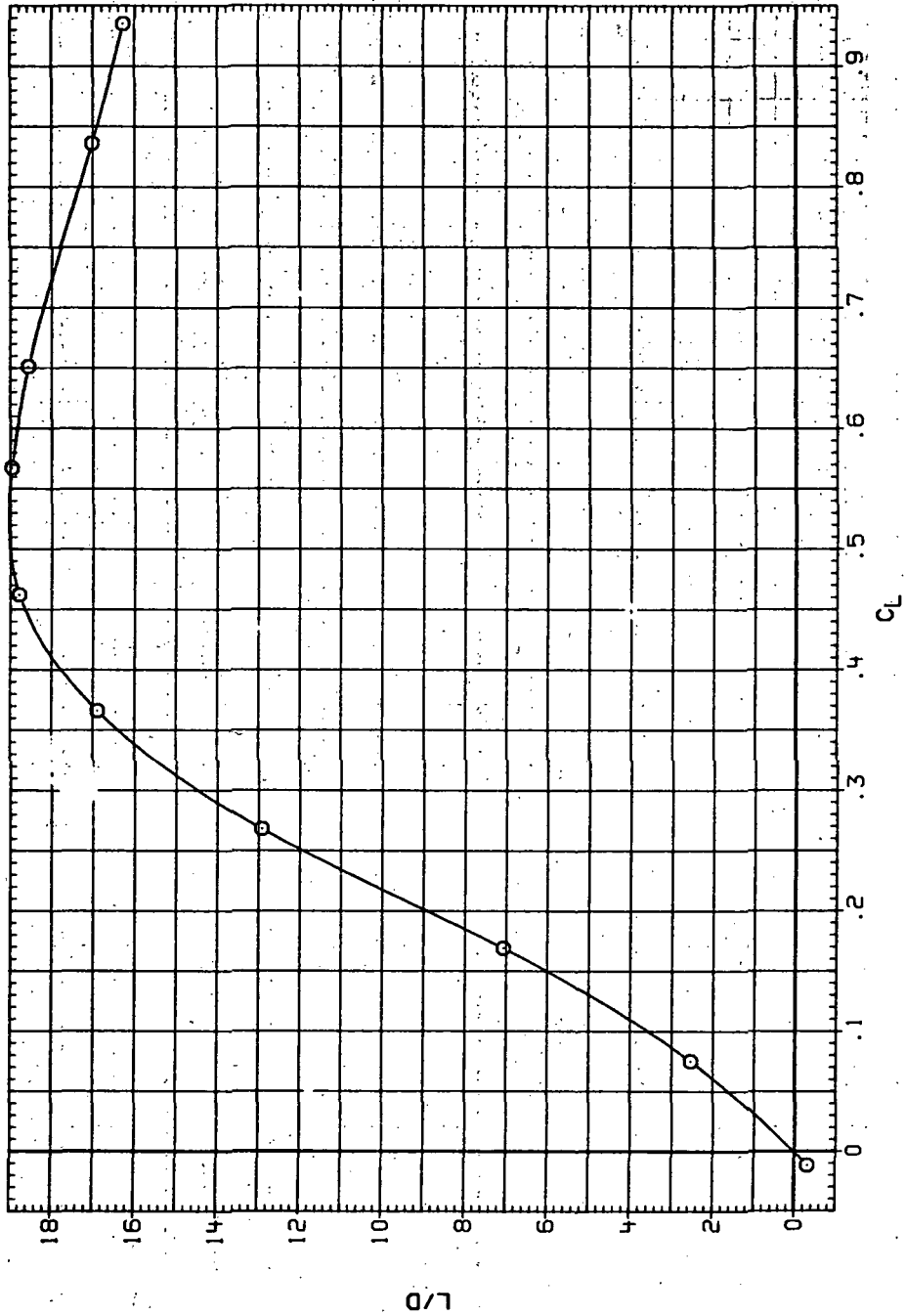


(c)  $C_m$  vs  $C_L$ .

Figure 45.— Continued.

DATA SET SYMBOL CONFIGURATION  
RJR003 O SH03 (AL)

RM/L Q(NSM)  
6.230 10.500

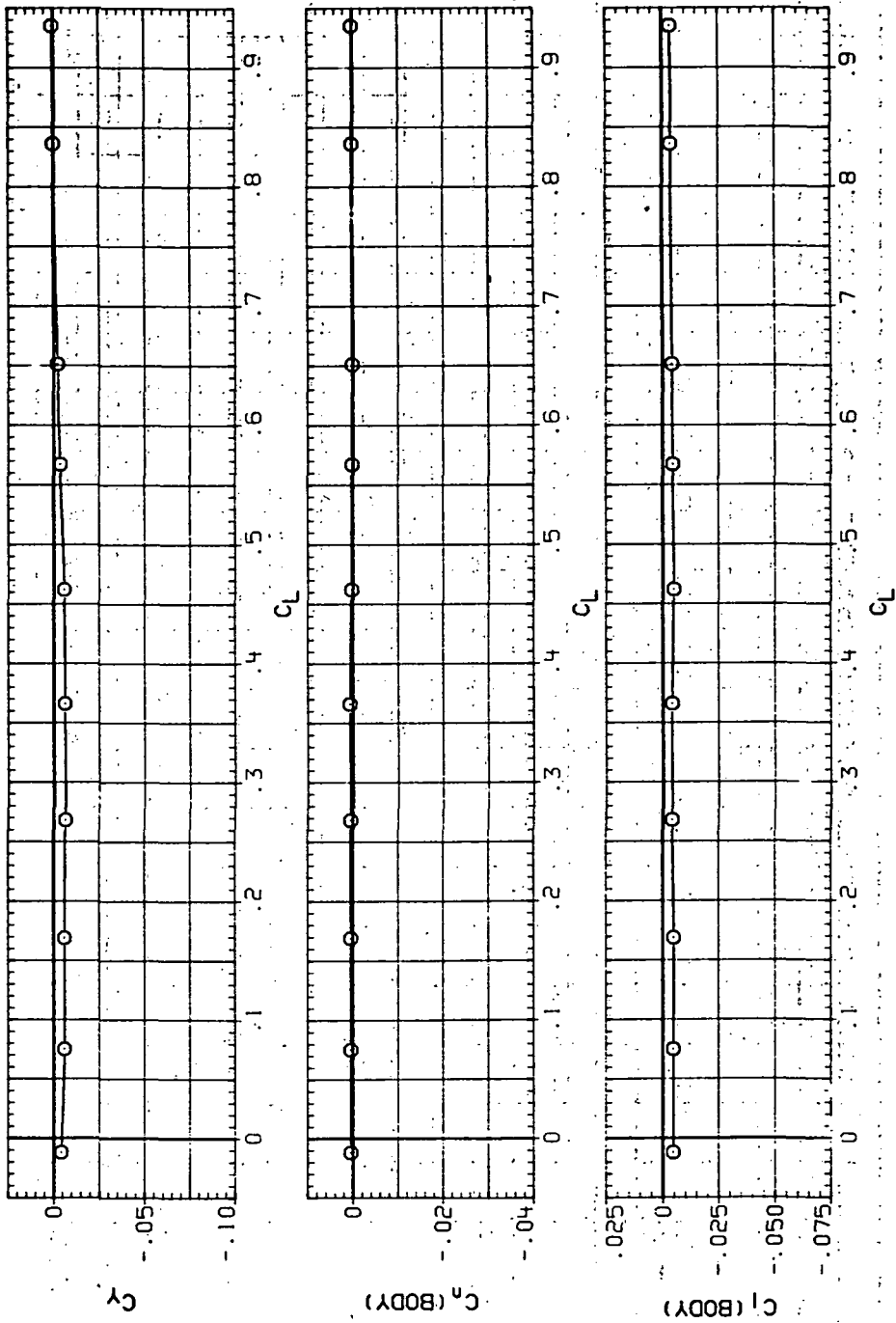


(d)  $L/D$  vs  $C_L$ .

Figure 45.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR003 O 940B (AL)

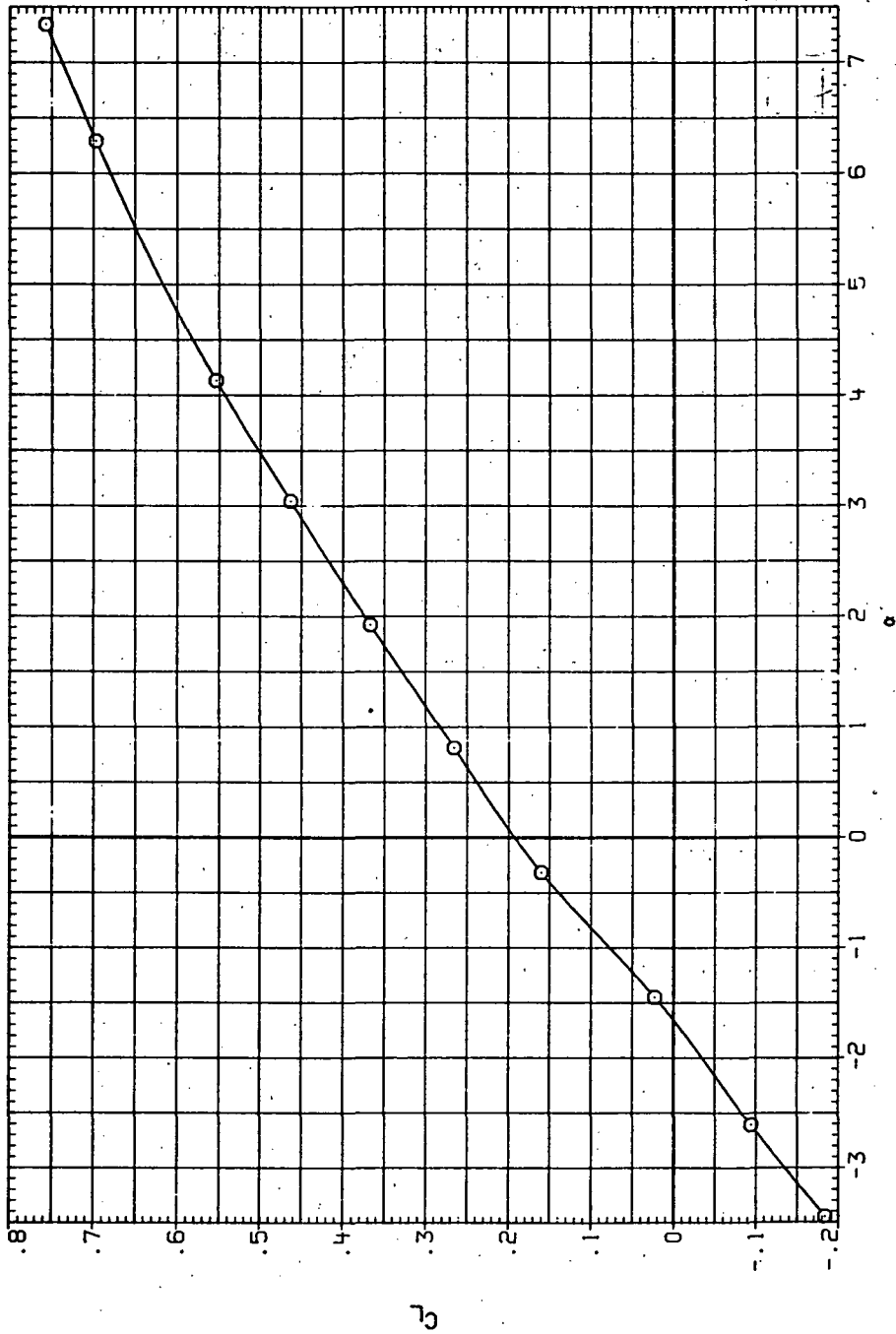
RN/L 0(NSM)  
 6.230 10.600



(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .  
 Figure 45.— Concluded.

DATA SET SYMBOL CONFIGURATION  
RJR004 O SHOB (AL)

RN/L Q(NSH)  
6.230 13.500

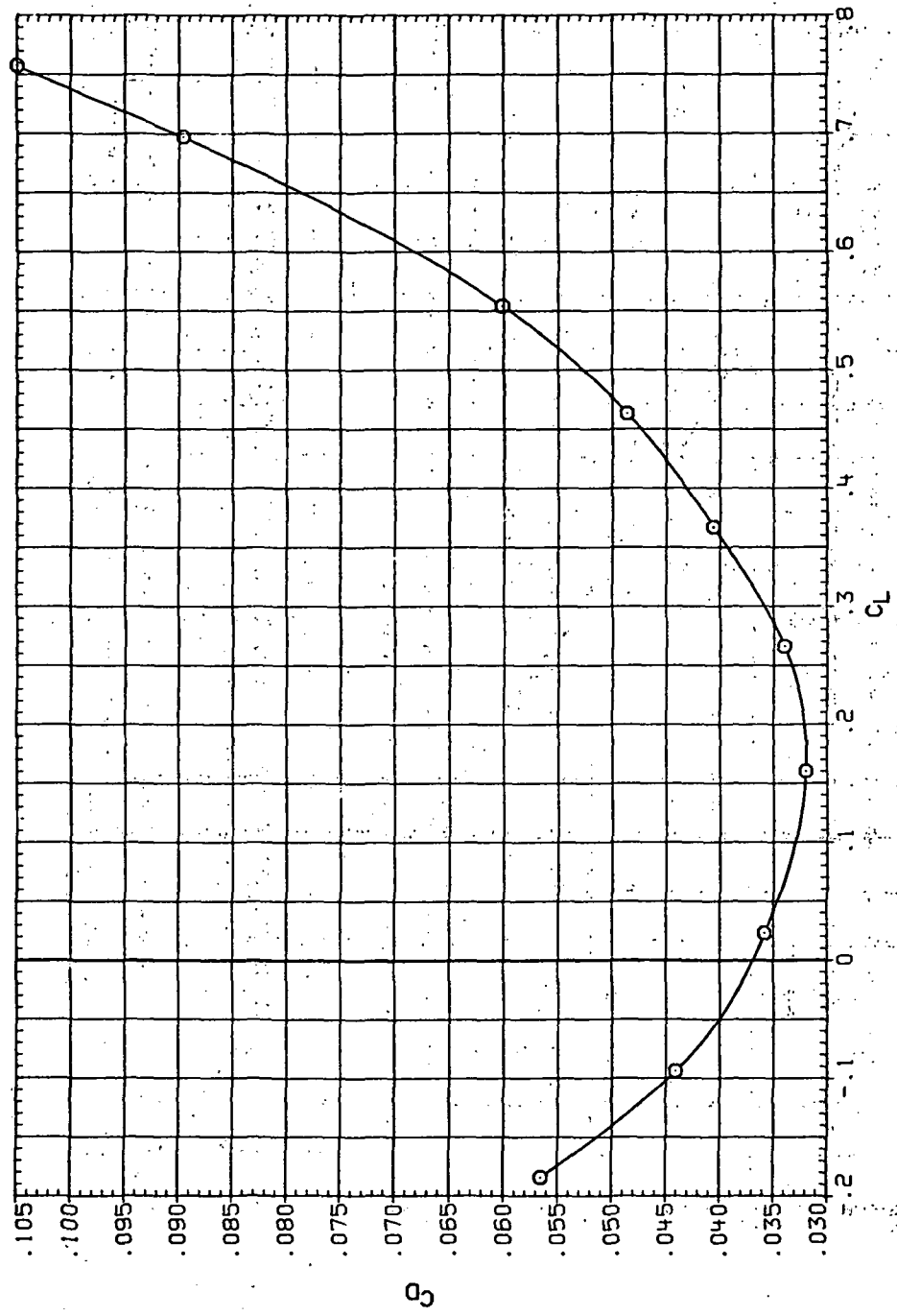


(a)  $C_L$  vs  $\alpha$ .

Figure 46.— Aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 0$ ,  $M = 0.8$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
RJ0004 O 940B (AL)

RM/L 0 (NSM)  
6.230 13.400

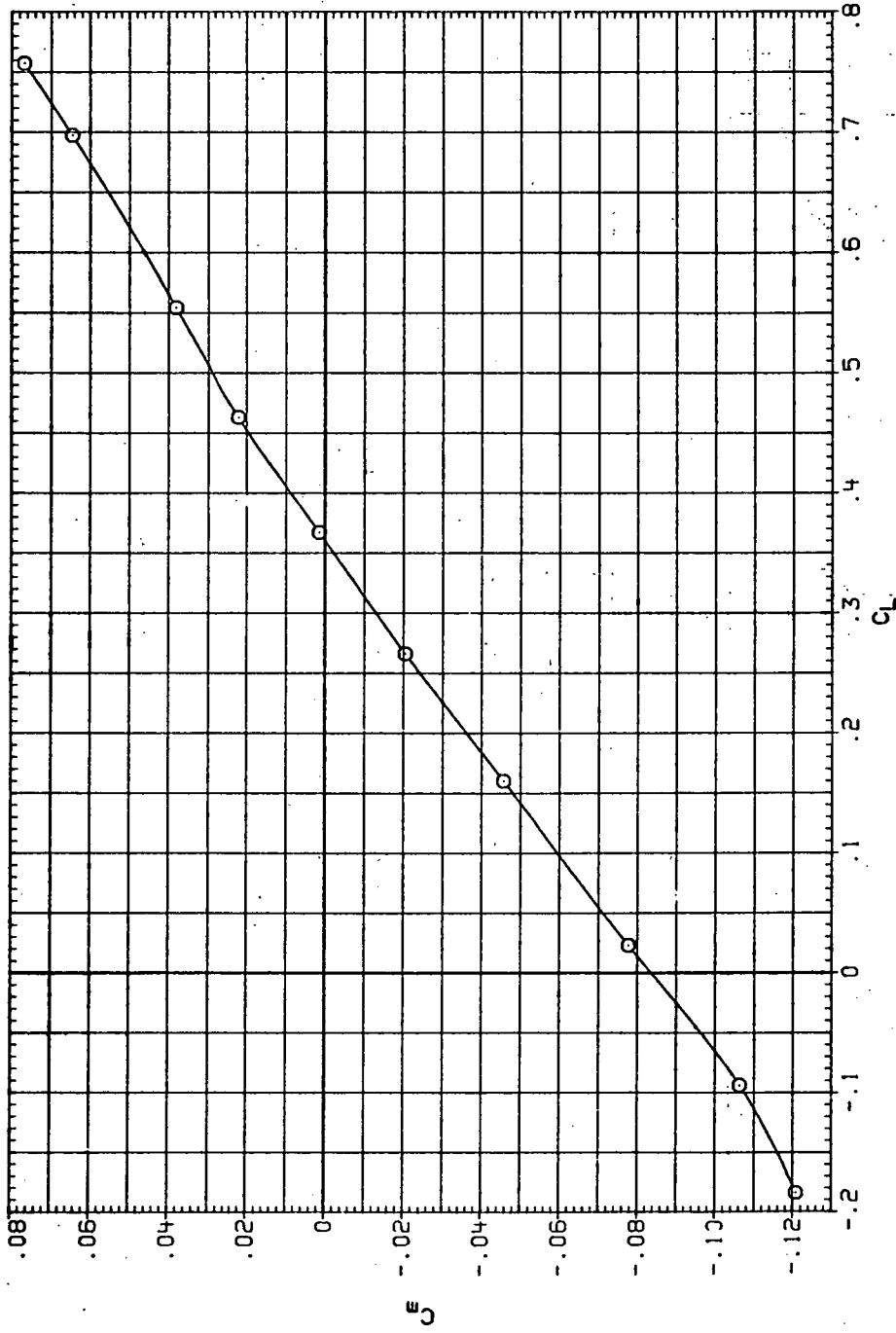


(b)  $C_D$  vs  $C_L$ .

Figure 46.— Continued.

DATA SET SYMBOL CONFIGURATION  
R4R004 O S408 (AL)

RR/L Q(NSM)  
6.230 13.400



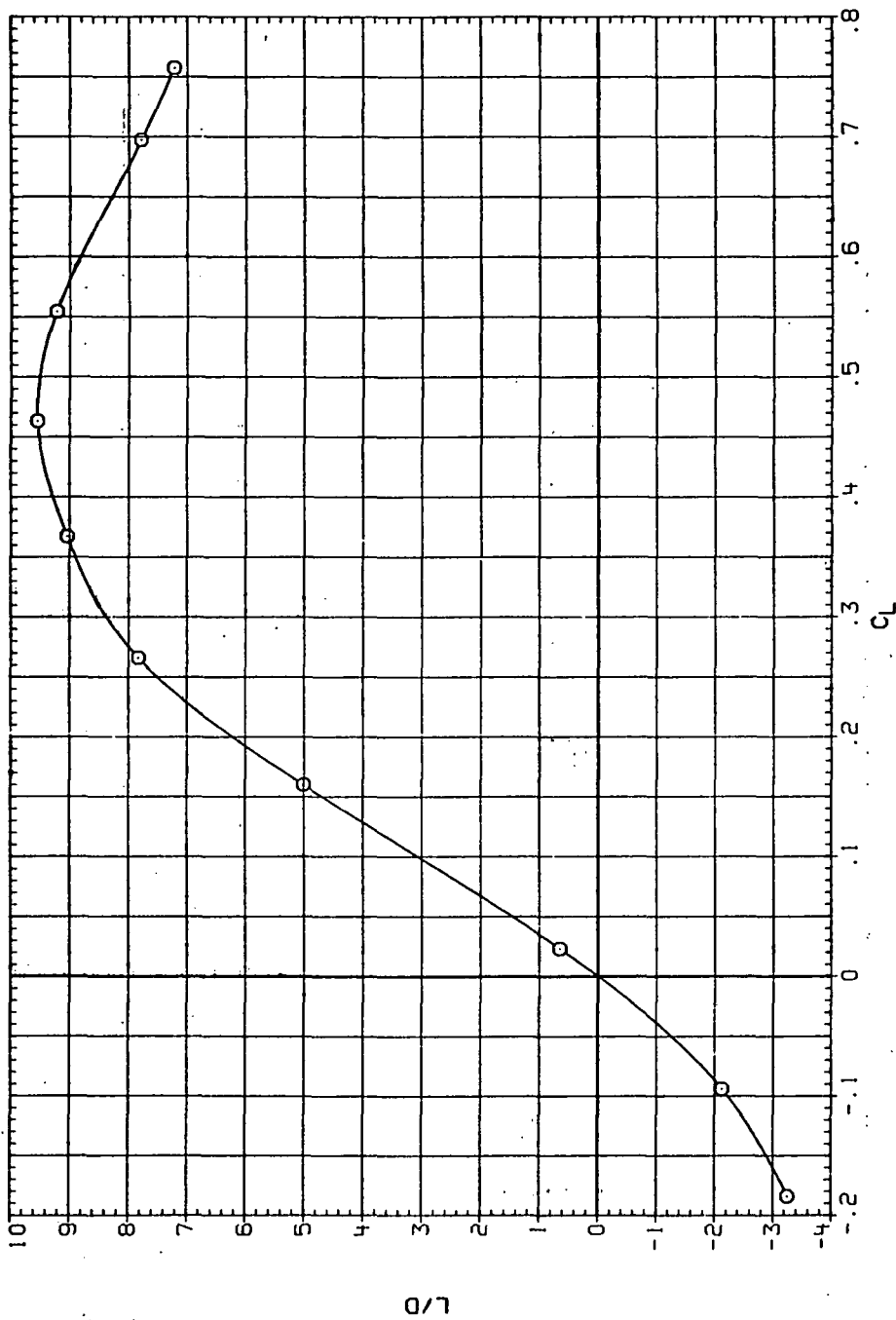
(c)  $C_m$  vs  $C_L$

Figure 46.— Continued.



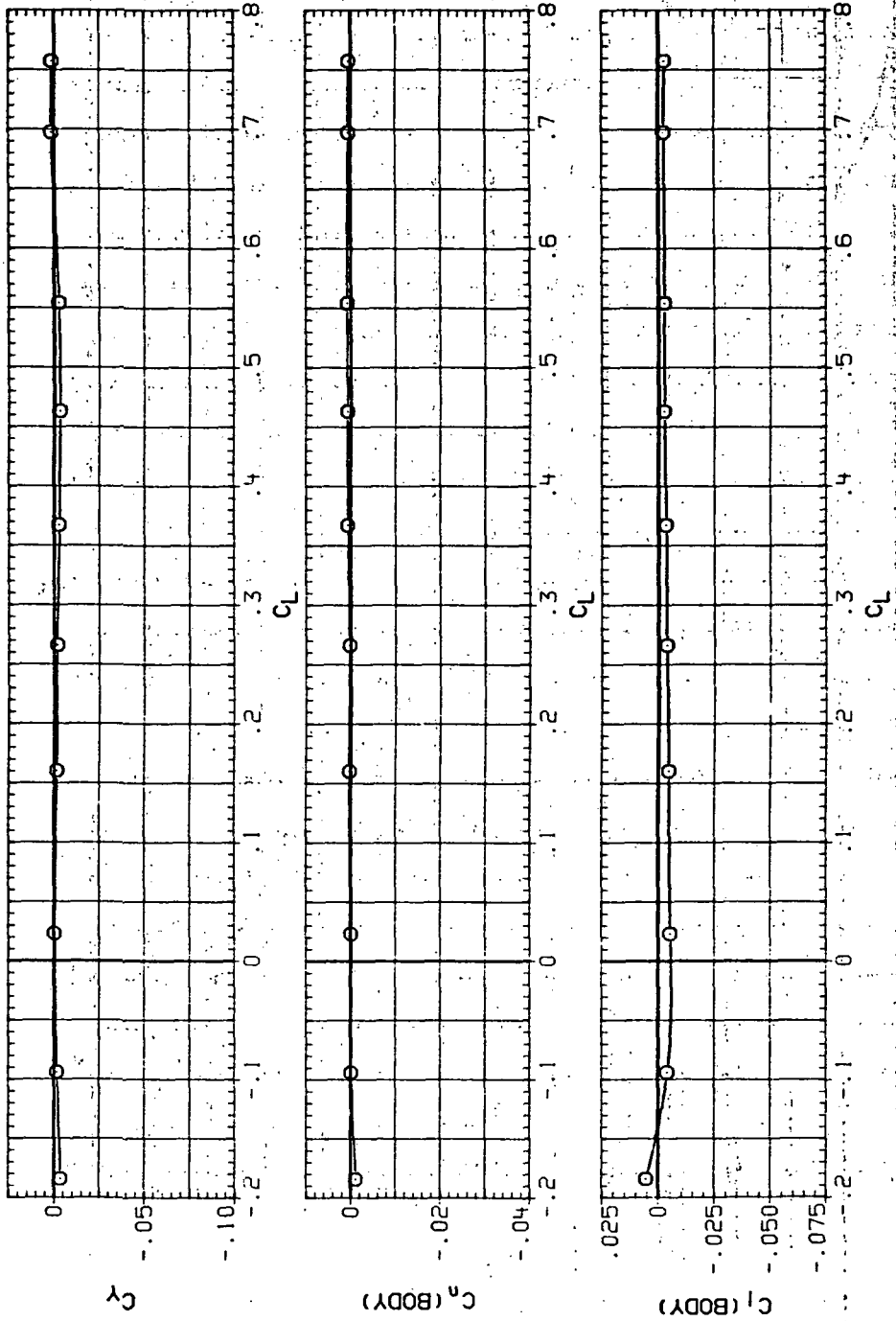
DATA SET SYMBOL CONFIGURATION  
RJR004 O SHOB (AL)

RN/L G(NSM)  
6.230 13.400



(d)  $L/D$  vs  $C_L$ .

Figure 46:— Continued.

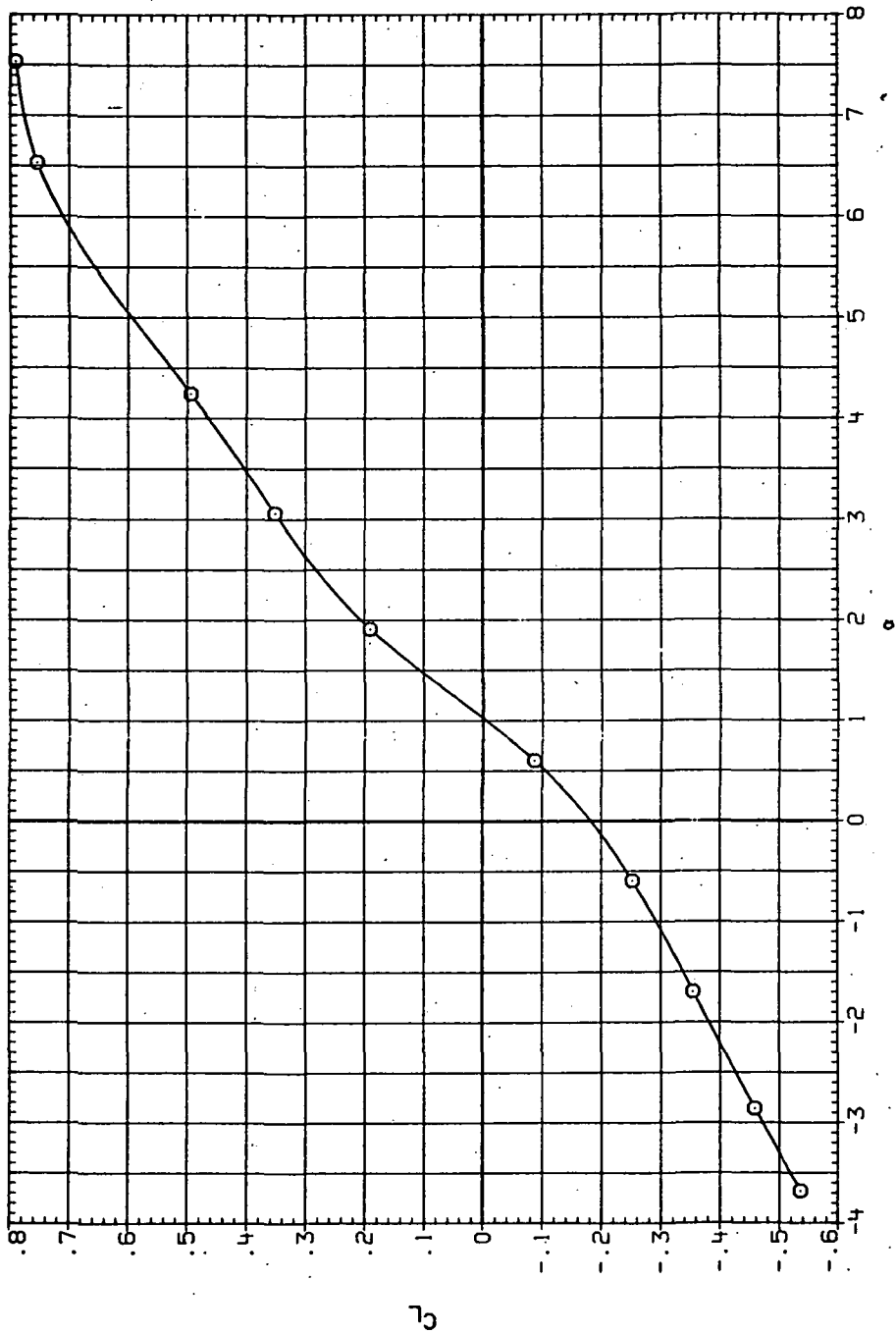


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 46. - Concluded.

DATA SET SYMBOL CONFIGURATION  
RJR005 O 940B (AL)

RV/L C: NSM  
6.230 14.500

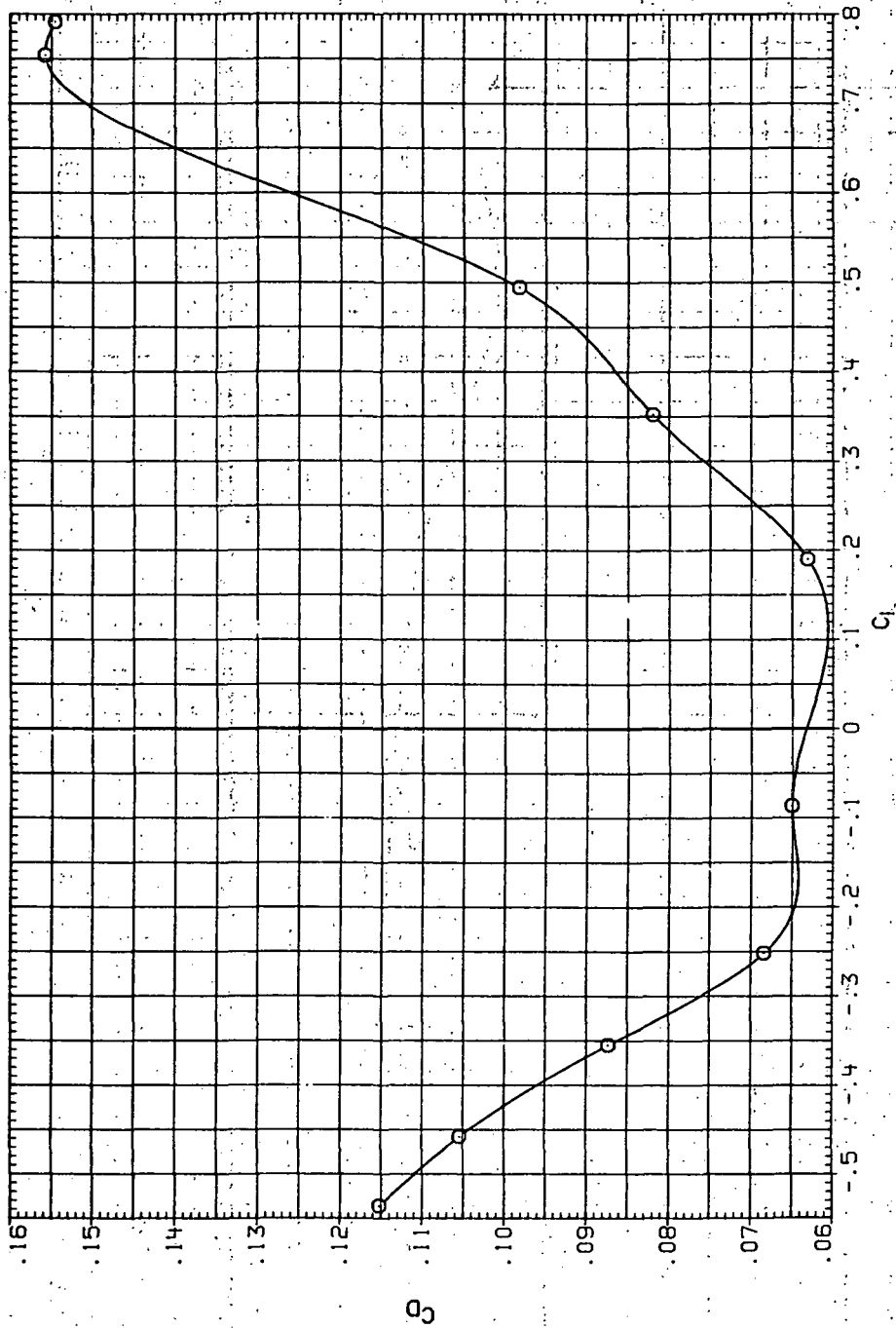


(a)  $C_L$  vs  $\alpha$ .

Figure 47.— Aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 0$ ,  $M = 0.9$  and the modified NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
RJR005 O 9408 (AL)

RVL Q(NSM)  
6.230 14.500

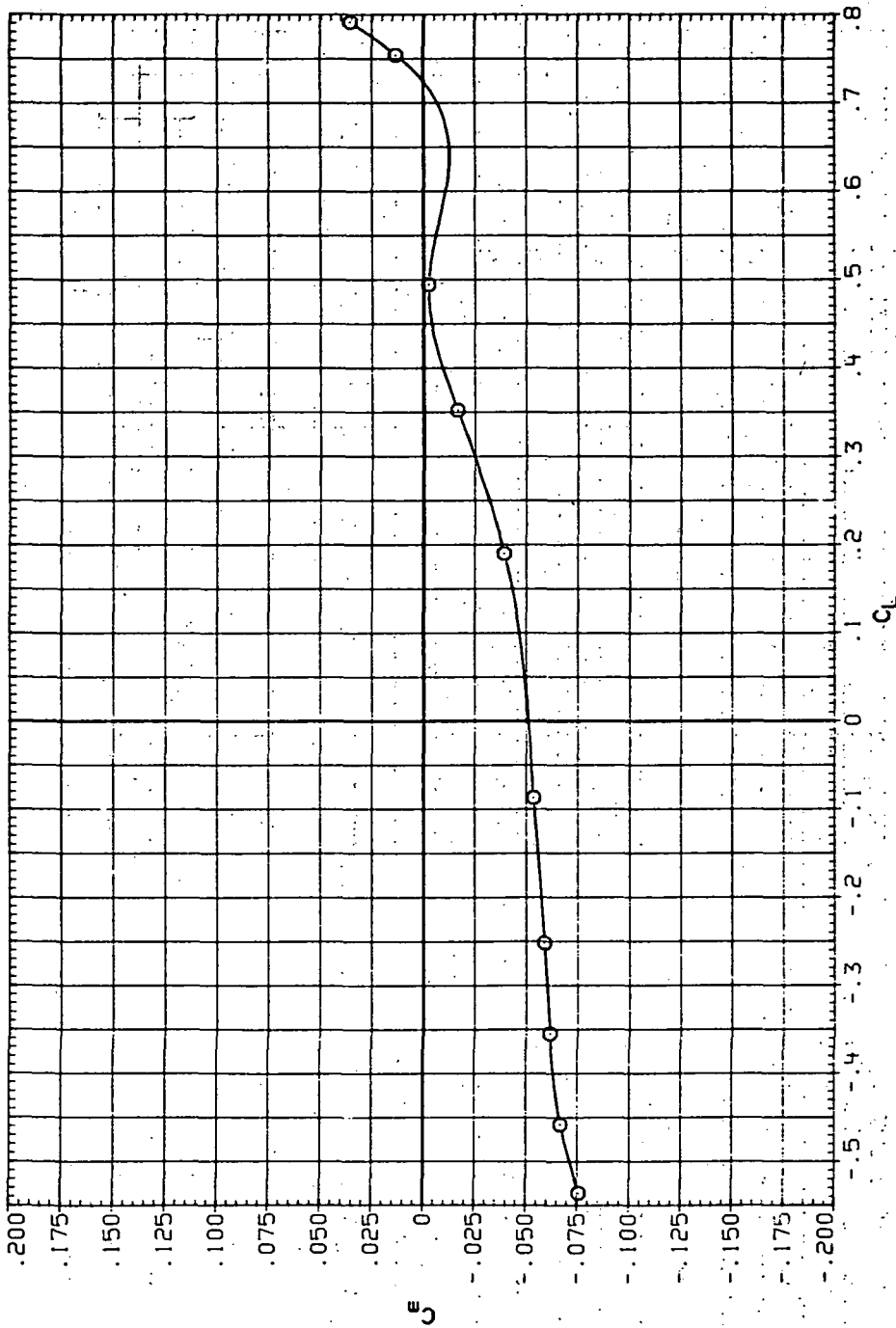


(b)  $C_D$  vs  $C_L$ .

Figure 47.— Continued.

DATA SET SYMBOL CONFIGURATION  
RJR005 O 940B (AL)

RN/L Q(NSM)  
6.230 14.500

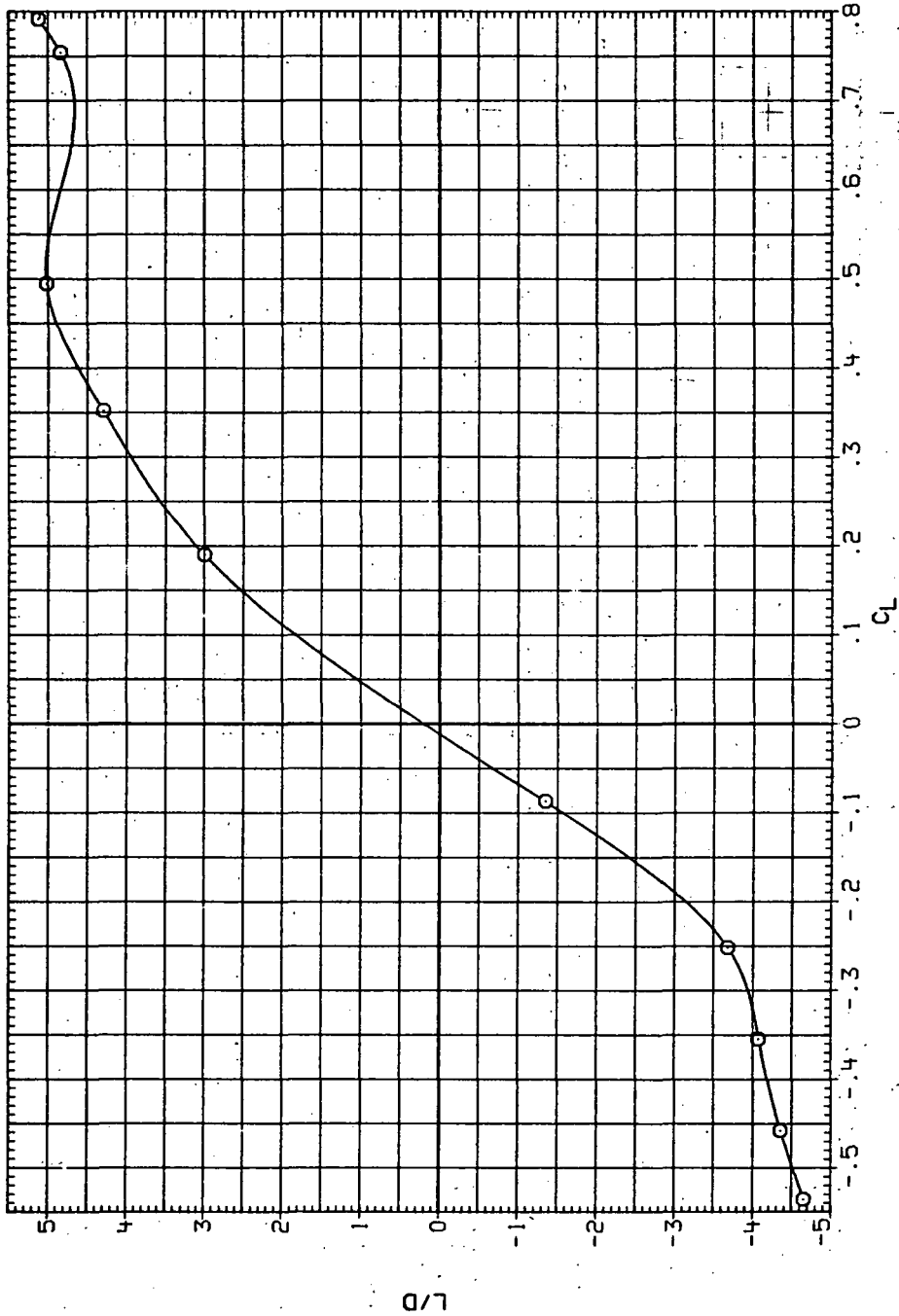


(c)  $C_m$  vs  $C_L$ .

Figure 47.—Continued.

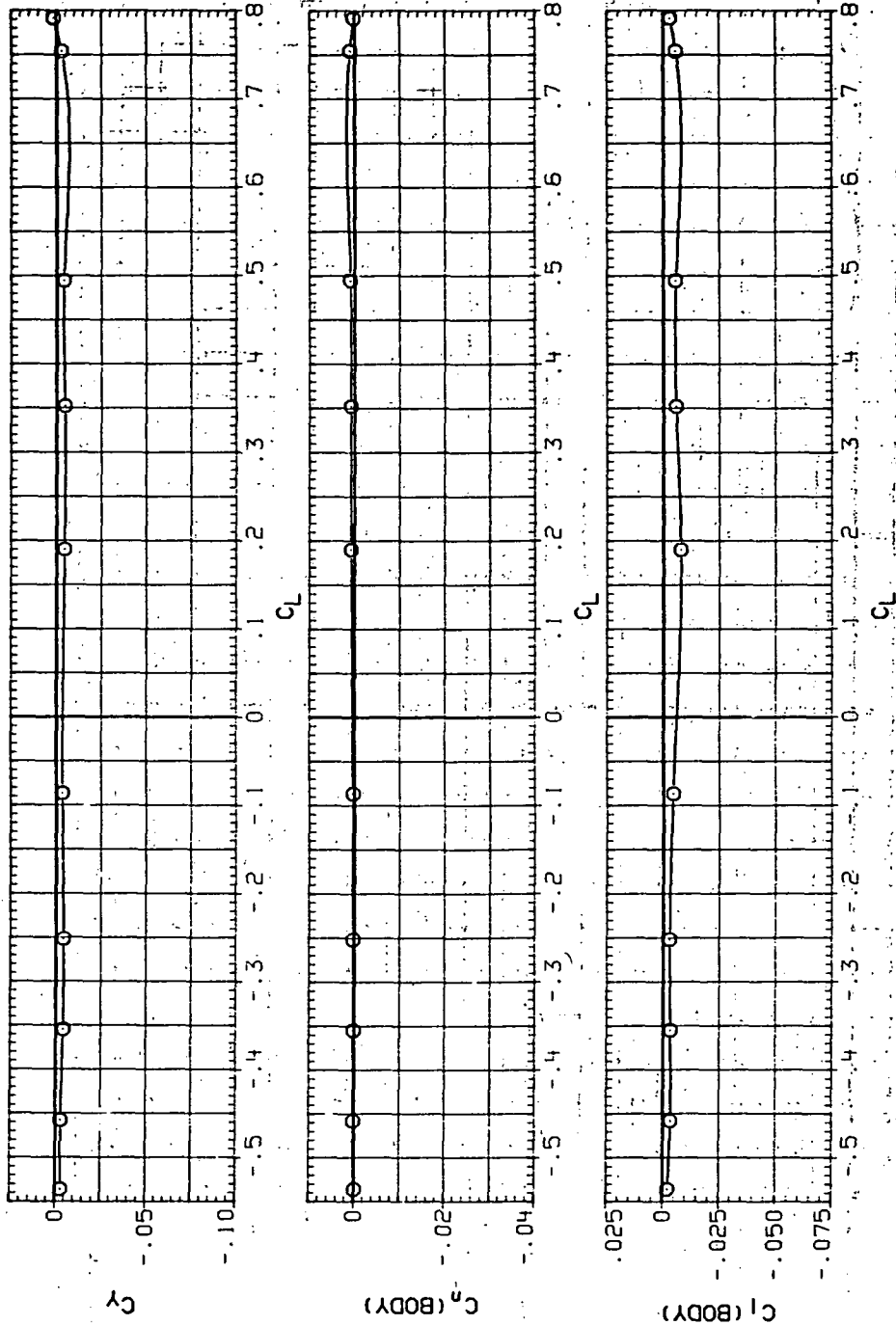
DATA SET SYMBOL CONFIGURATION  
RJR005 O SH0B (AL)

RN/L Q(NSM)  
6.230 14.500



(d) L/D vs C<sub>L</sub>.

Figure 47.— Continued.

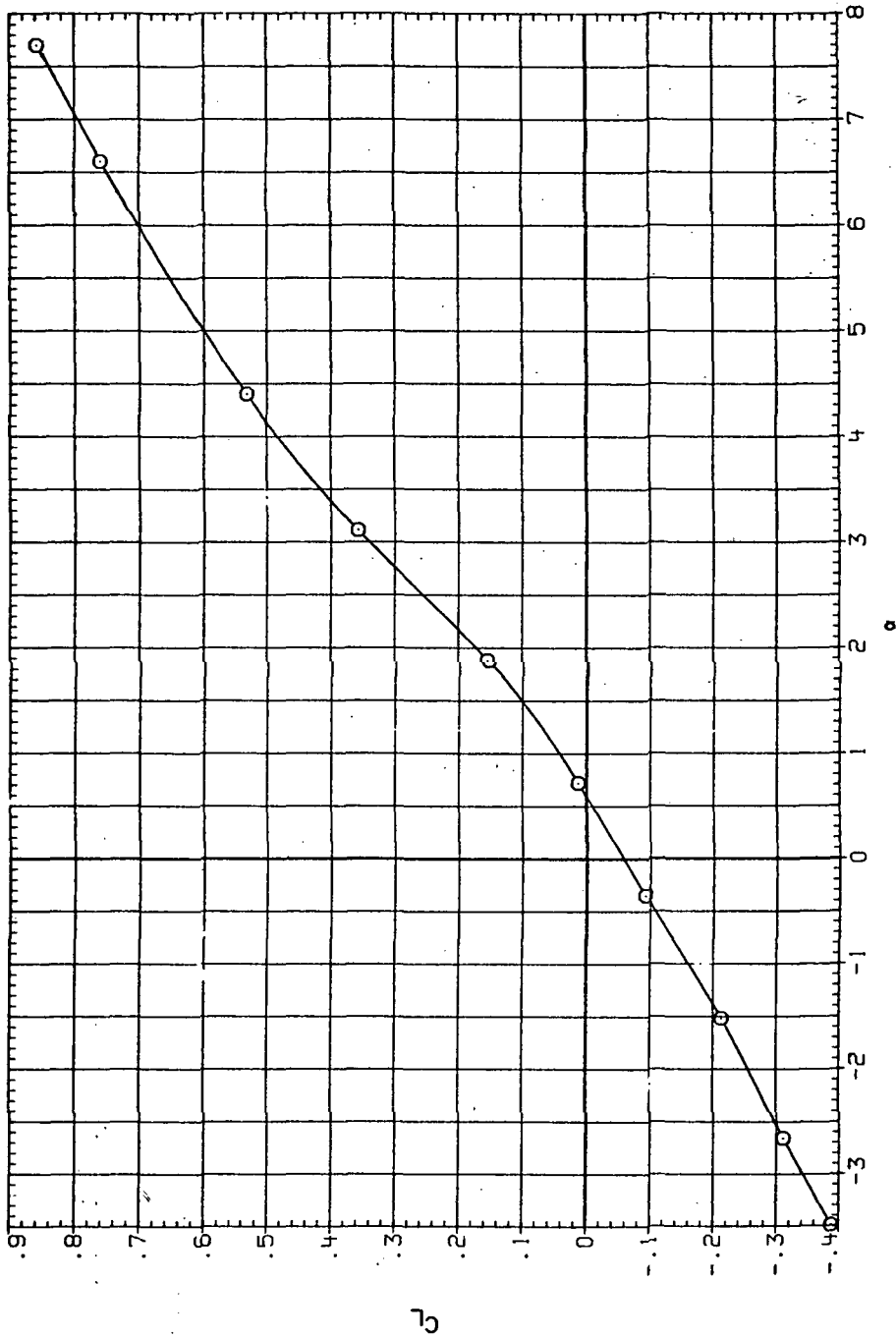


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 47. - Concluded.

DATA SET SYMBOL CONFIGURATION  
RUR006 O SWOB (AL)

RN/L Q(NSM)  
6.230 15.000



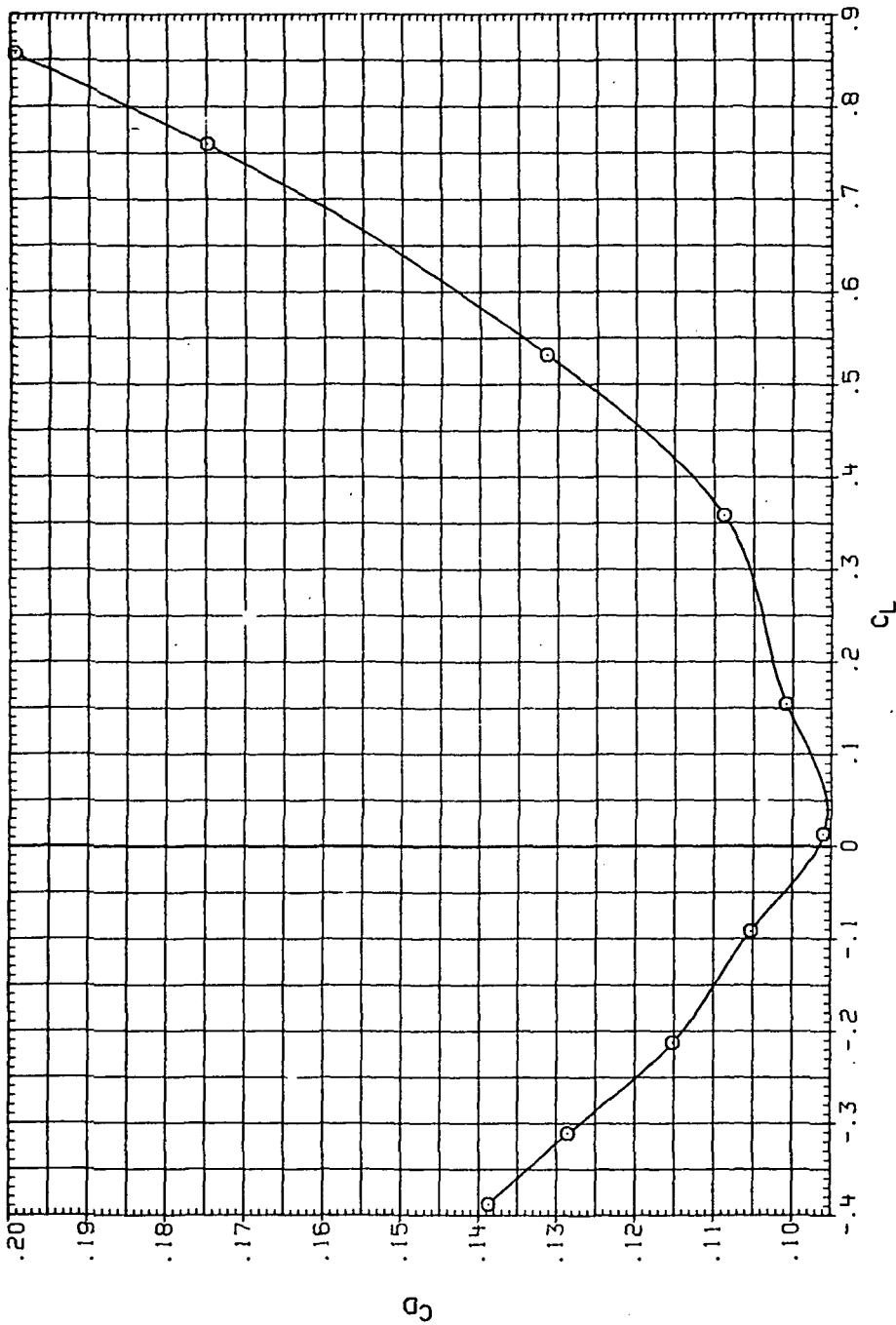
(a)  $C_L$  vs  $\alpha$ .

Figure 48.— Aerodynamic characteristics of the aluminum trapezoidal oblique wing-body combination ( $\Lambda = 0$ ,  $M = 0.95$  and the modified NACA 65A204 airfoil).



DATA SET SYMBOL CONFIGURATION  
RJR005 O SH05 (AL)

RV/L Q(NSH)  
6.230 15.000

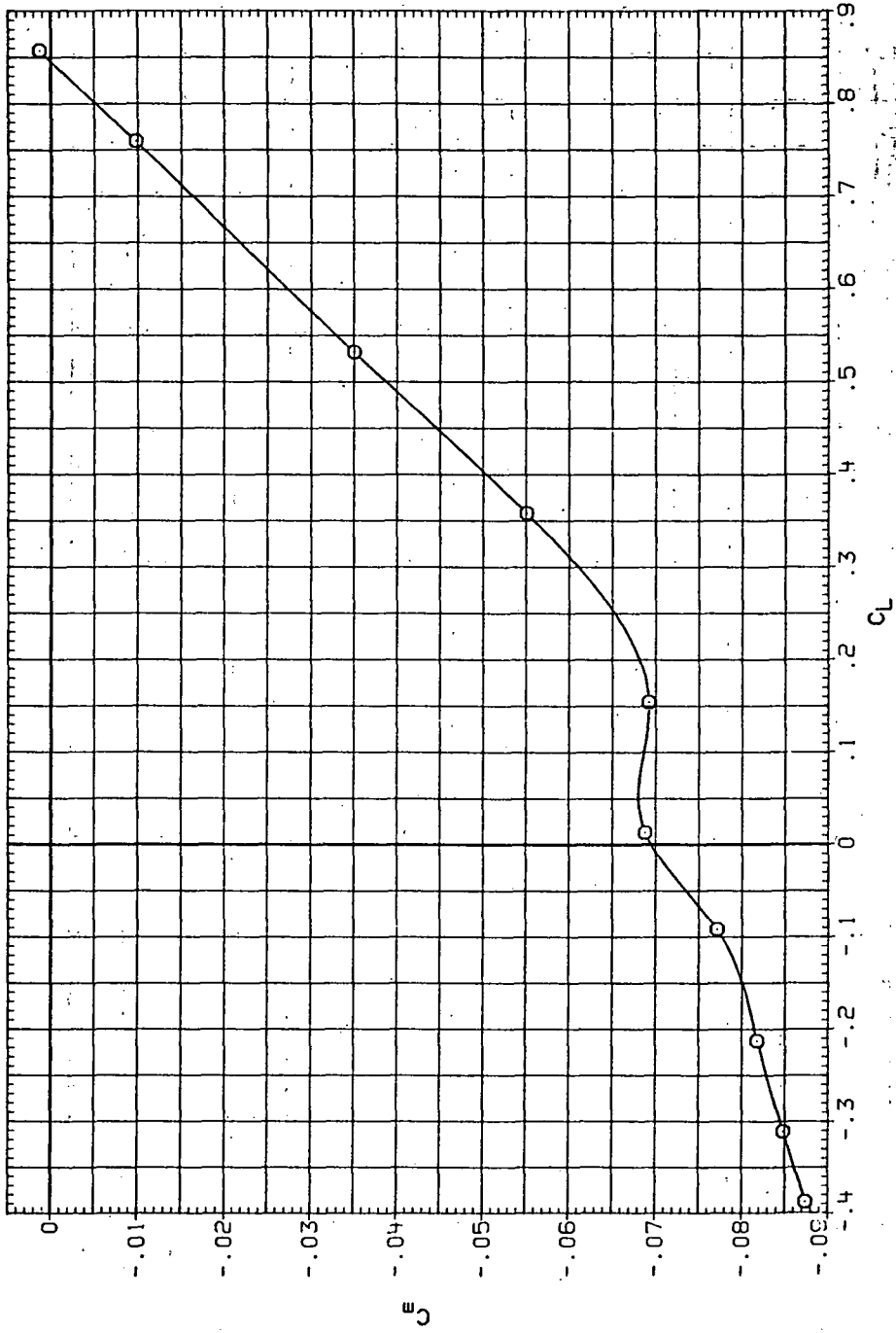


(b)  $C_D$  vs  $C_L$ .

Figure 48.— Continued.

DATA SET SYMBOL CONFIGURATION  
RJR006 O 9M08 (AL)

RN/L C(NSM)  
6.250 15.000

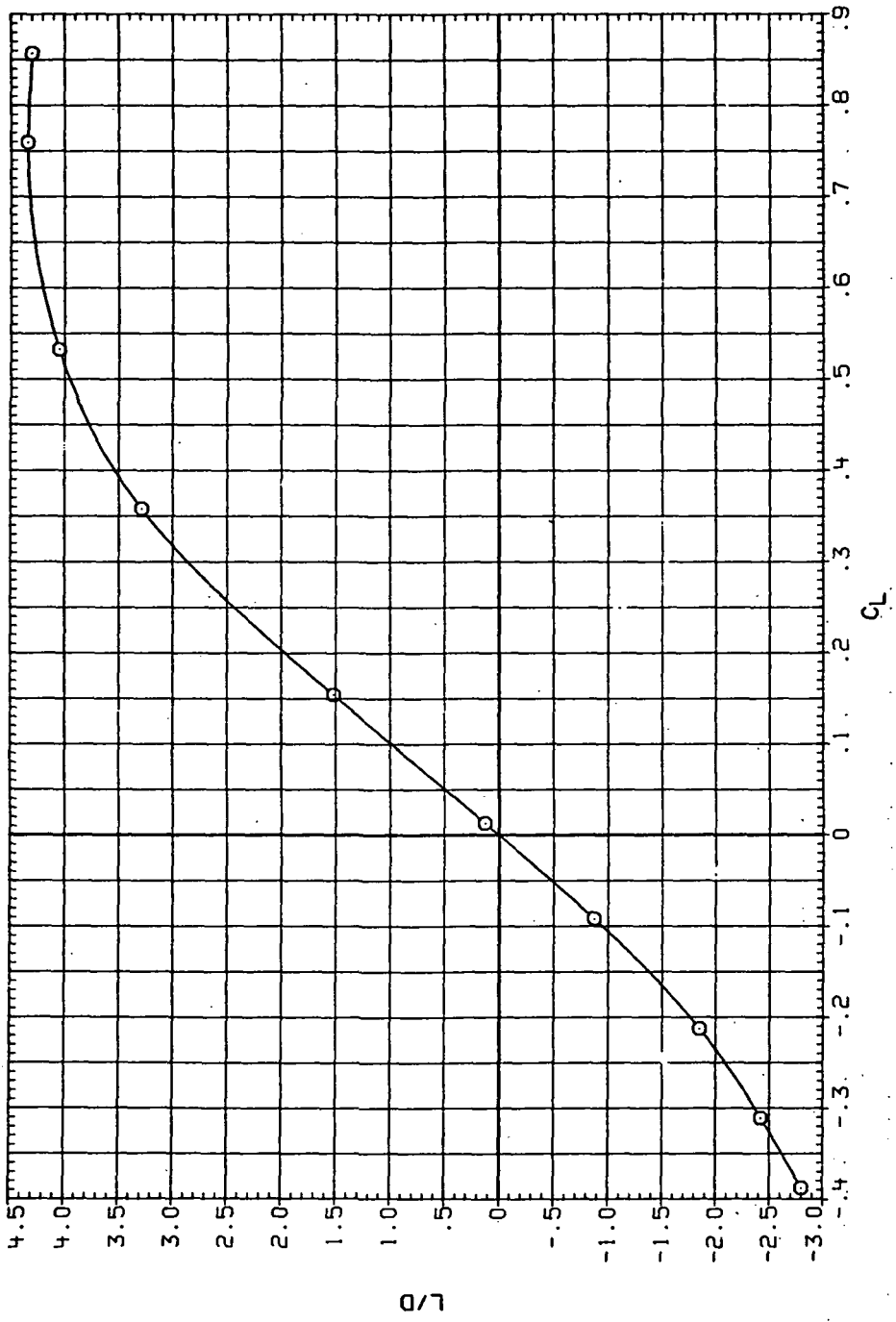


(c)  $C_m$  vs  $C_L$ .

Figure 48. - Continued.

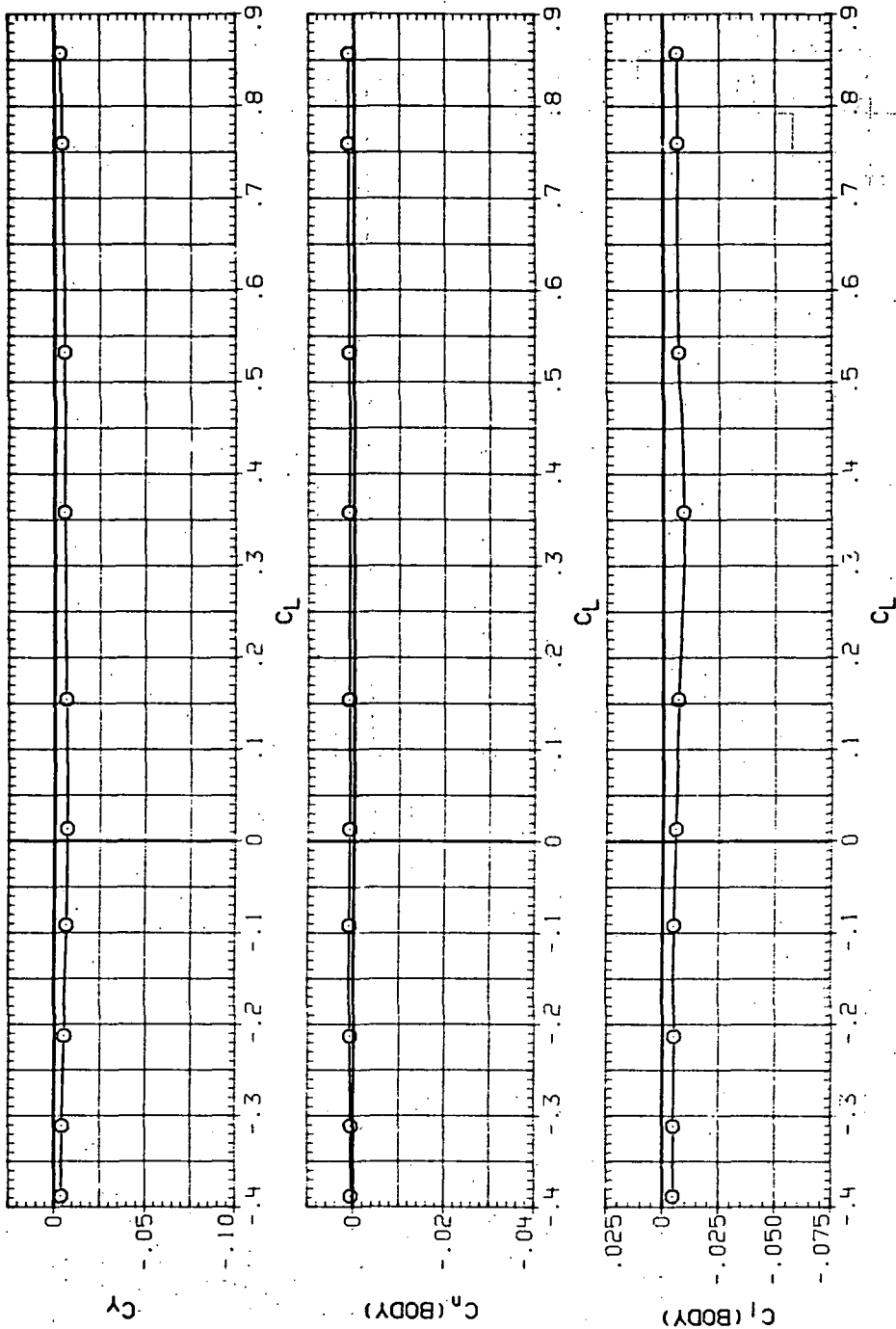
DATA SET SYMBOL CONFIGURATION  
RJR005 O SHOB (AL)

RN/L Q(L,SH)  
6.230 15.000



(d)  $L/D$  vs  $C_L$ .

Figure 48. — Continued.

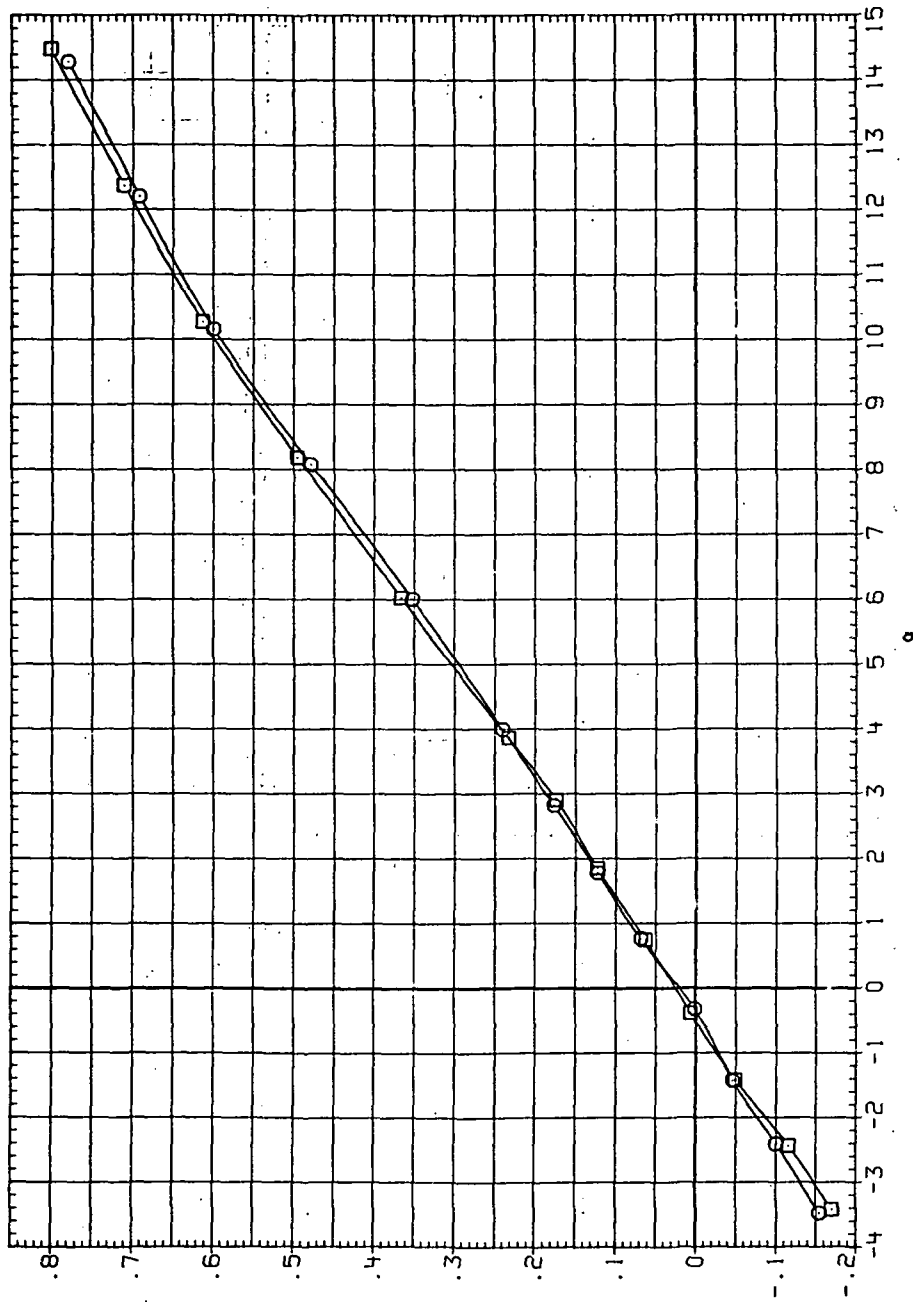


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 48.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RUR173 74A5B (STEEL)  
 RUR219 74A5B (STEEL)

RA/C Q(NSM) 7.480  
 8.200 9.900

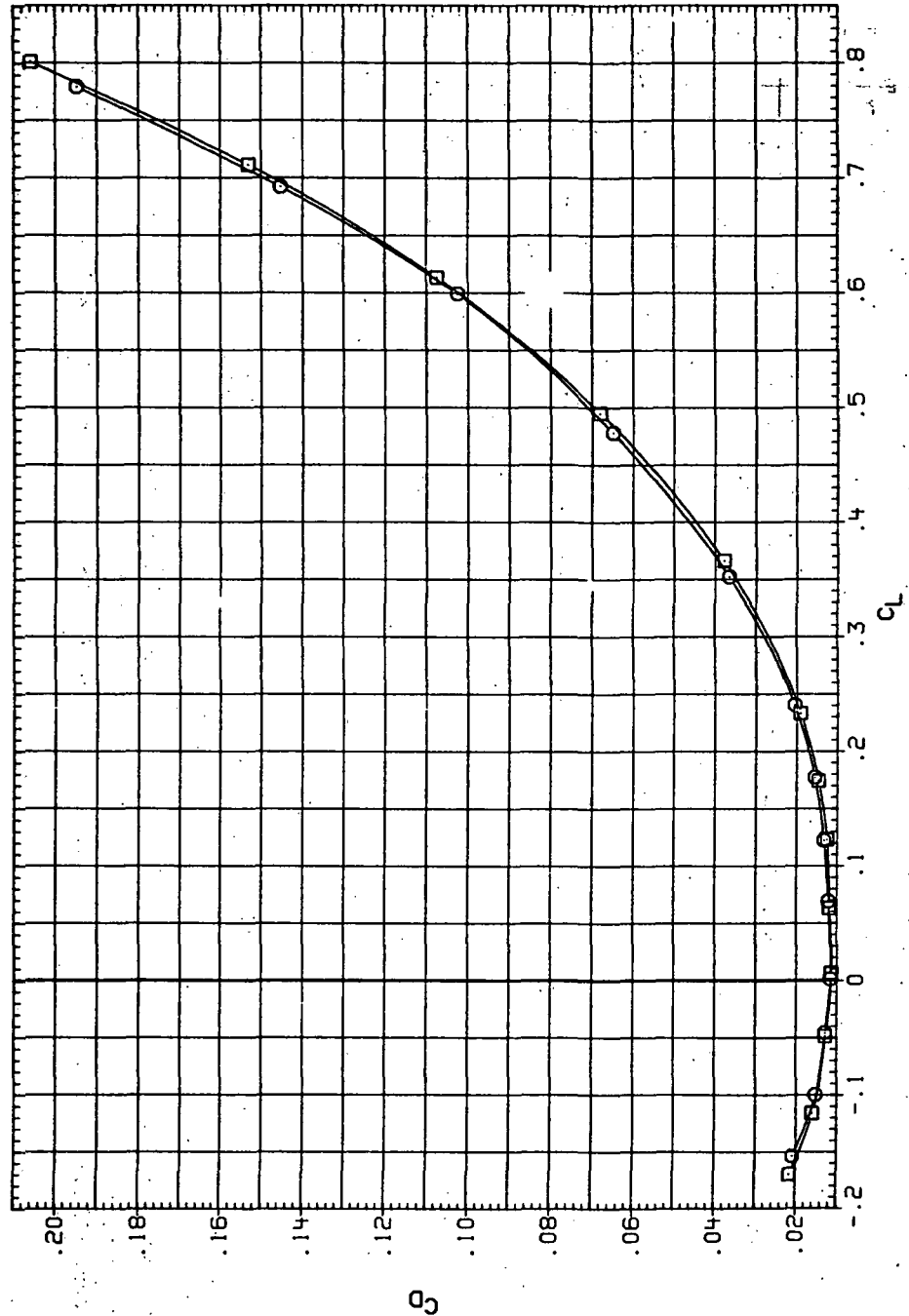


(a)  $C_L$  vs  $\alpha$ .

Figure 49.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.4$  and the NACA 65A204 airfoil).

DATA SET SYMBOL    CONFIGURATION  
RJR173    ○    7AN5B (STEEL)  
RJR219    □    7AN5B (STEEL)

RM/L    Q (INSH)  
6.230    7.480  
8.200    9.900

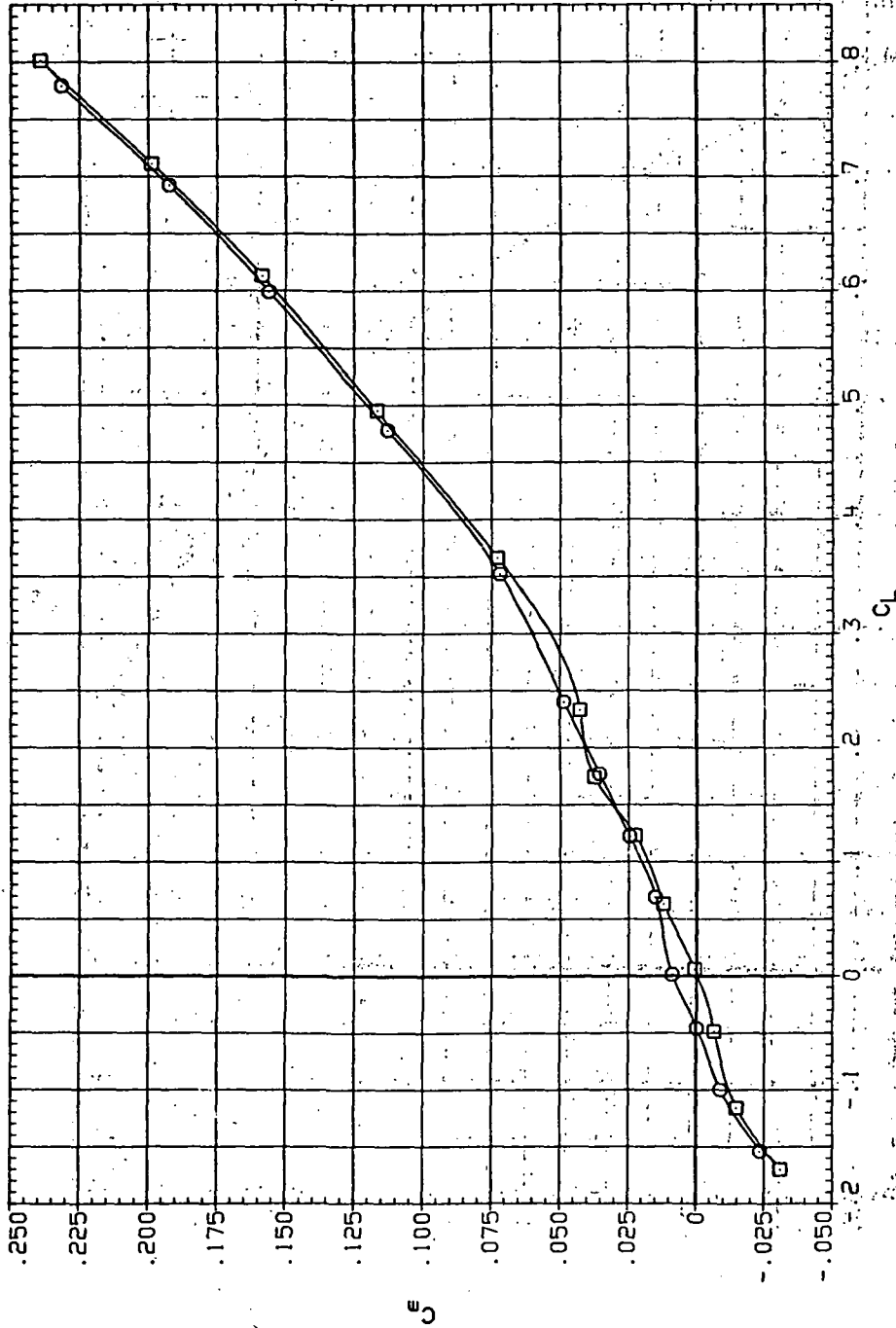


(b)  $C_D$  vs  $C_L$ .

Figure 49.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR173 ○ 7H-5B (STEEL)  
 RJR219 □ 7H-5B (STEEL)

RVL/C Q(NSH)  
 6.230 7.480  
 8.200 9.900

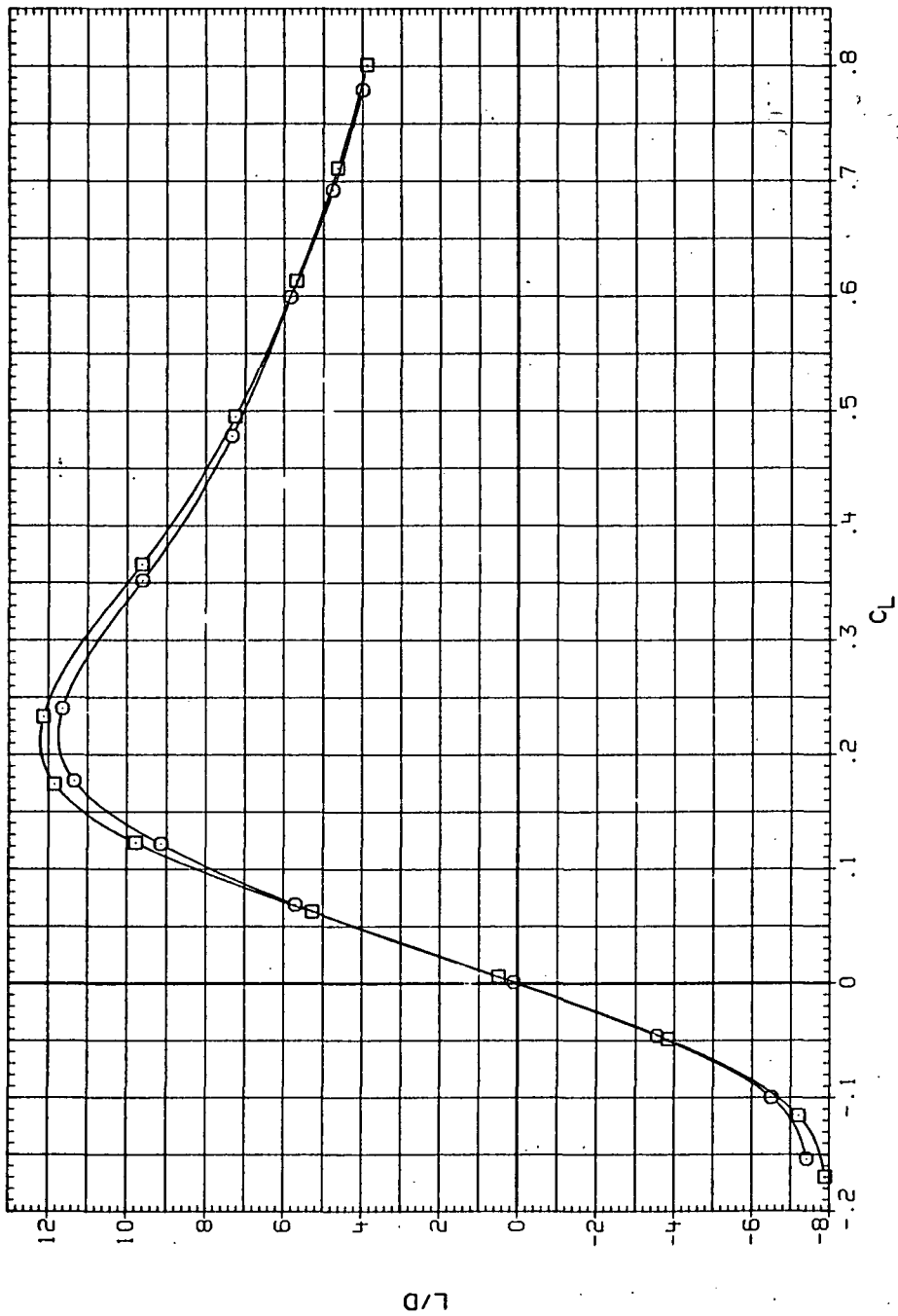


(c)  $C_m$  vs  $C_L$ .

Figure 49. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR173 ○ 7AN5B (STEEL)  
 RJR219 □ 7AN5B (STEEL)

RN/L Q(N,3M)  
 6.230 7.480  
 8.200 9.900



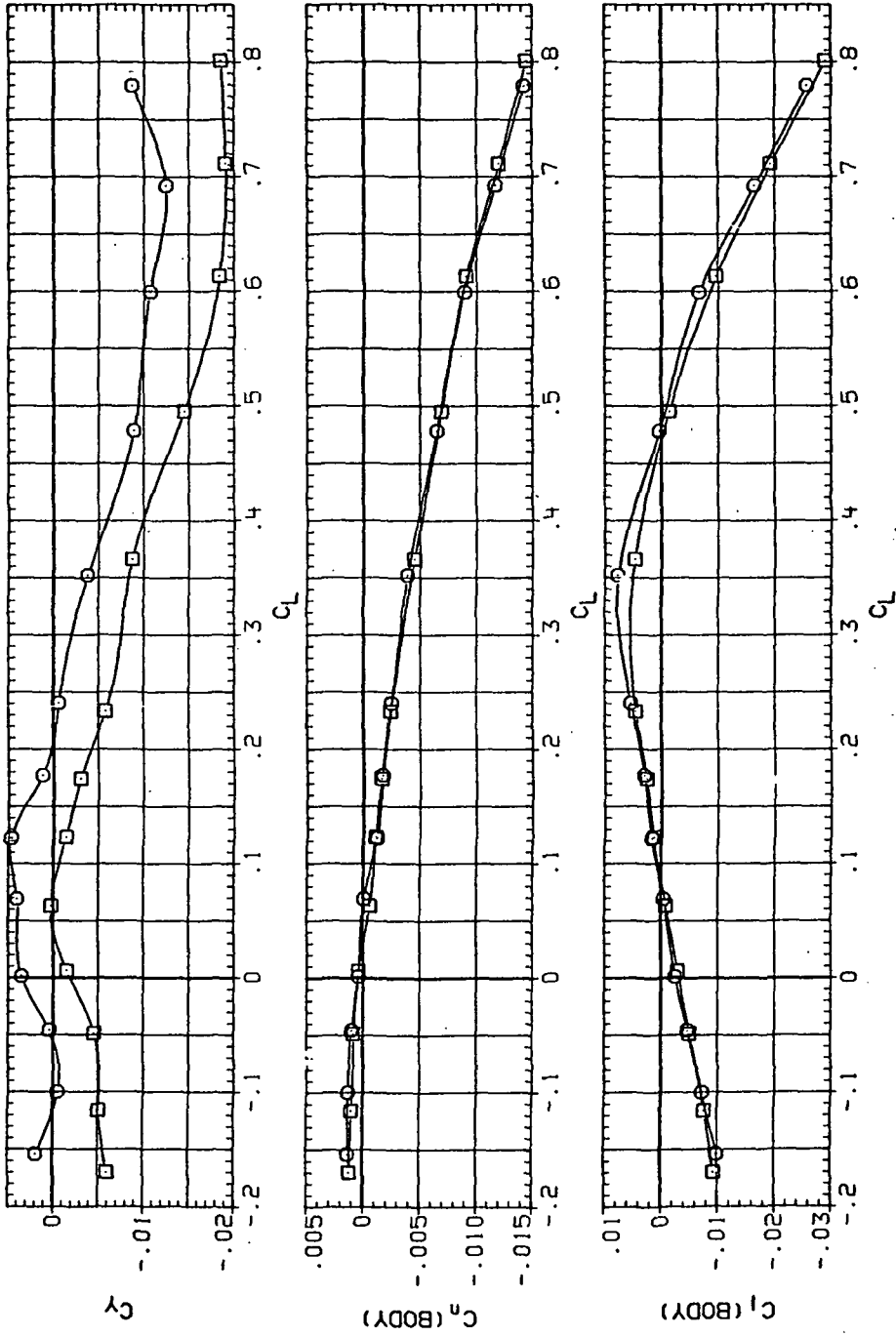
(d)  $L/D$  vs  $C_L$ .

Figure 49.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RUP173 7445B (STEEL)  
 RUP219 7445B (STEEL)

RN/L Q(NSH)  
 8.230 7.480  
 8.260 9.900

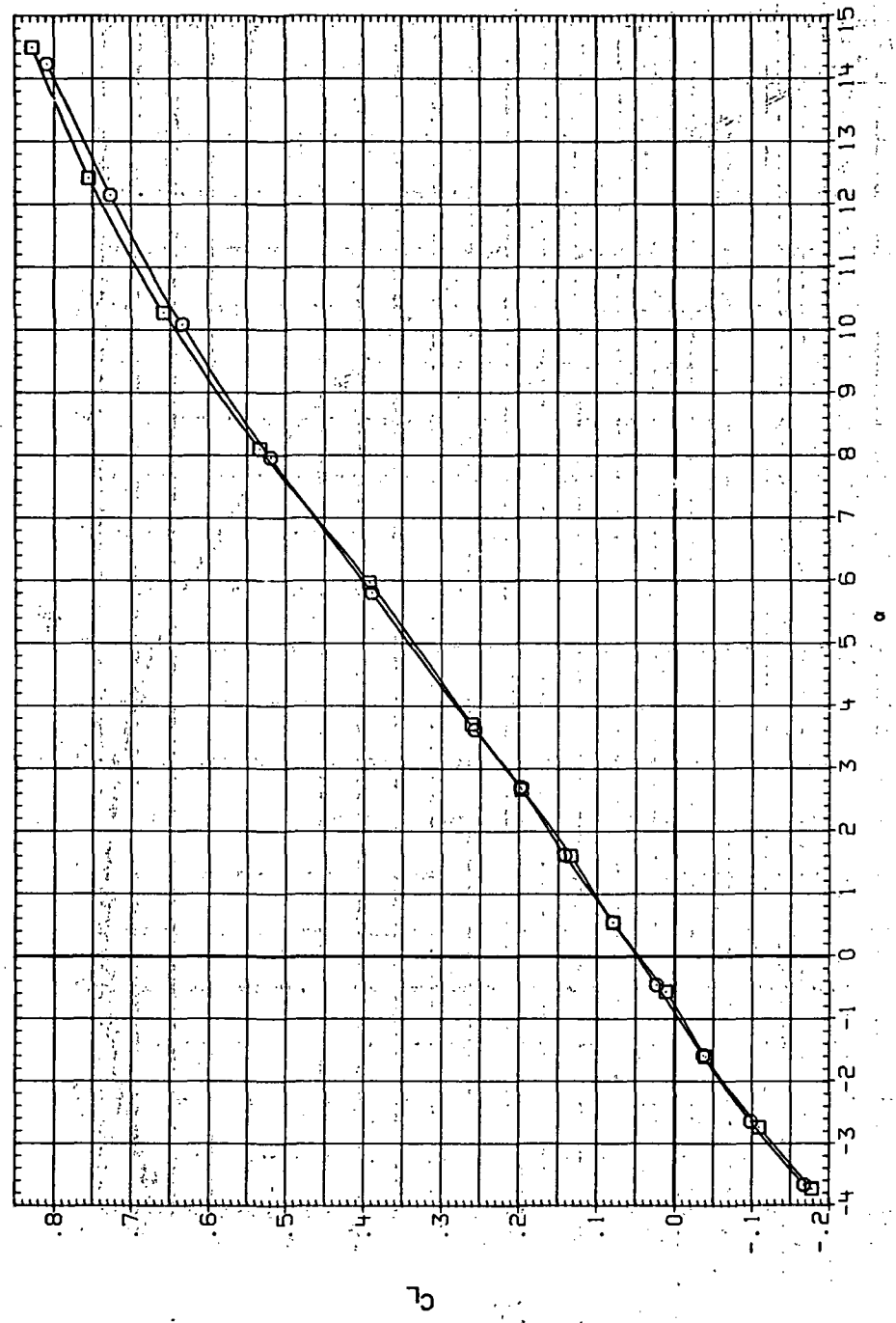


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 49. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RUR174 7445B (STEEL) □  
 RUR220 7445B (STEEL) □

RV/L Q (INSM)  
 6.230 13.600  
 8.200 14.100

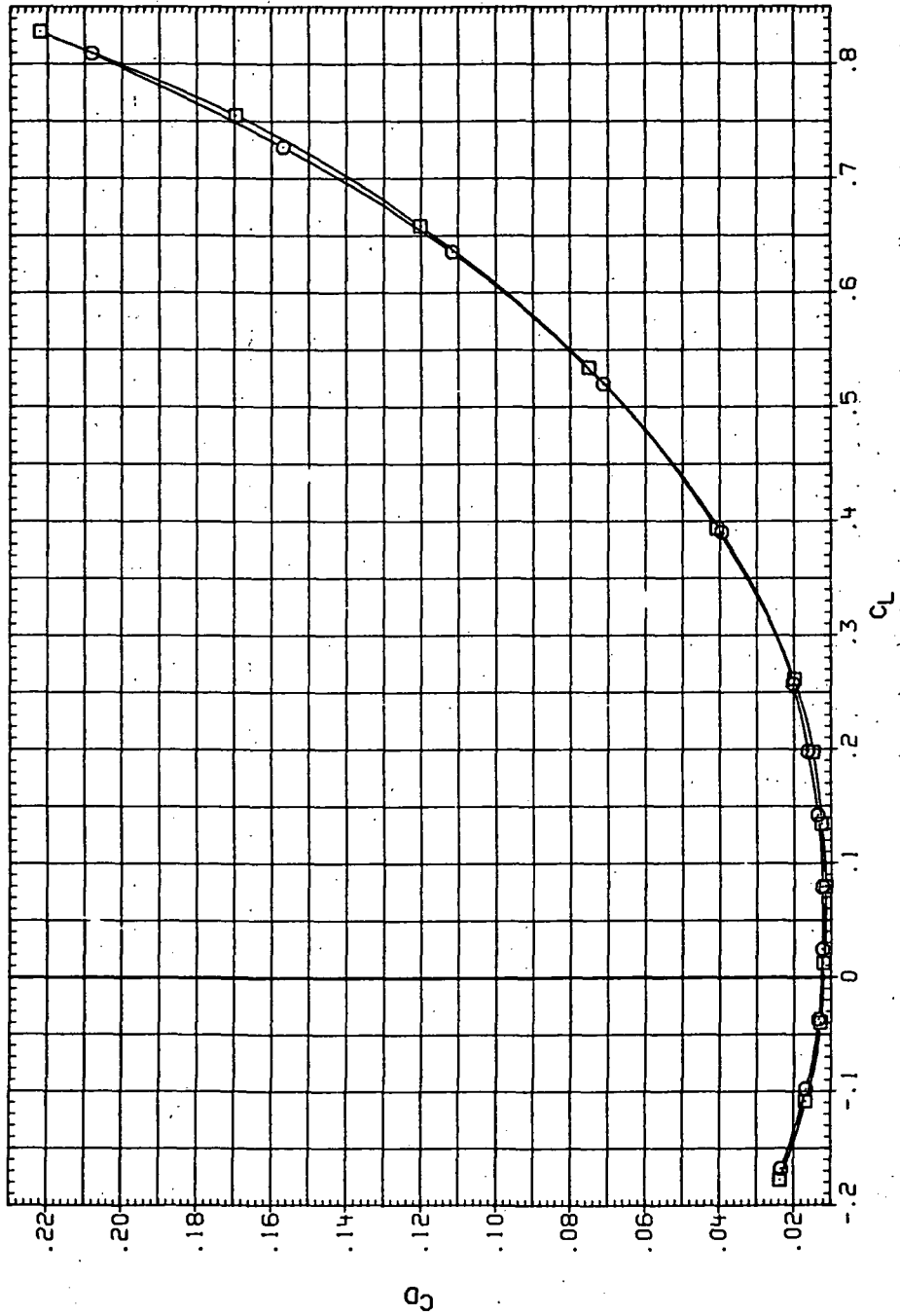


(a)  $C_L$  vs  $\alpha$ .

Figure 50.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.6$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR174 ○ 7M5B (STEEL)  
 RJR220 □ 7M5B (STEEL)

RV/L Q(NSH)  
 6.230 10.030  
 8.200 14.100

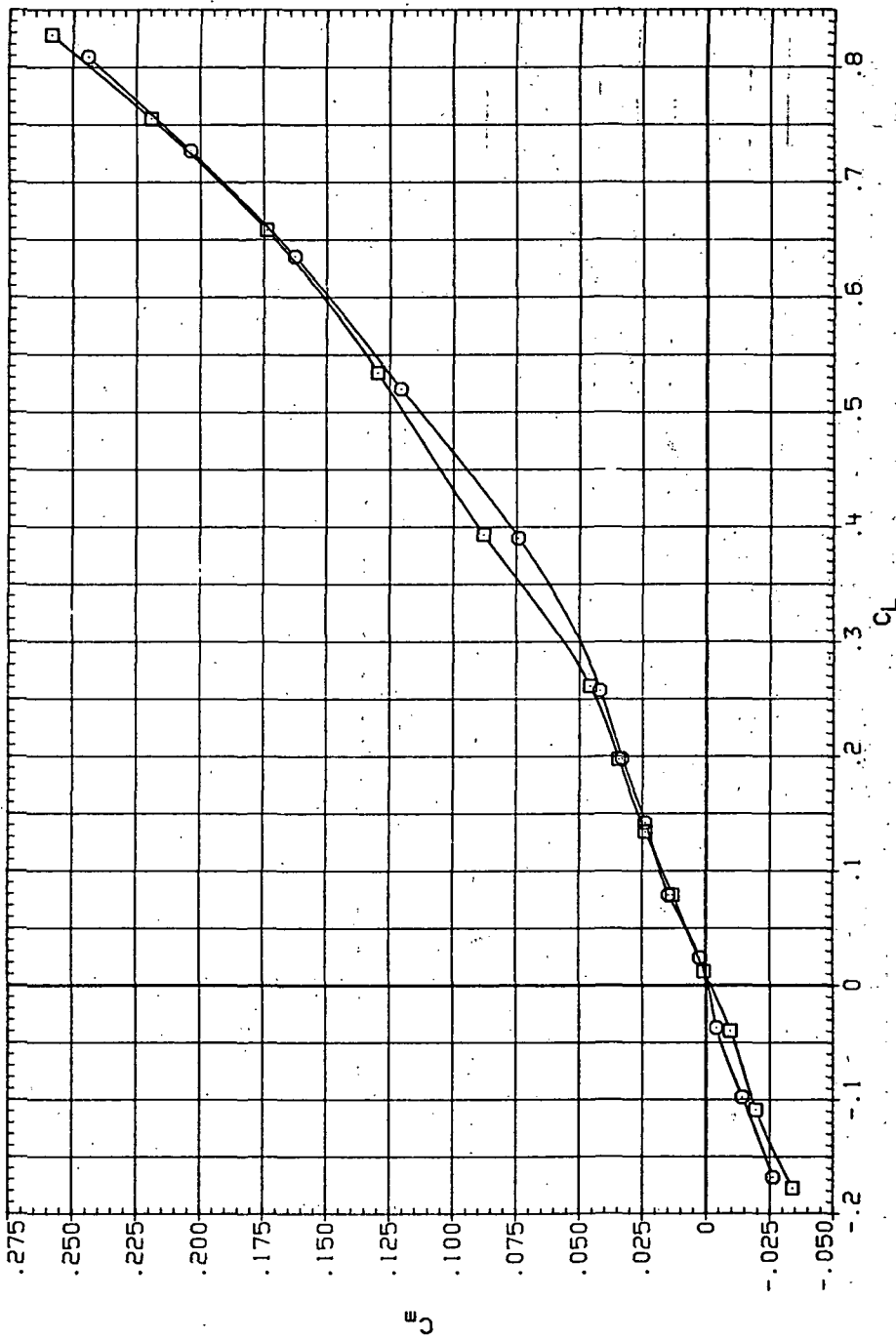


(b)  $C_D$  vs  $C_L$ .

Figure 50.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR174 ○ 7AN5B (STEEL)  
 RJR220 □ 7AN5B (STEEL)

RV/L Q (INSH)  
 6.230 10.600  
 8.200 14.100

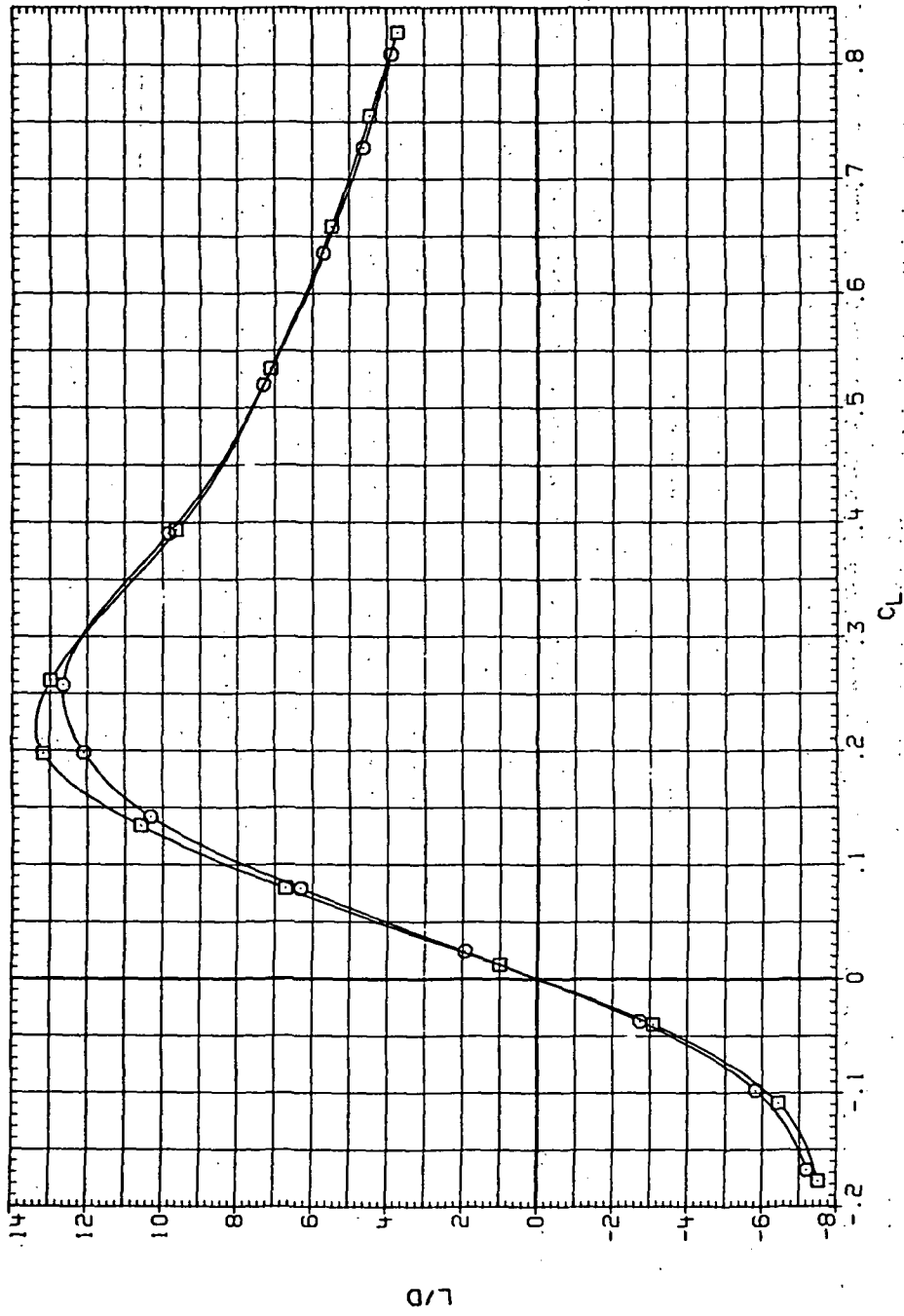


(c)  $C_m$  vs  $C_L$ .

Figure 50.— Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR174            7M5B (STEEL)  
 RJR220            7M5B (STEEL)

RV/L            Q(NSM)  
 6.230           10.500  
 8.200           14.100

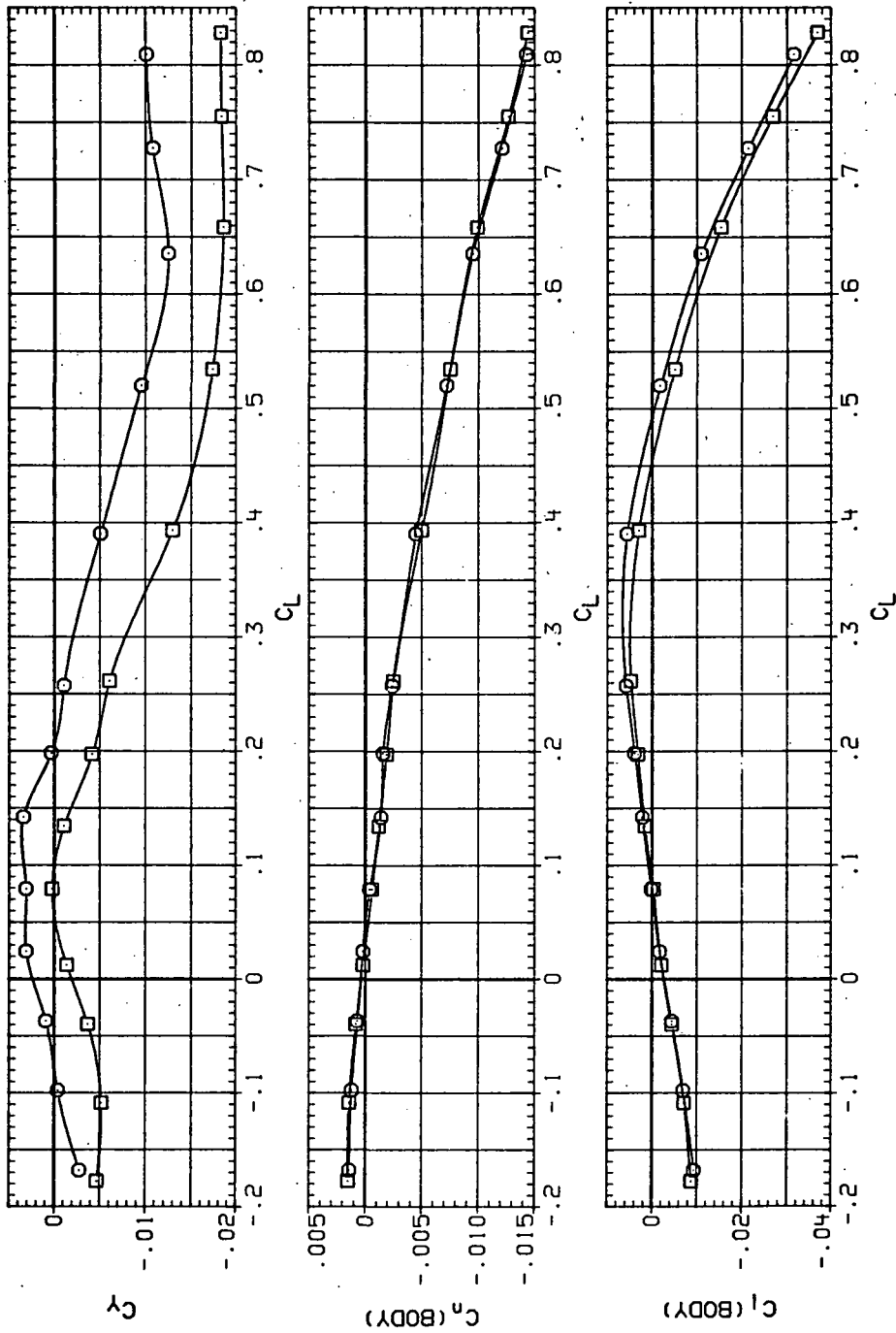


(d)  $L/D$  vs  $C_L$ .

Figure 50.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR174 ○ 7A5B (STEEL)  
 RJR220 □ 7A5B (STEEL)

RV/L Q (NSM)  
 6.230 10.600  
 8.200 14.100

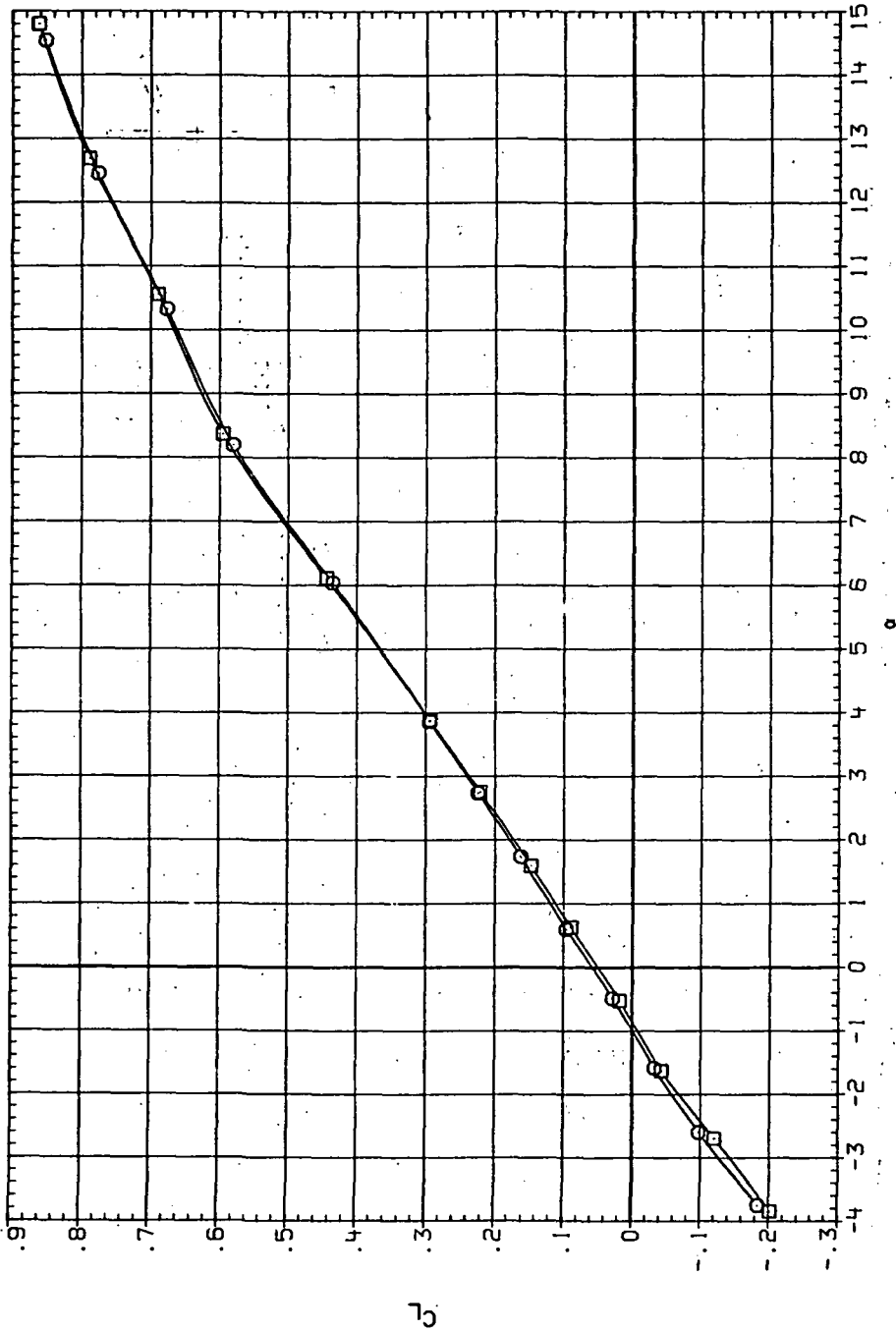


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 50.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR175 ○ 74N5B (STEEL)  
 RJR221 □ 74N5B (STEEL)

RN/L Q(NSM)  
 6.230 13.400  
 8.200 17.600

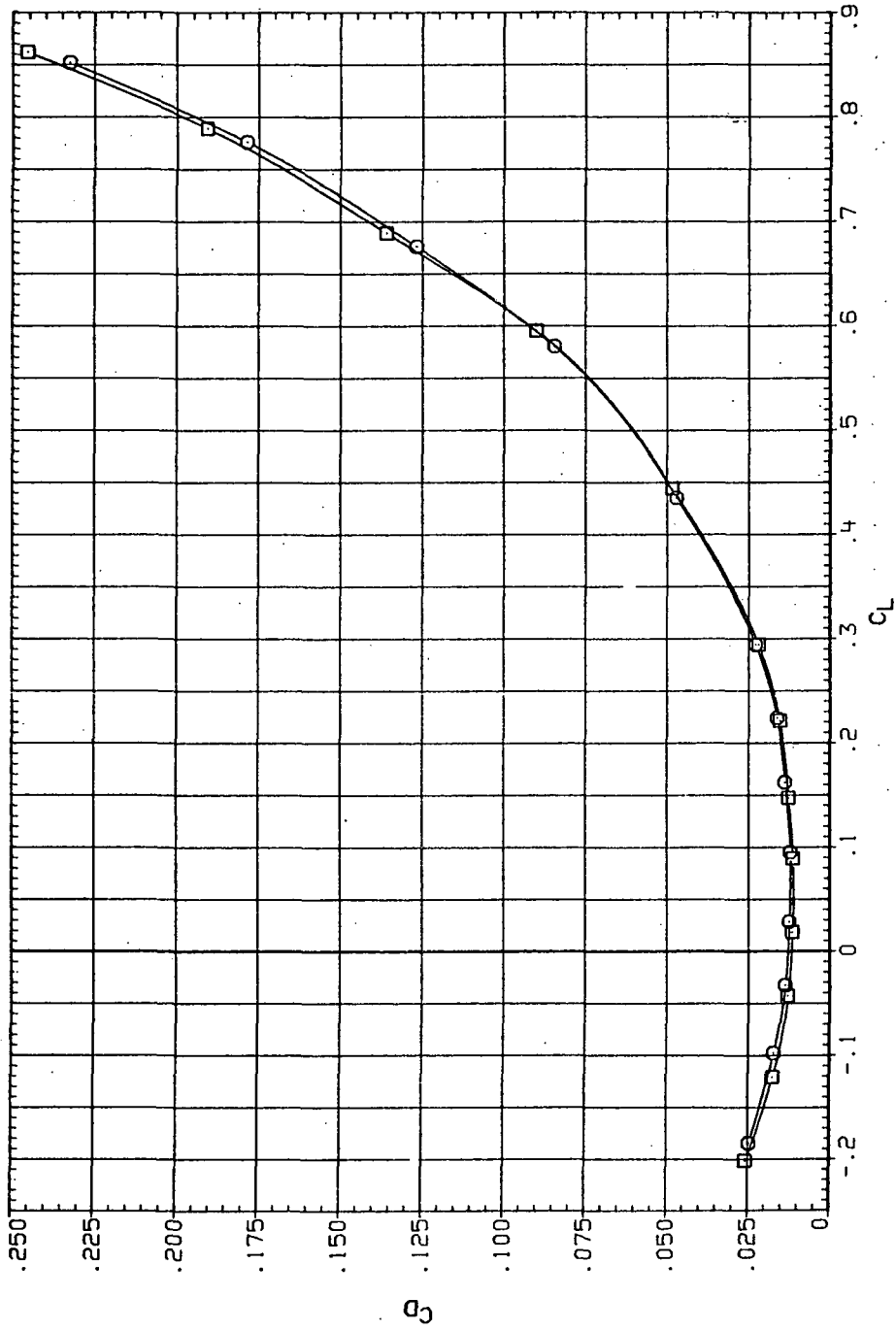


(a)  $C_L$  vs  $\alpha$ .

Figure 51.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.8$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R-JR175  $\odot$  7#X5B (STEEL)  
 R-JR221  $\square$  7#X5B (STEEL)

RV/L Q(NS)  
 6.230 13.400  
 8.200 17.800



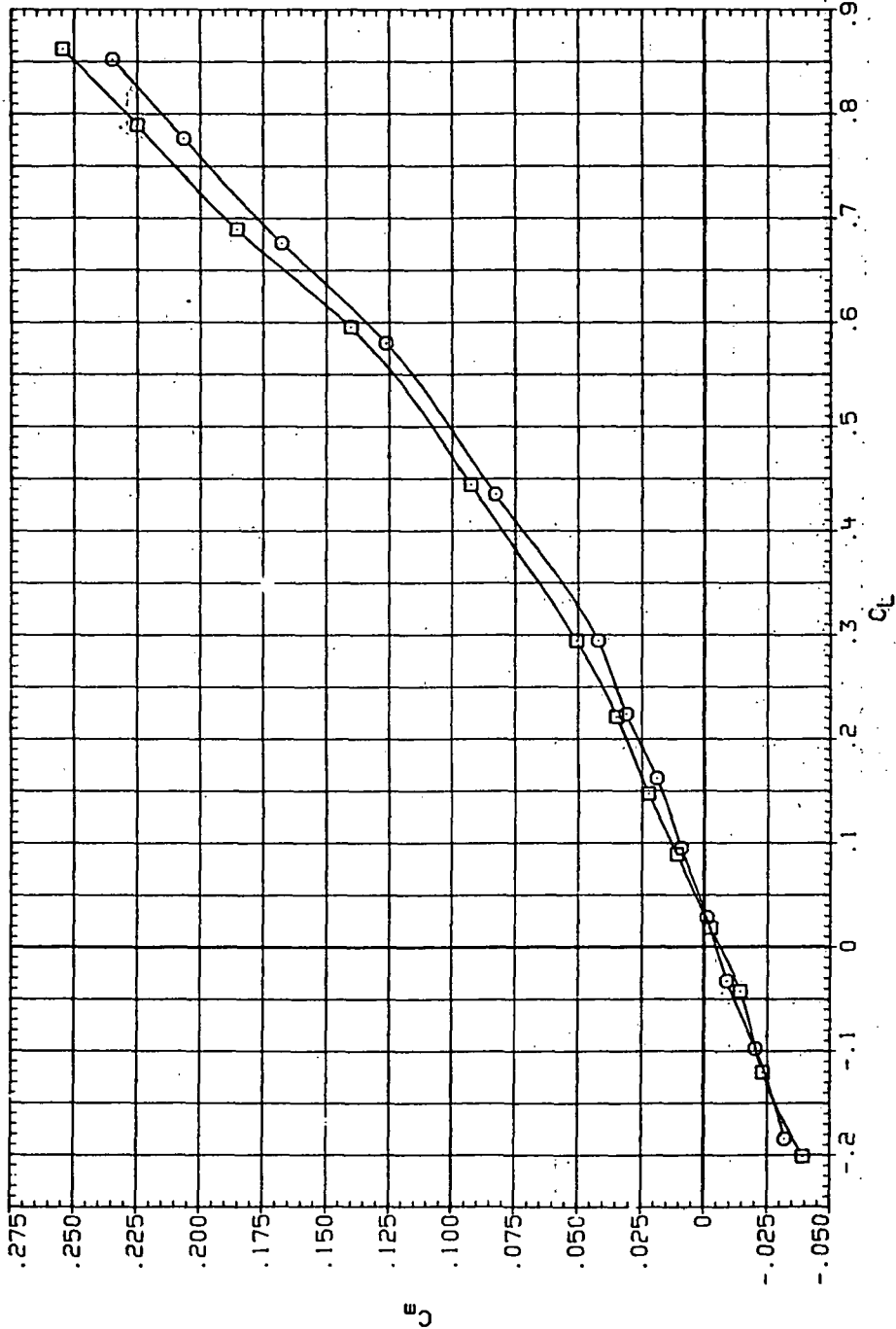
(b)  $C_D$  vs  $C_L$ .

Figure 51.— Continued.



DATA SET SYMBOL CONFIGURATION  
 R-JR175 ○ 7/4x58 (STEEL)  
 R-JR221 □ 7/4x58 (STEEL)

RN/L Q (INSH)  
 6.230 13.400  
 6.200 17.800

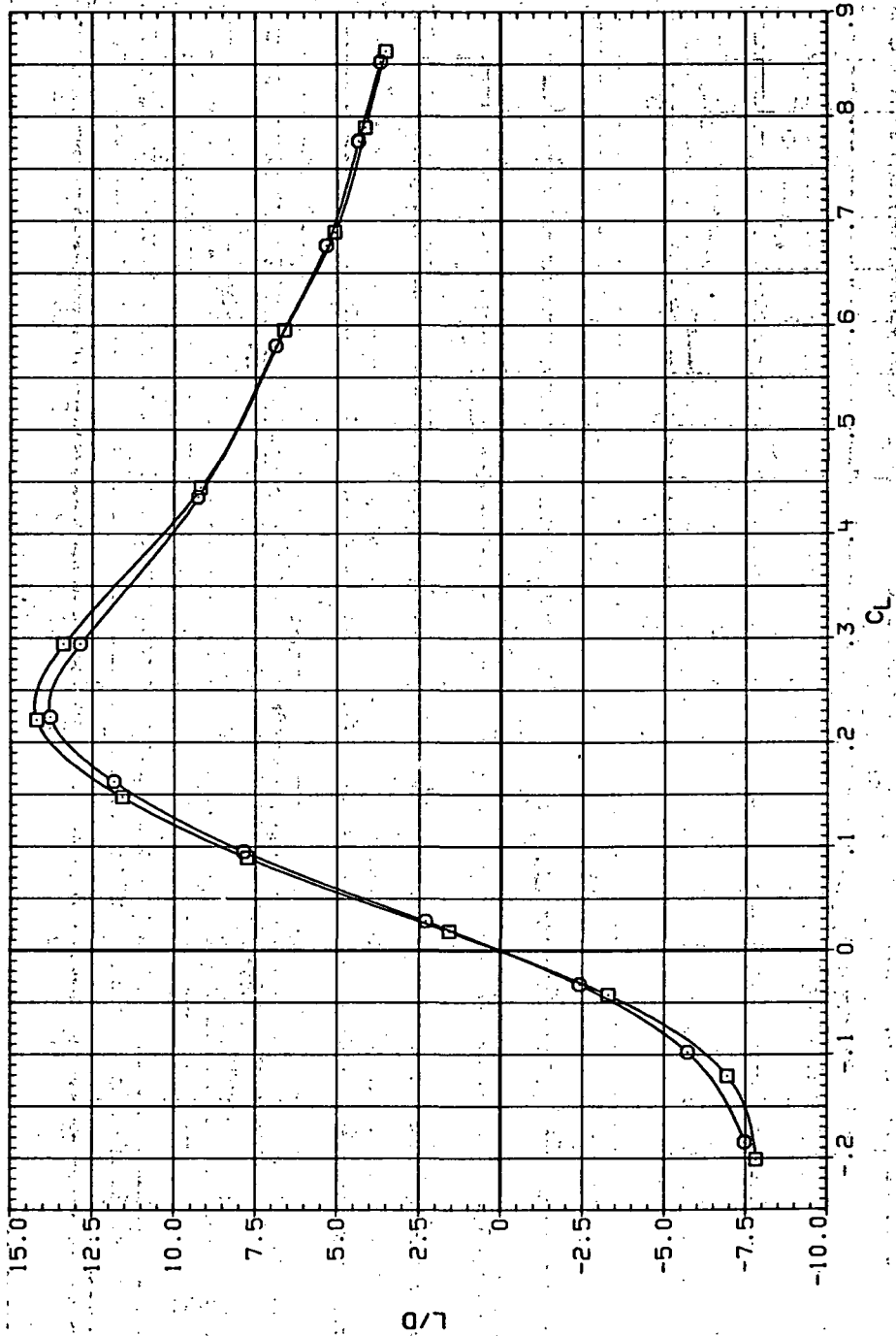


(c)  $C_m$  vs  $C_L$

Figure 51.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RUR175 □ 74N5B (STEEL)  
 RUR221 □ 74N5B (STEEL)

RV/L Q(NSH)  
 6.250 13.30  
 8.500 17.600

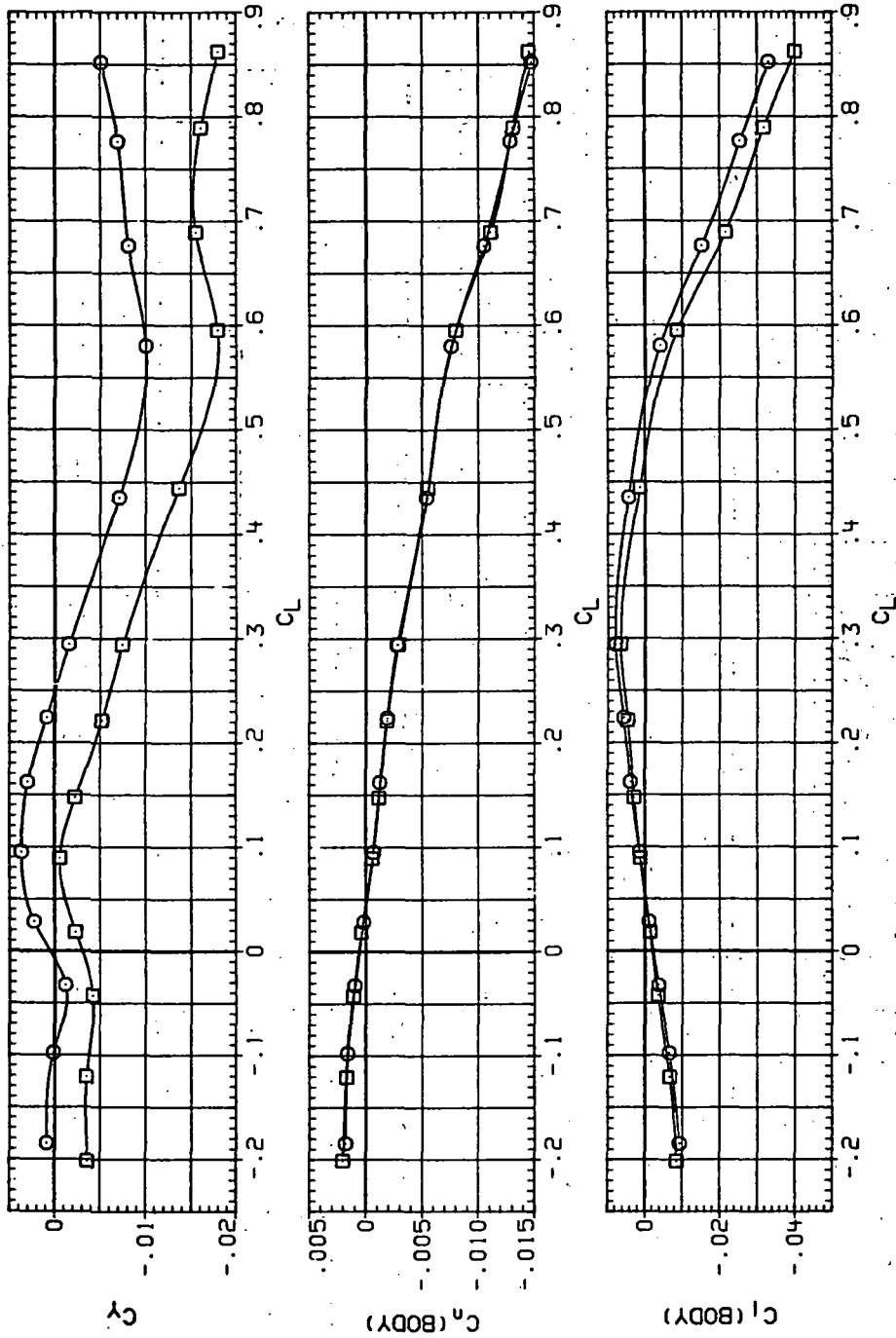


(d) L/D vs C<sub>L</sub>.

Figure 51.— Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR175            7/4x58 (STEEL)  
 RJR221            7/4x58 (STEEL)

RN/L    Q (NSM)  
 6.230    13.400  
 8.500    17.800

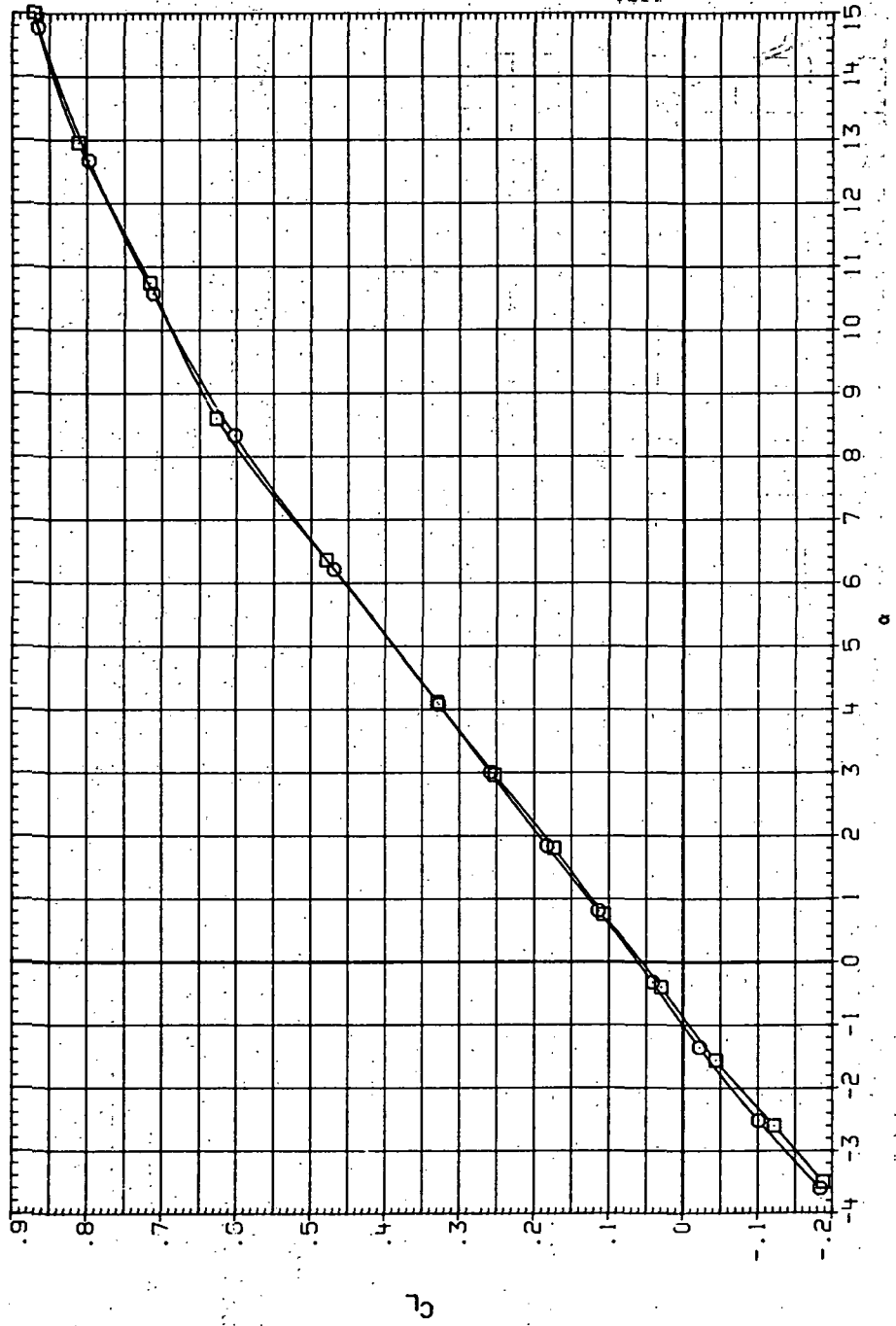


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 51.— Concluded.

DATA SET SYMBOL CONFIGURATION  
RJR176 ○ 7445B (STEEL)  
RJR222 □ 7445B (STEEL)

RN/L O (NSM)  
6.230 14.500  
8.200 19.200

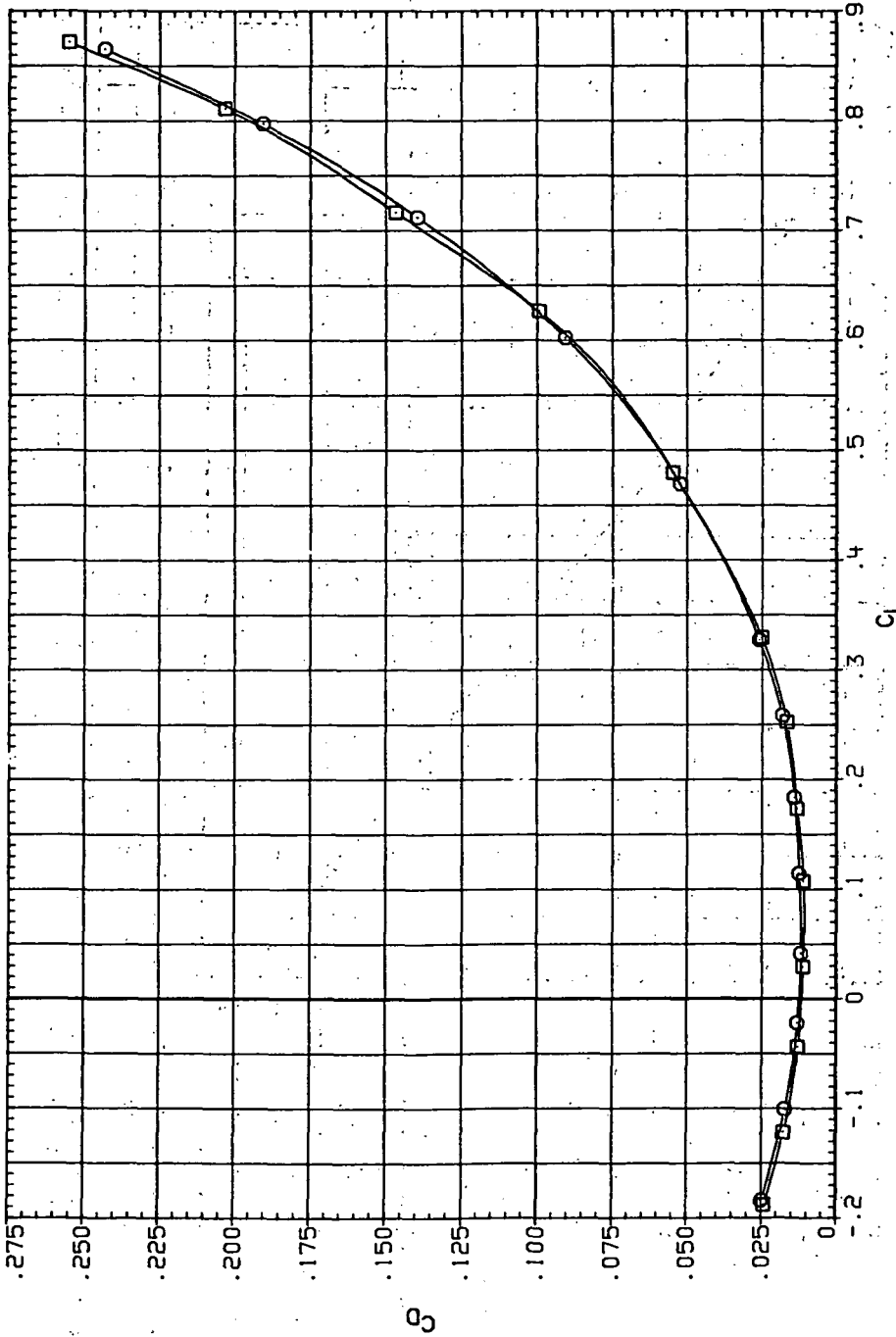


(a)  $C_L$  vs  $\alpha$ .

Figure 52.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.9$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR176  $\square$  7A-5B (STEEL)  
 RJR222  $\circ$  7A-5B (STEEL)

RN/L Q (INSH)  
 6.230 14.500  
 8.200 19.200

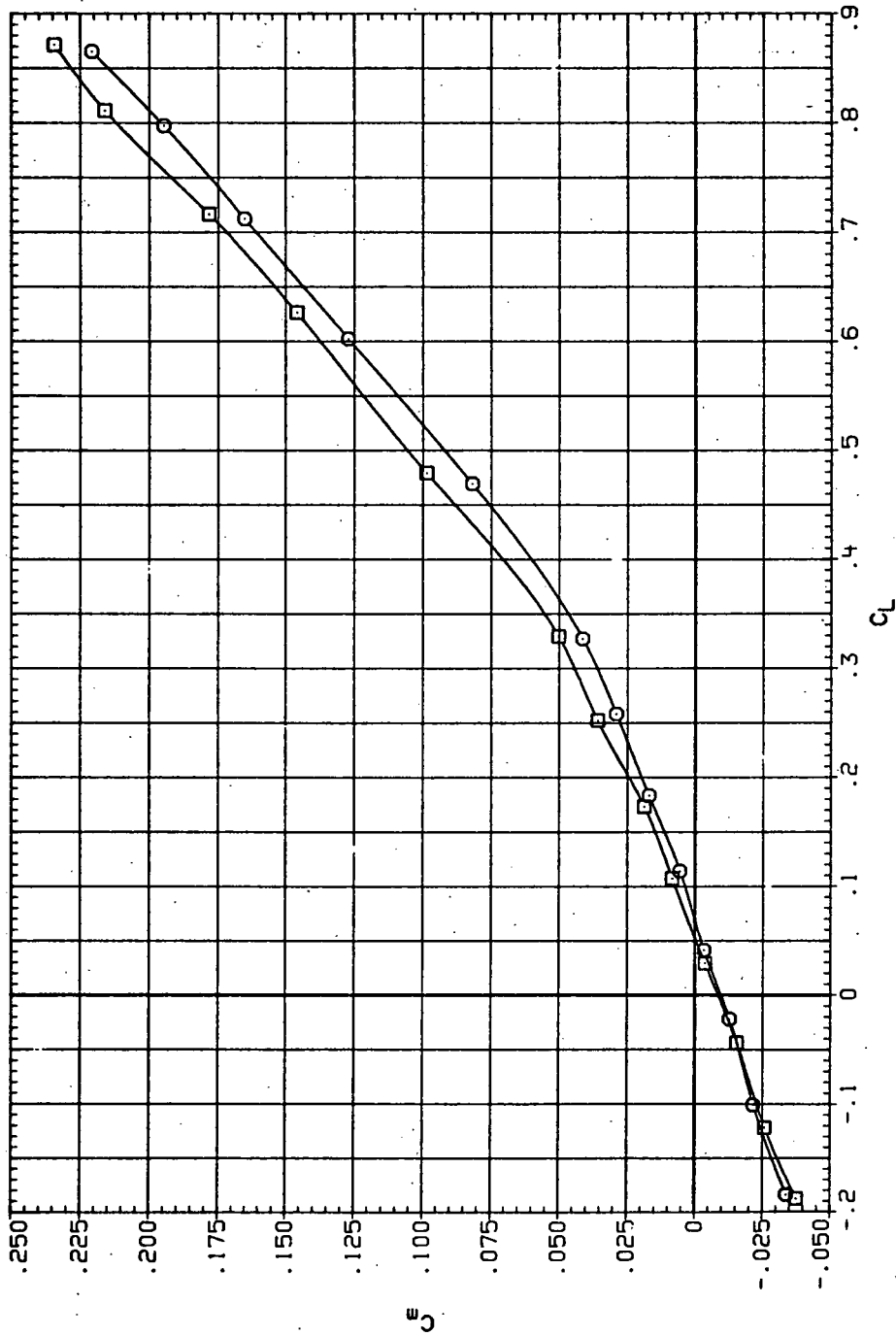


(b)  $C_D$  vs  $C_L$ .

Figure 52.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR176 ○ 7AN5B (STEEL)  
 RJR222 □ 7AN5B (STEEL)

RV/L Q(NSH)  
 6.230 14.500  
 8.200 19.200

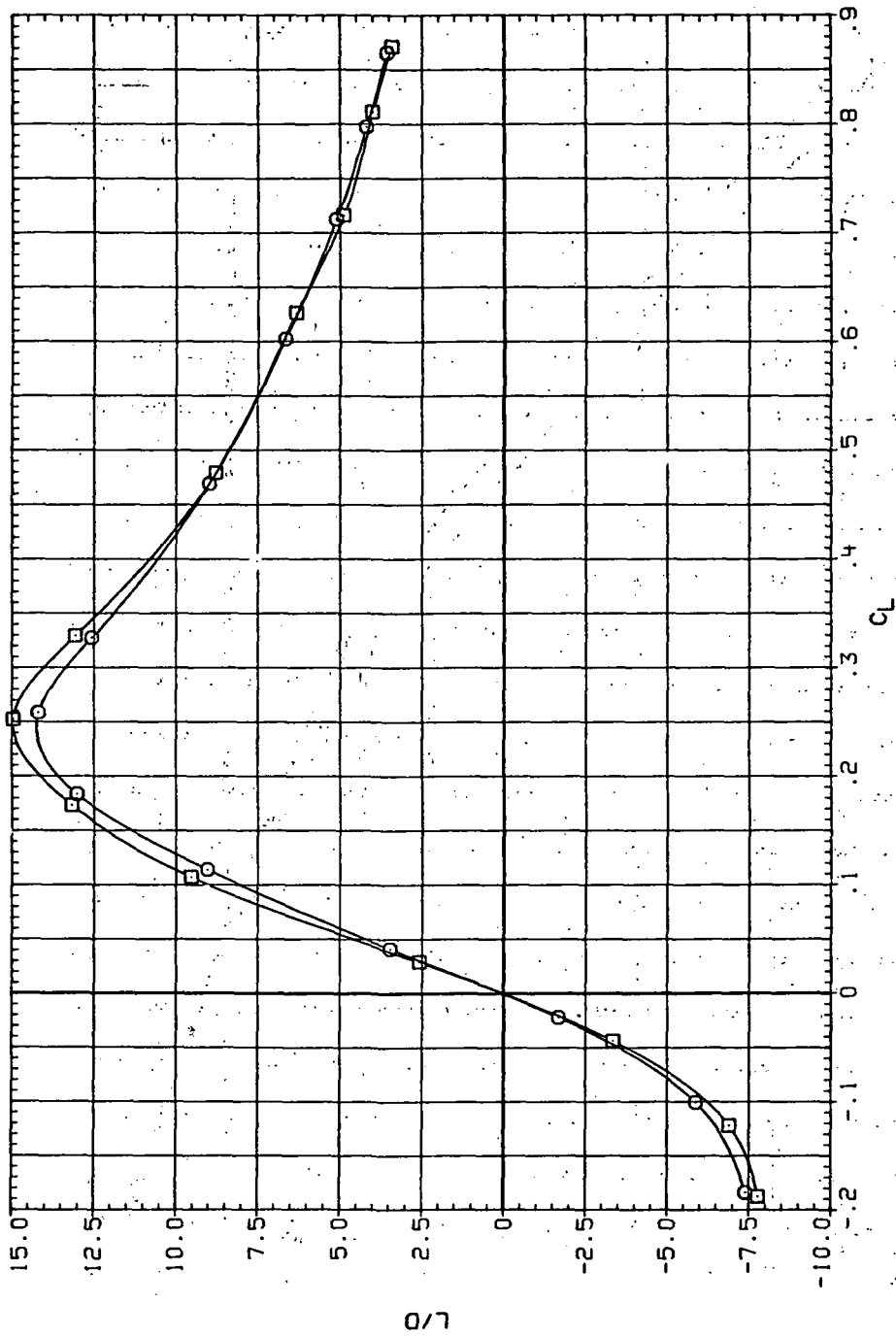


(c)  $C_m$  vs  $C_L$ .

Figure 52. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RUR176 □ 74N5B (STEEL)  
 RUR222 ○ 74N5B (STEEL)

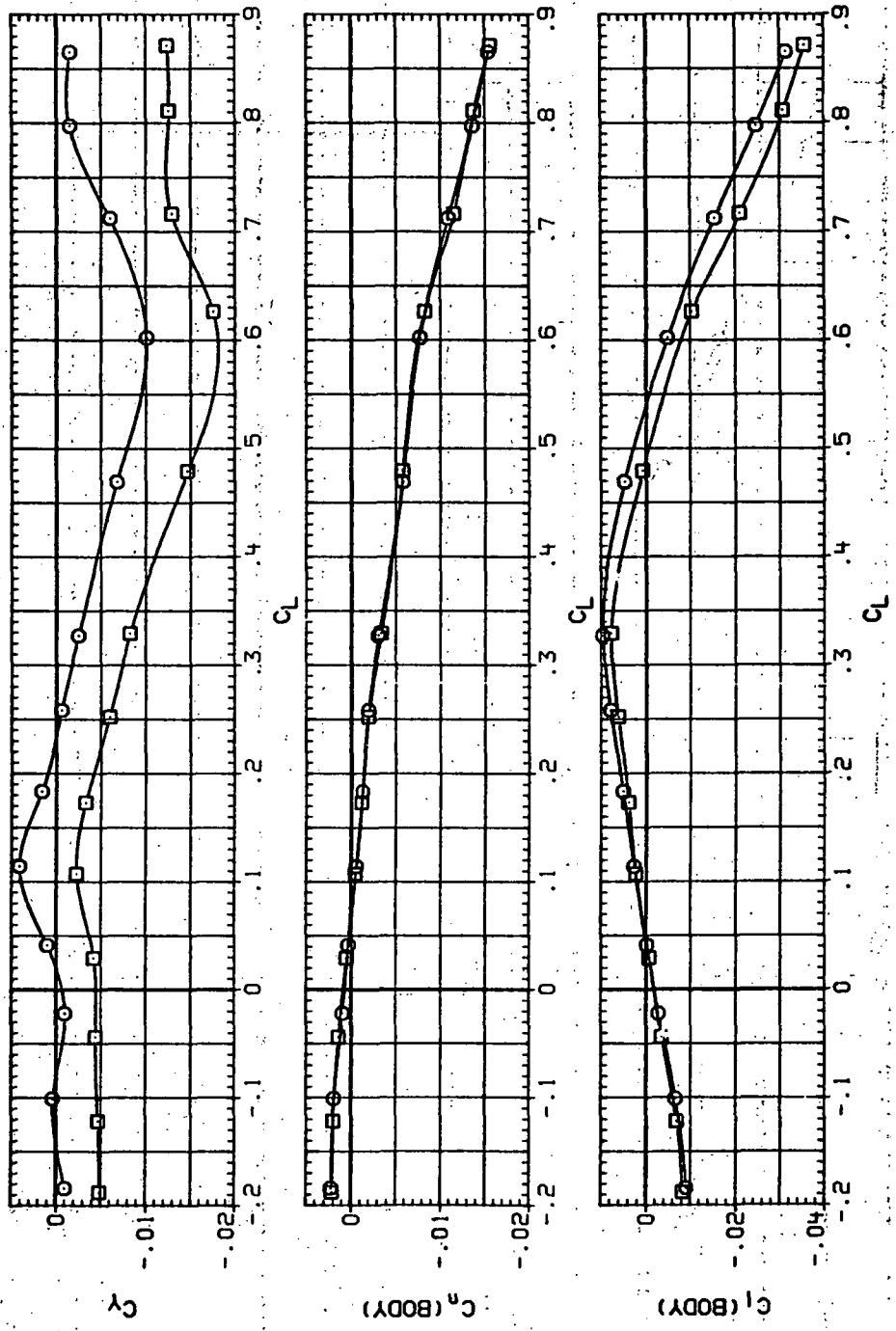
RM/LV Q(NSM)  
 6.230 14.500  
 8.200 19.200



(d)  $L/D$  vs  $C_L$   
 Figure 52.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR175 71A5B (STEEL)  
 RJR222 71A5B (STEEL)

RN/L QINSH  
 6.230 14.500  
 8.200 19.200



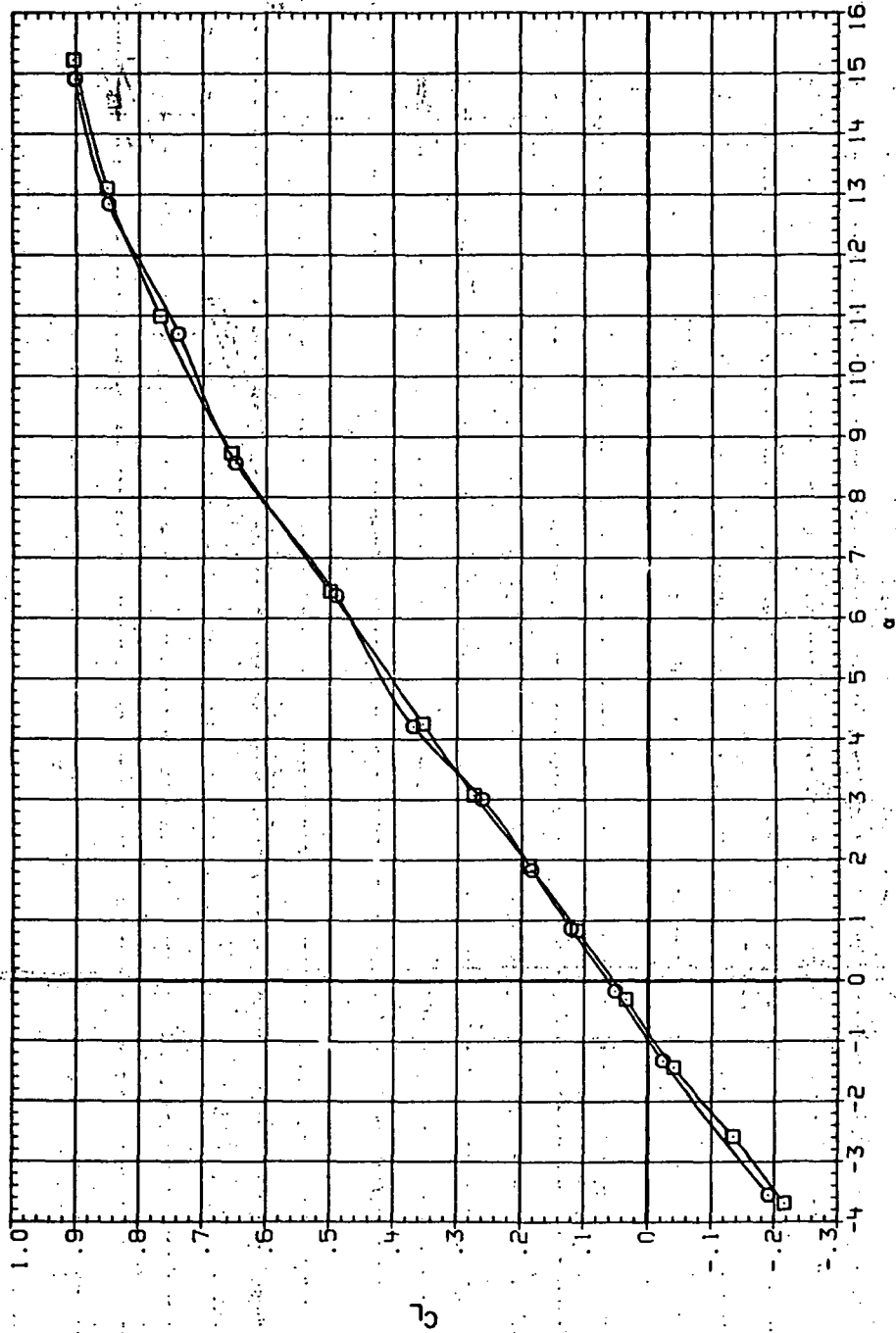
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 52.— Concluded.



DATA SET SYMBOL CONFIGURATION  
 RJR177 7A5B (STEEL)  
 RJR223 8 7A5B (STEEL)

RV/L Q (INSH)  
 6.230 15.000  
 8.100 19.900

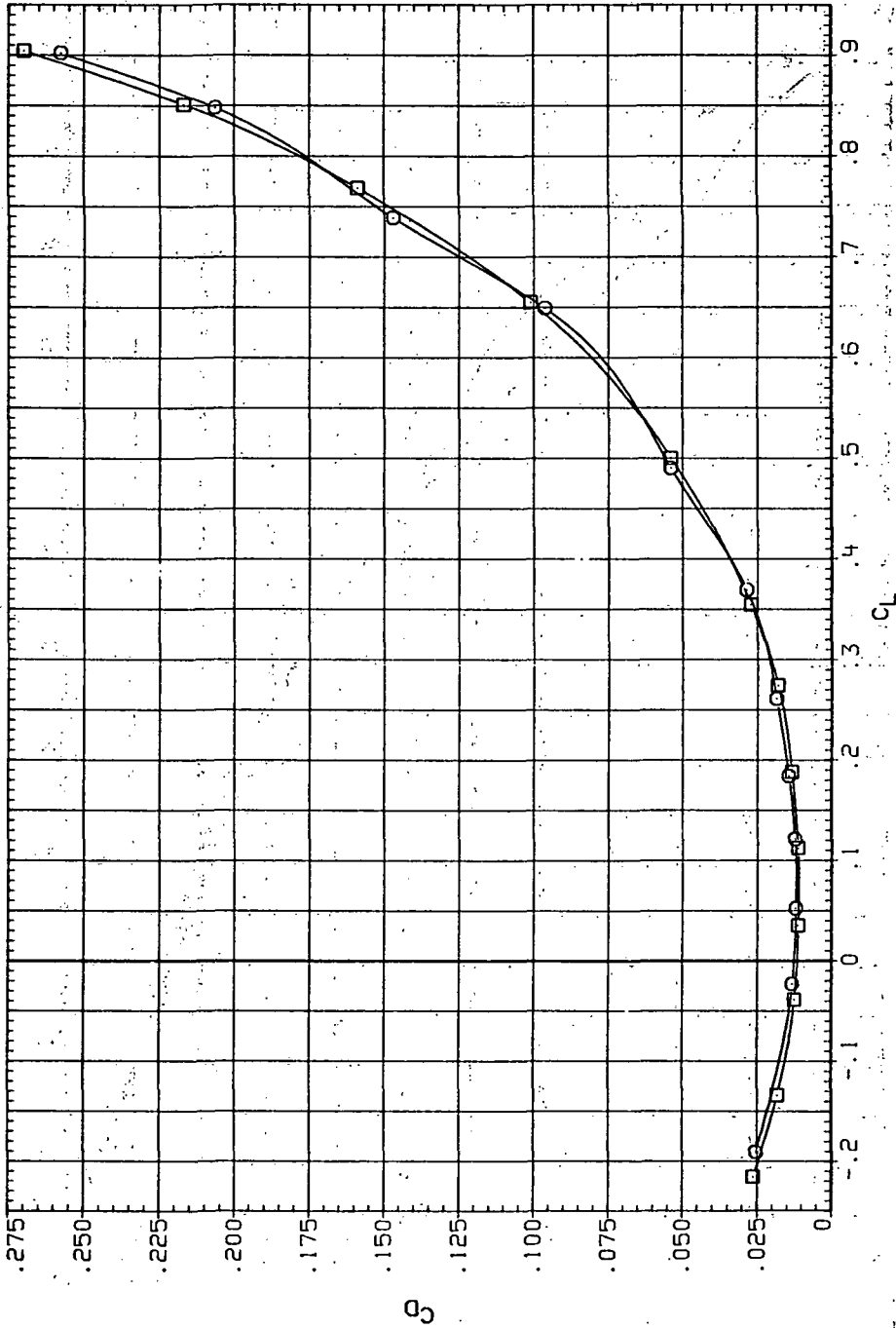


(a)  $C_L$  vs  $\alpha$ .

Figure 53.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 0.95$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR177  $\square$  7445B (STEEL)  
 RJR223  $\circ$  7445B (STEEL)

FN/L O(NSM)  
 6.230 15.000  
 8.200 19.900

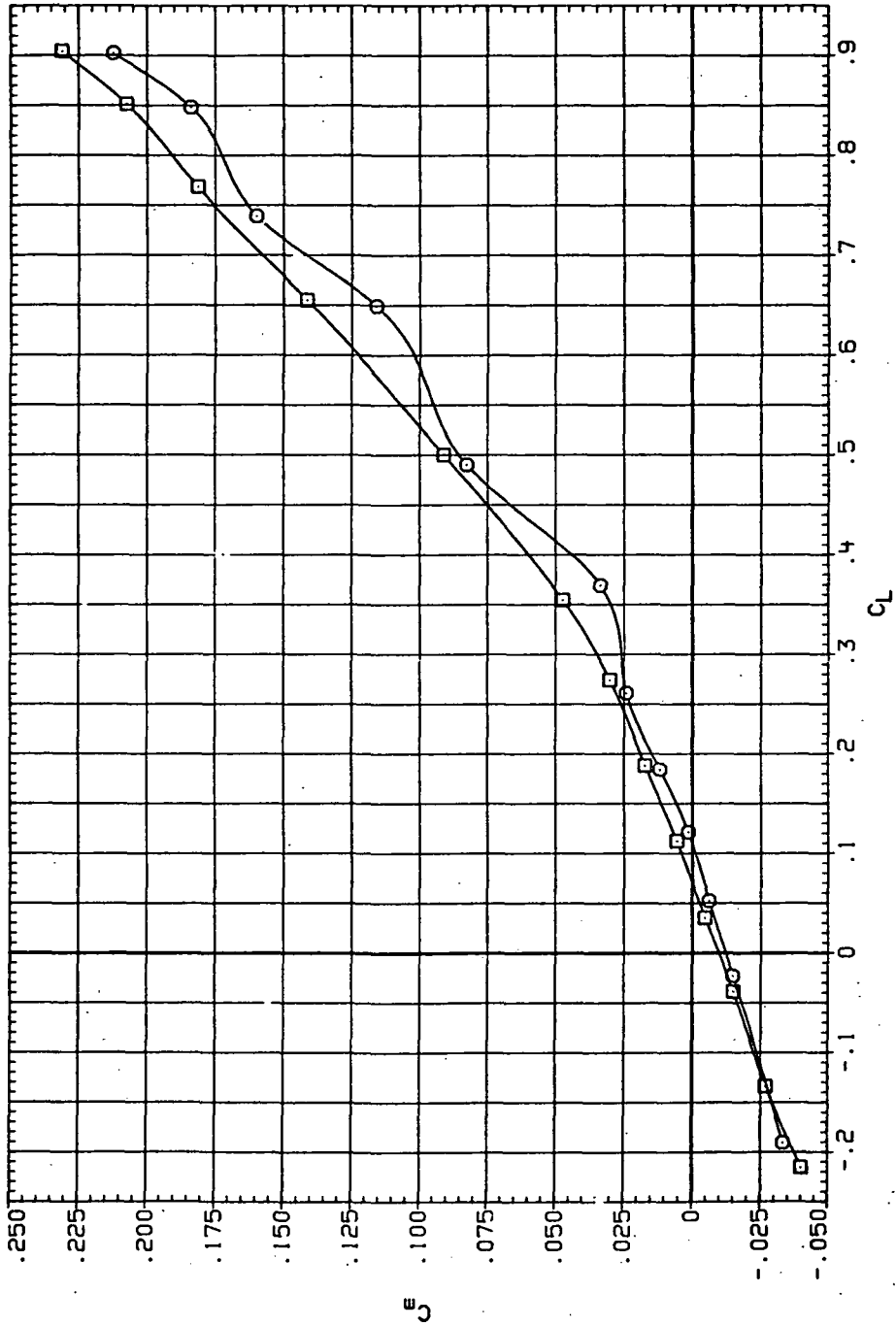


(b)  $C_D$  vs  $C_L$

Figure 53.— Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR177    ○    7445B (STEEL)  
 RJR223    □    7445B (STEEL)

RN/L    Q (NSM)  
 6.230    15.000  
 8.200    19.900

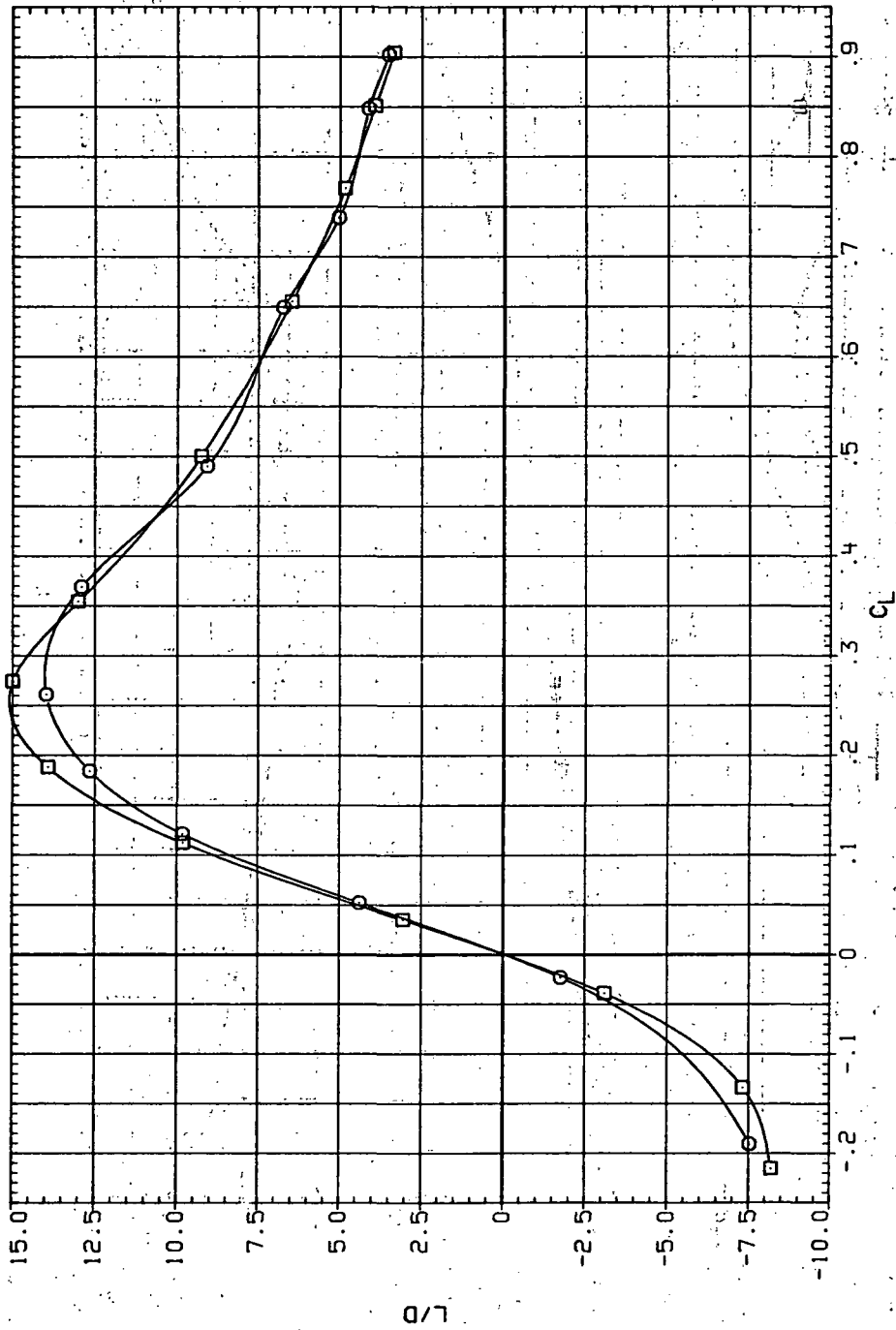


(c)  $C_m$  vs  $C_L$ .

Figure 53.-- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR177 ○ 74N5B (STEEL)  
 RJR223 □ 74N5B (STEEL)

RN/L Q(NSM)  
 5.230 15.000  
 8.500 19.900

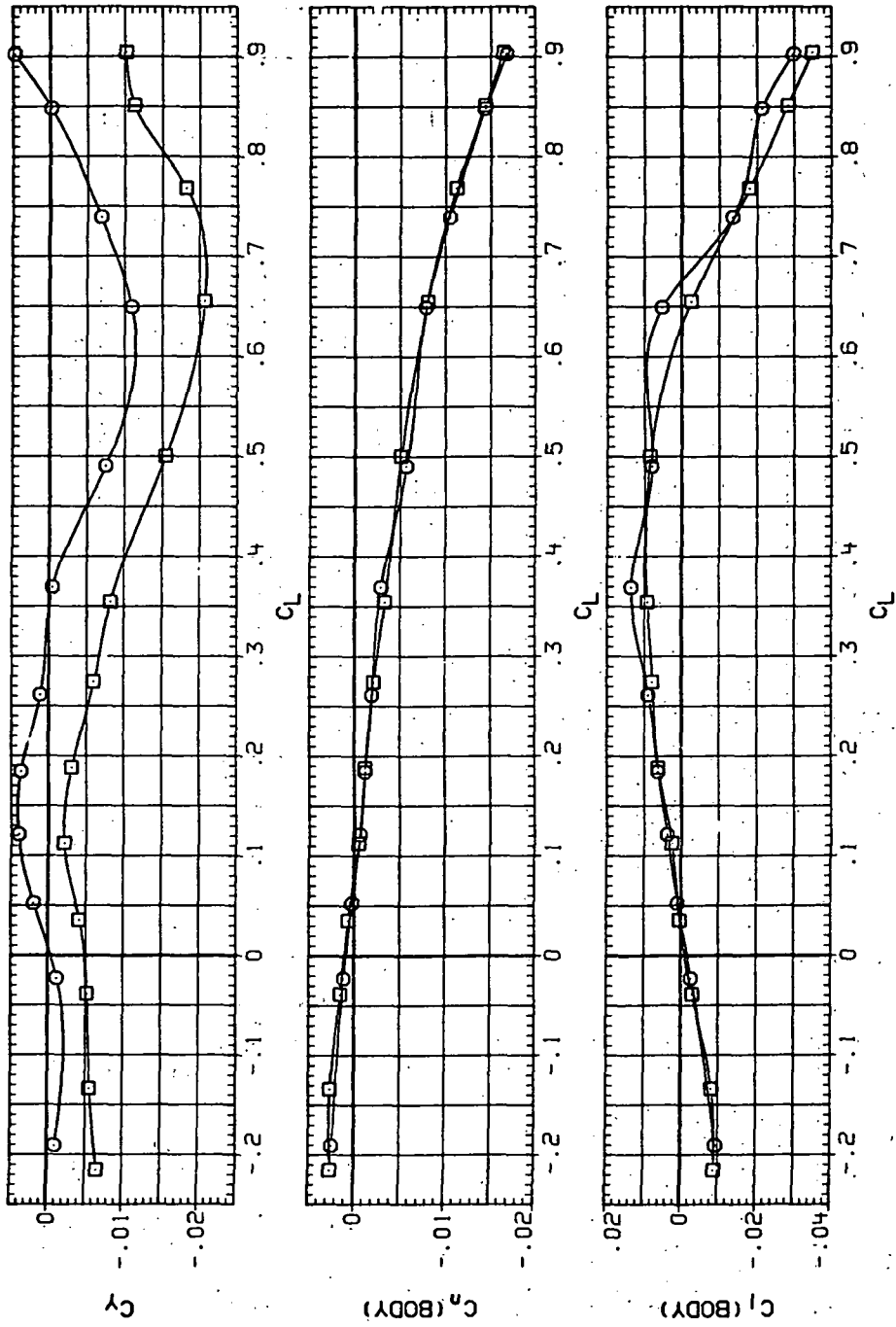


(d)  $L/D$  vs  $C_L$ .

Figure 53. — Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR177            74N58 (STEEL)  
 RJR223            74N58 (STEEL)

RV/L    Q (INSH)  
 6.230    15.000  
 8.200    19.900

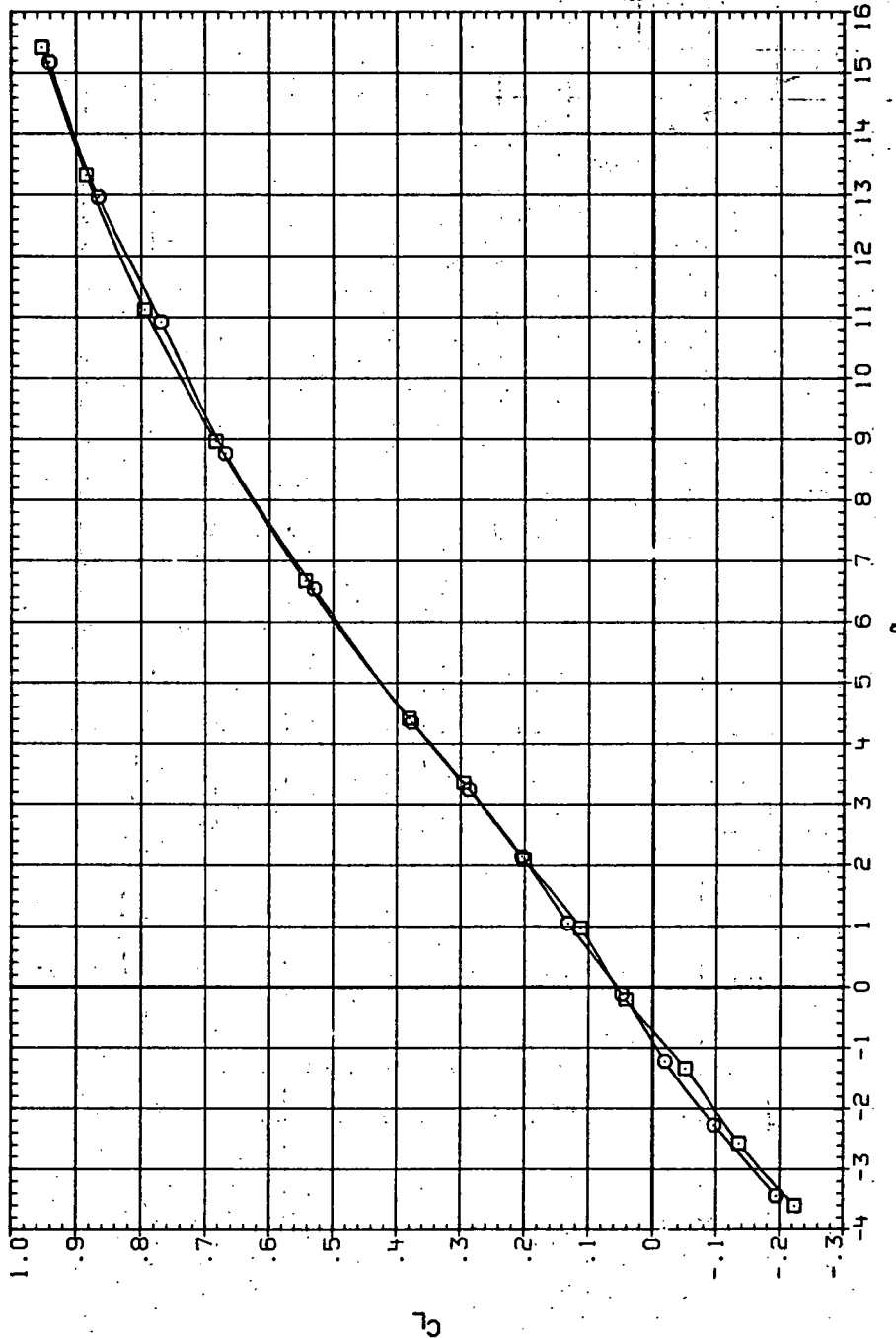


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 53. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR178 O 7A45B (STEEL)  
 RJR224 □ 7A45B (STEEL)

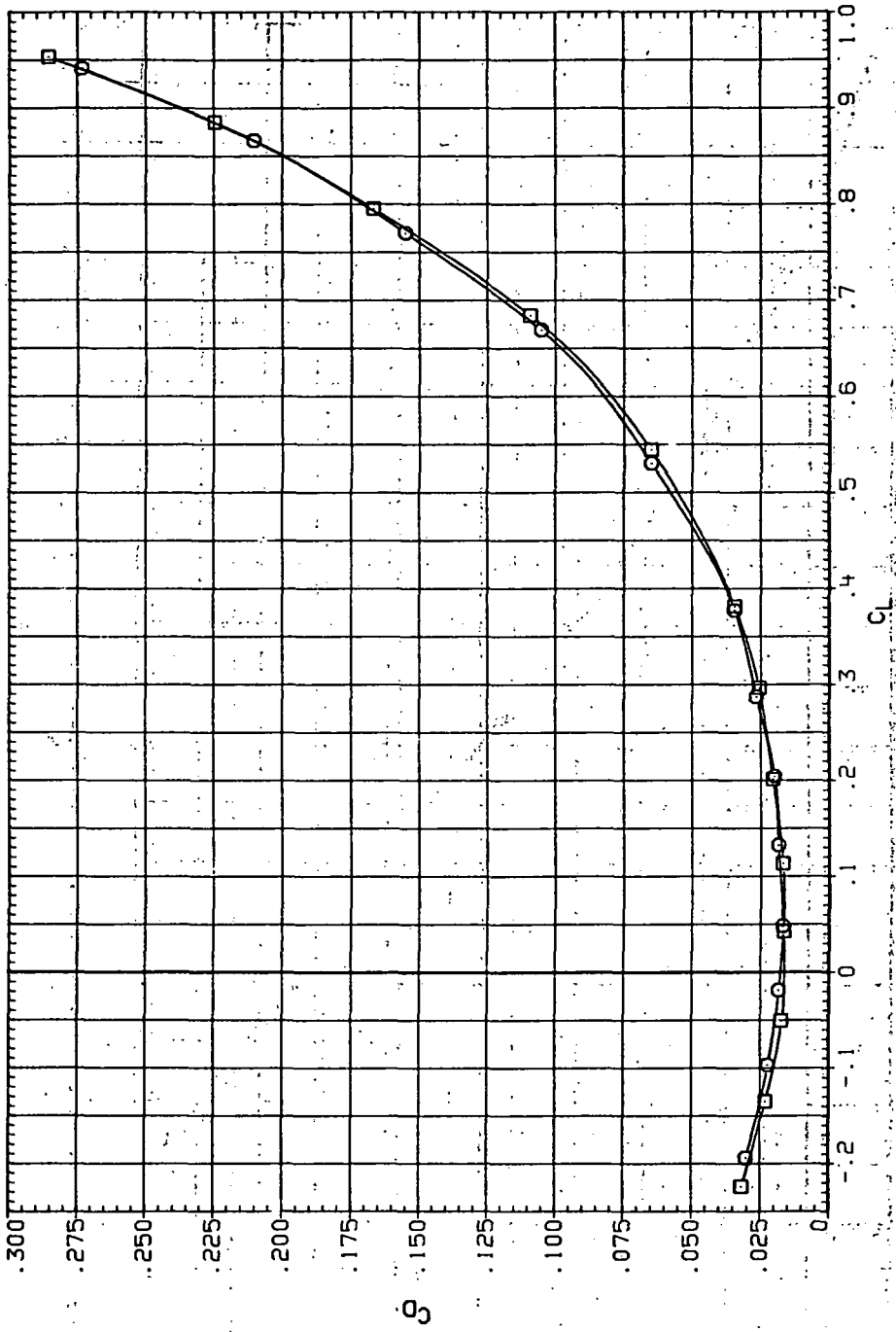
RN/L Q(NSH)  
 6.230 16.400  
 8.200 21.200



(a)  $C_L$  vs  $\alpha$ .

Figure 54.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 1.1$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR178 74458 (STEEL)  
 RJR224 74458 (STEEL)  
 RW/L 01(NSH)  
 6.230 16.40L  
 8.200 21.200

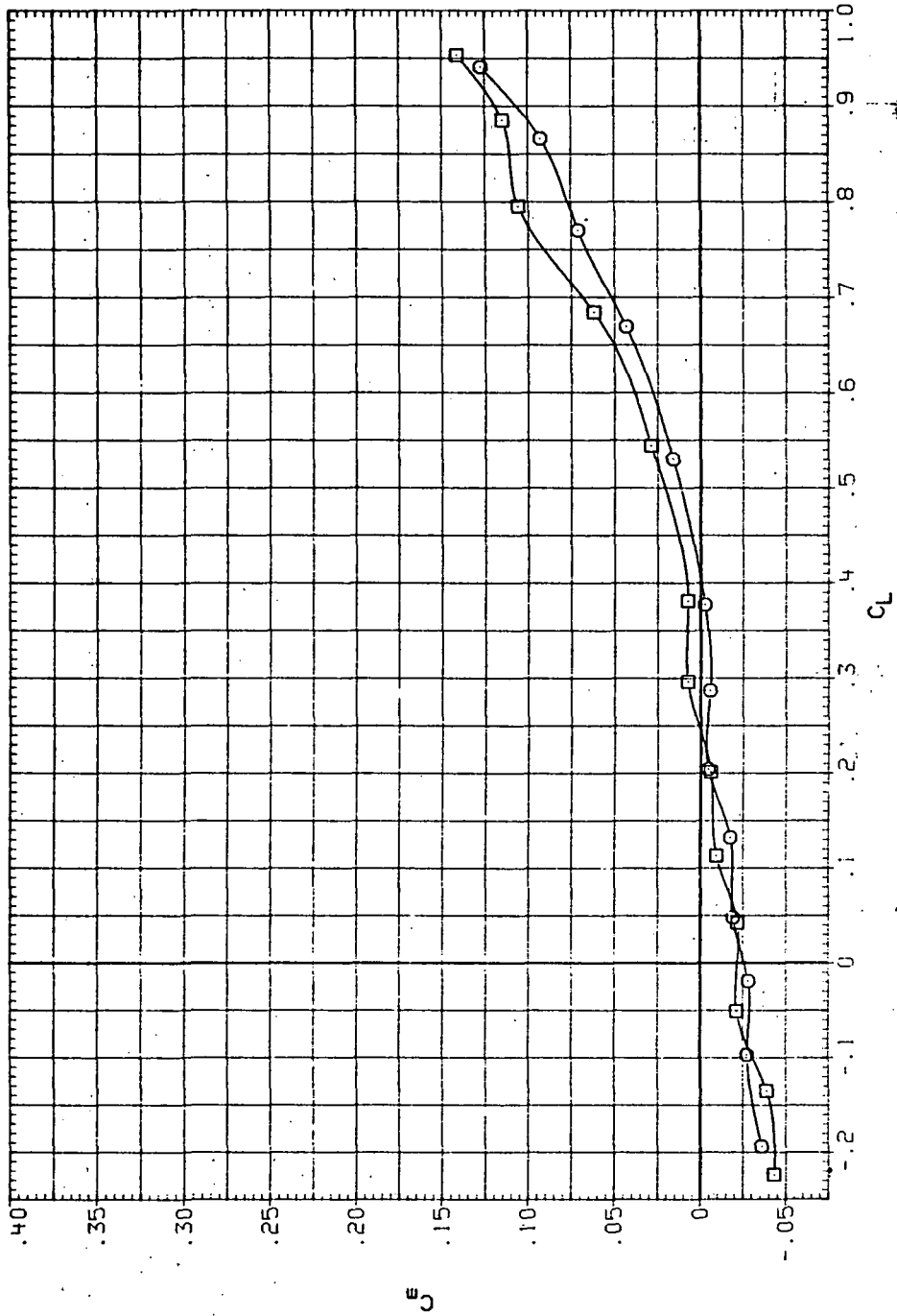


(b)  $C_D$  vs  $C_L$ .

Figure 54. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RUP178 7445B (STEEL)  
 RUP224 7445B (STEEL)

RN/L Q(INSH)  
 6.230 16.400  
 6.200 21.200



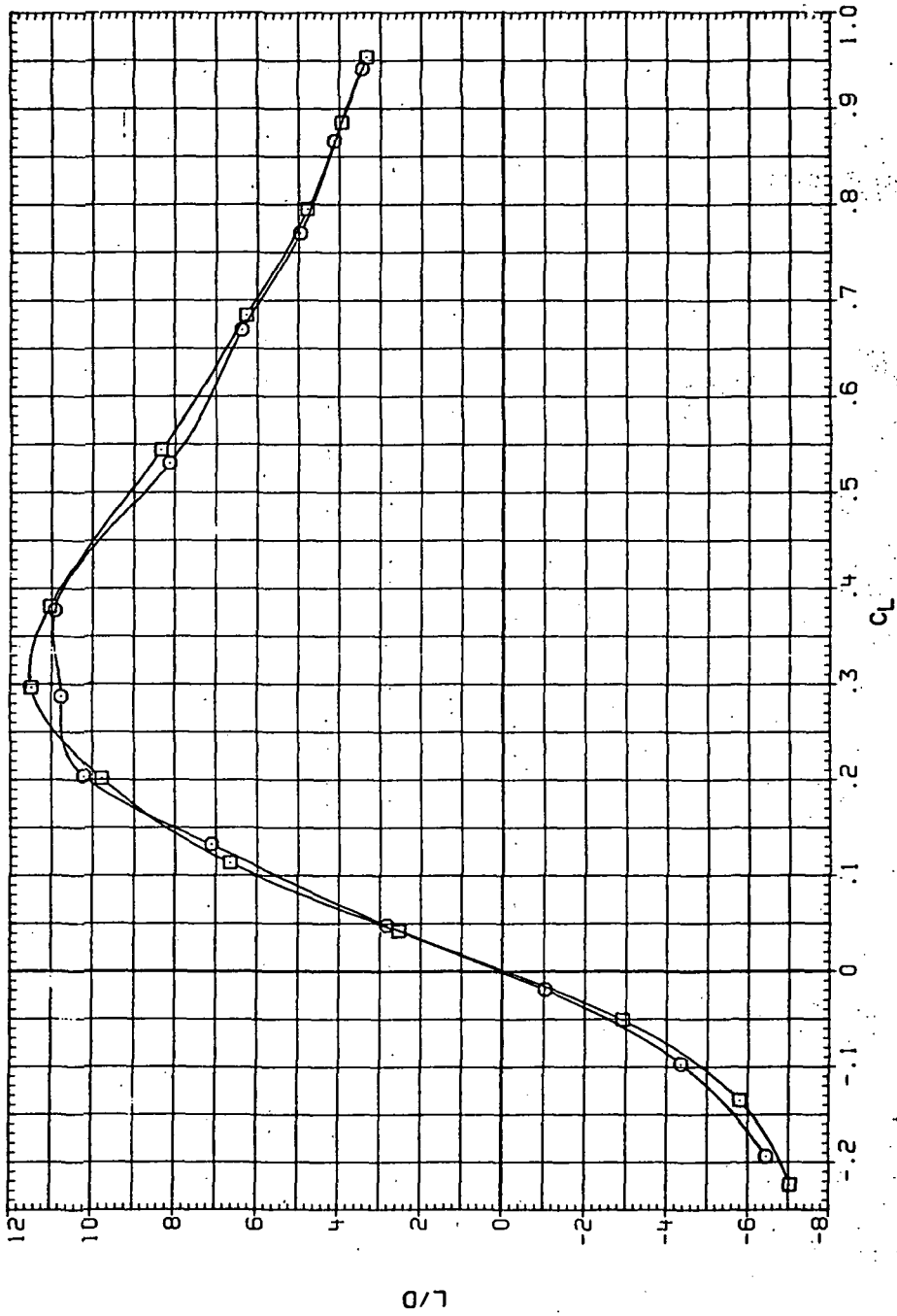
(c)  $C_m$  vs  $C_L$ .

Figure 54.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR178 ○ 7" x 58" (STEEL)  
 RJR224 □ 7" x 58" (STEEL)

RN/L O (INCH)  
 6.230 16.400  
 8.200 21.200

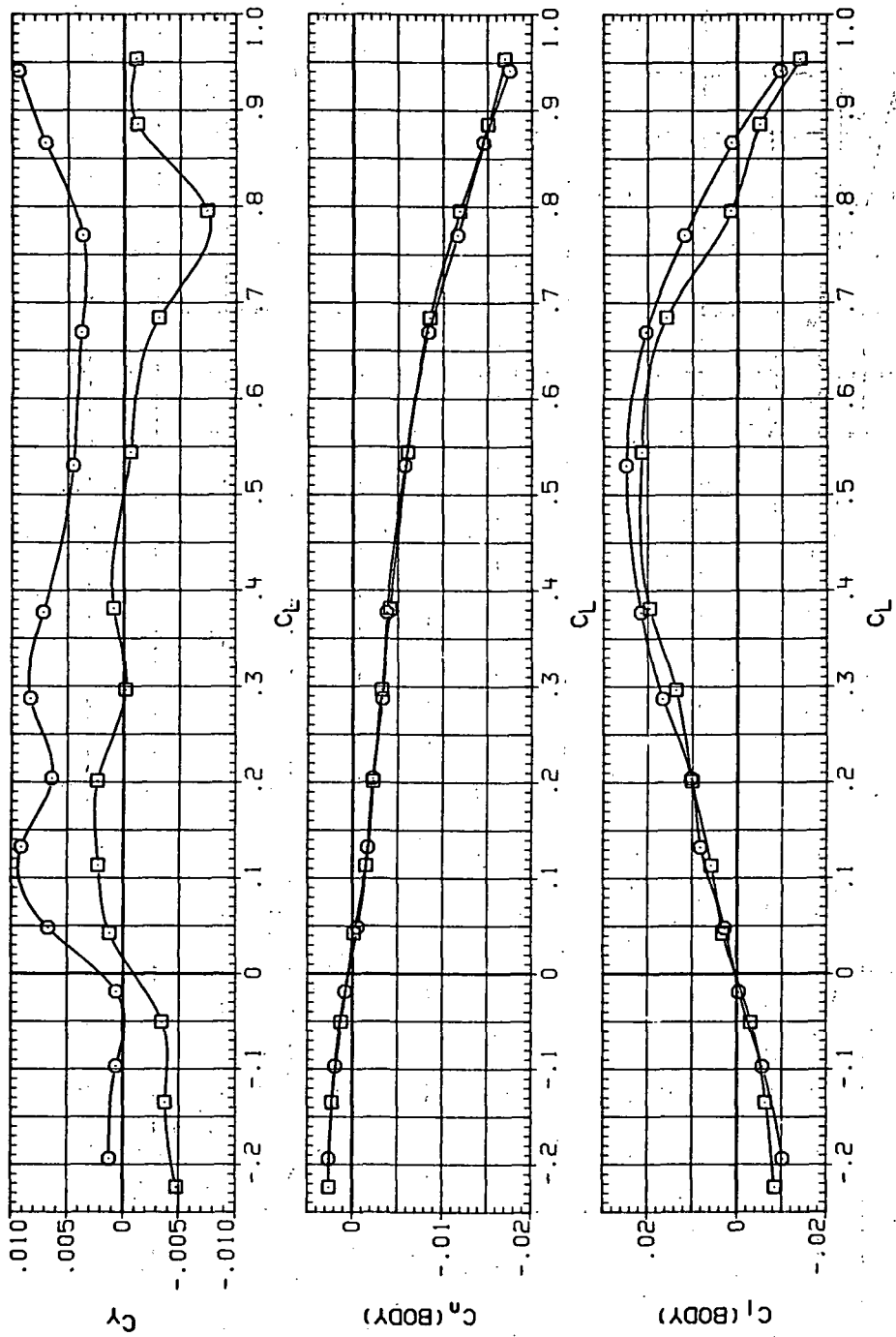


(d) L/D vs C/L

Figure 54.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR178 7A45B (STEEL) ○  
 RJR224 7A45B (STEEL) □

RN/L Q1(NSM)  
 6:230 15:400  
 8:200 21:200

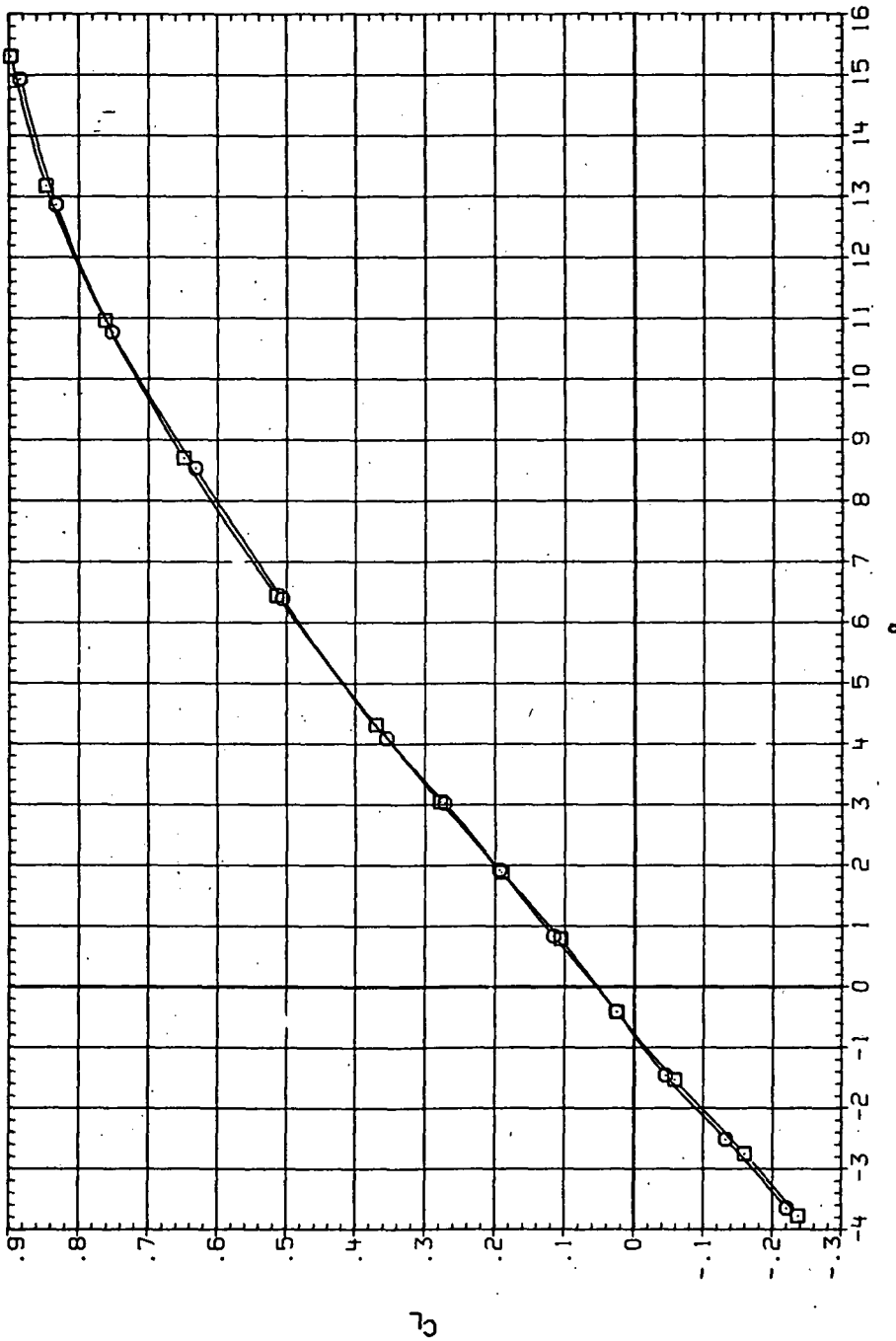


(e)  $C_\gamma$ ,  $C_\eta$  and  $C_\xi$  vs  $C_L$ .

Figure 54. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR179 □ 7445B (STEEL)  
 RJR225 □ 7445B (STEEL)

RM/L Q(NSM)  
 5.230 17.000  
 8.200 22.800

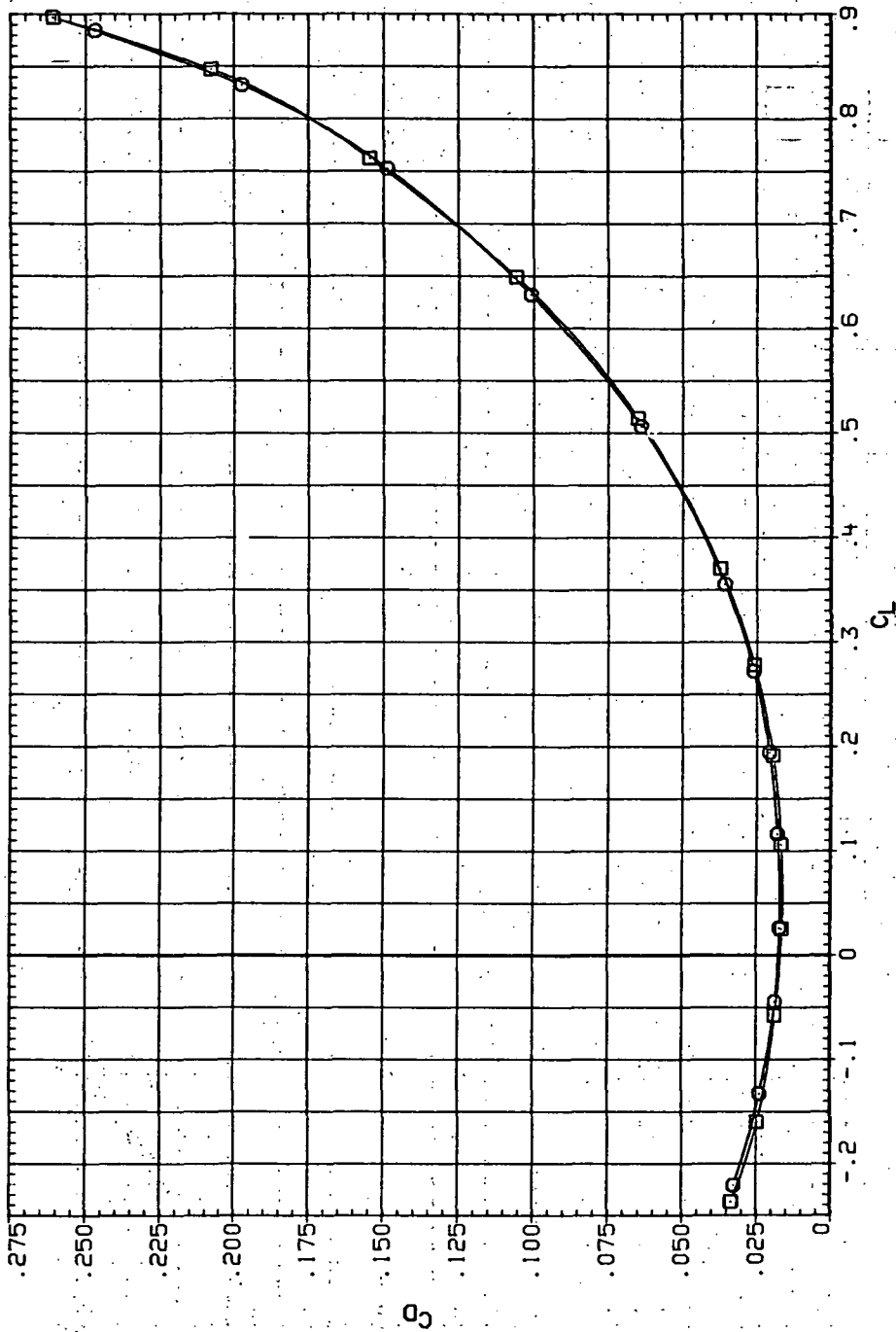


(a)  $C_L$  vs  $\alpha$ .

Figure 55.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 1.2$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR179 ○ 7M5B (STEEL)  
 RJR225 □ 7M5B (STEEL)

FN/L Q(NSM)  
 6.230 17.000  
 8.200 22.800

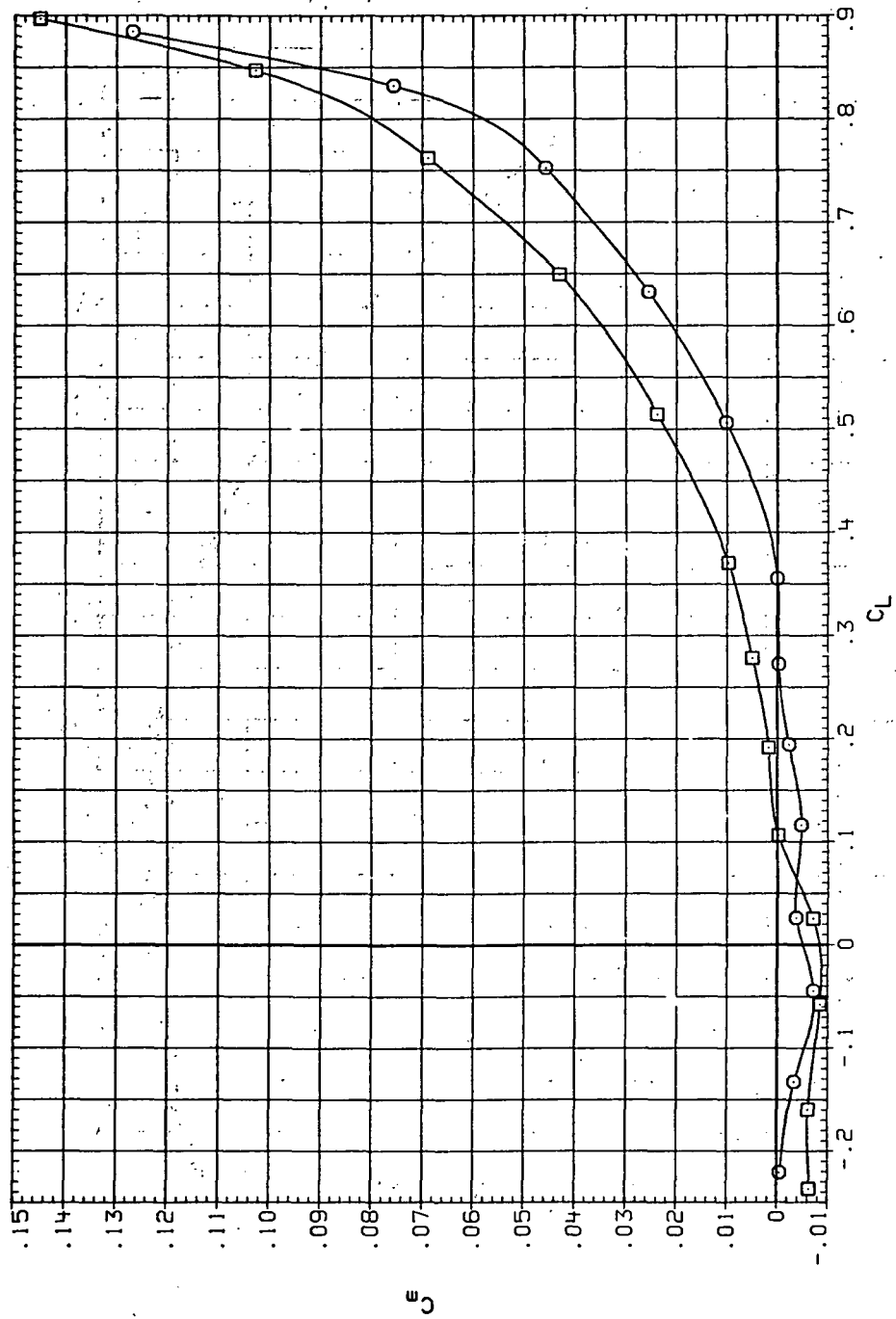


(b)  $C_D$  vs  $C_L$ .

Figure 55. Continued.

DATA SET SYMBOL CONFIGURATION  
 RUR179 □ 7445B (STEEL)  
 RUR225 ○ 7445B (STEEL)

RN/L Q(NSM)  
 6.230 17.000  
 8.200 22.800

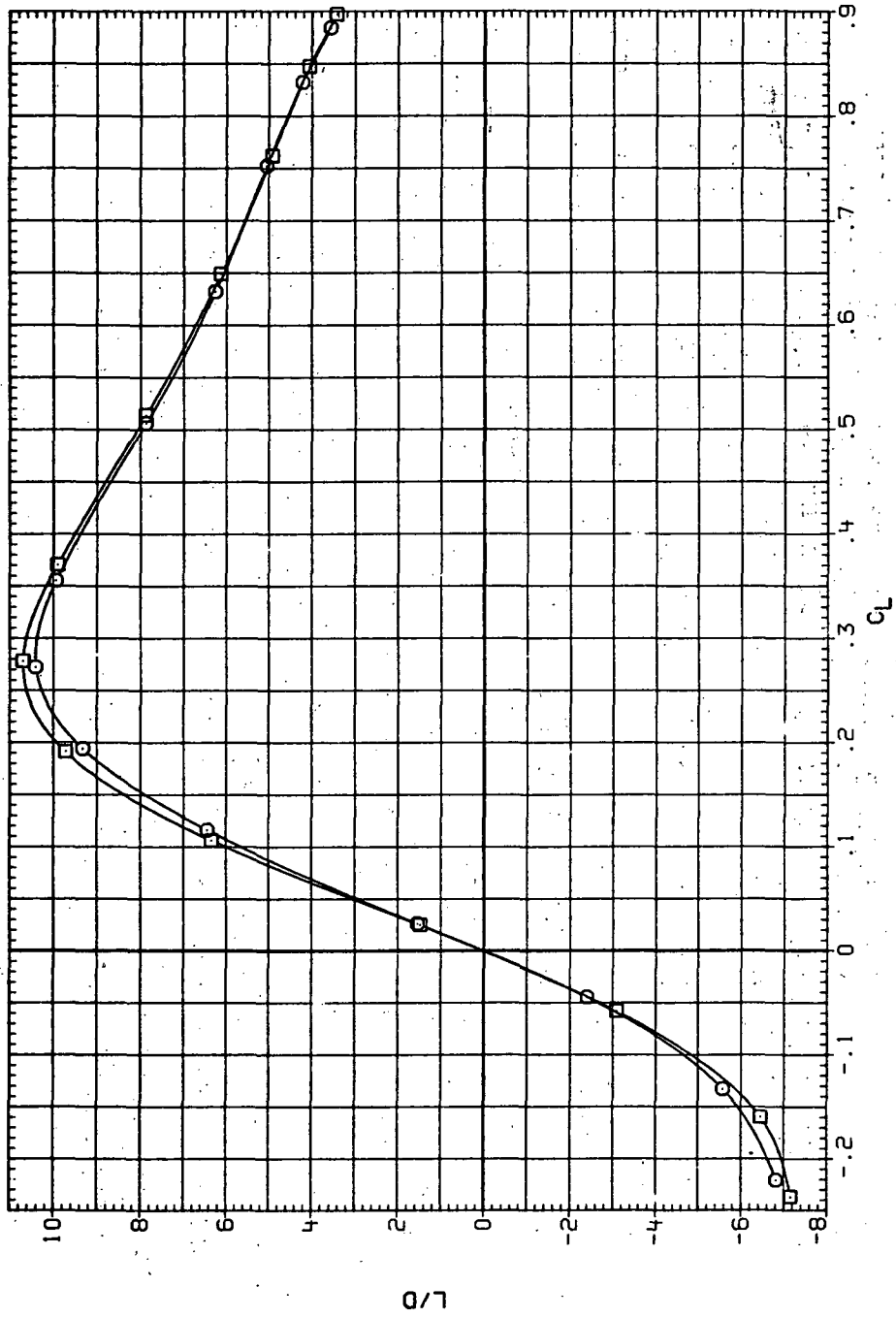


(c)  $C_m$  vs  $C_L$ .

Figure 55. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR179 ○ 7M58 (STEEL)  
 RJR225 □ 7M58 (STEEL)

RV/L 0 (NSH)  
 6.230 17.000  
 8.200 22.800

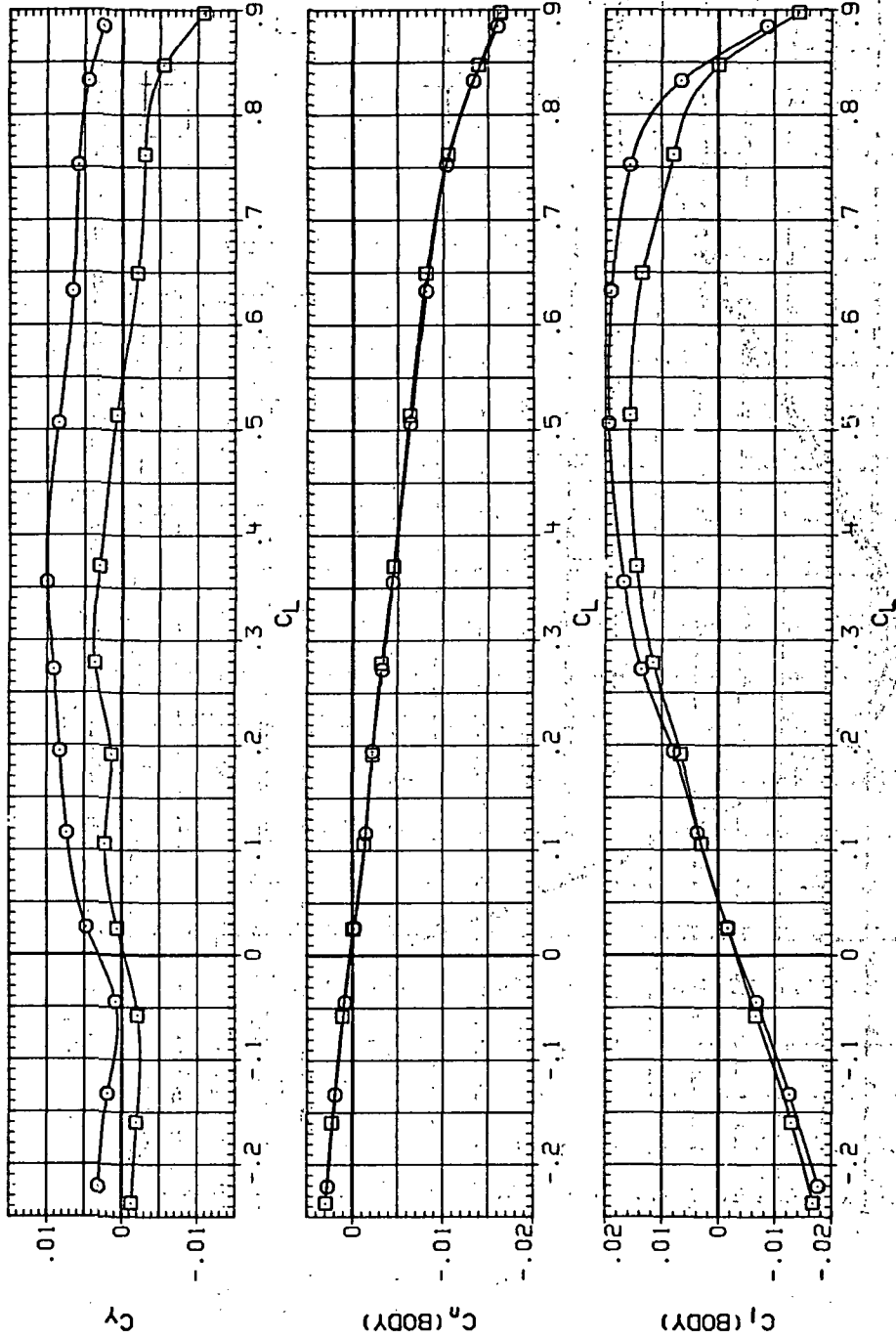


(d)  $L/D$  vs  $C_L$ .

Figure 55.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR179 7M-5B (STEEL)  
 RJR225 7M-5B (STEEL)

RN/L Q (NSM)  
 6.230 17.000  
 8.200 22.800

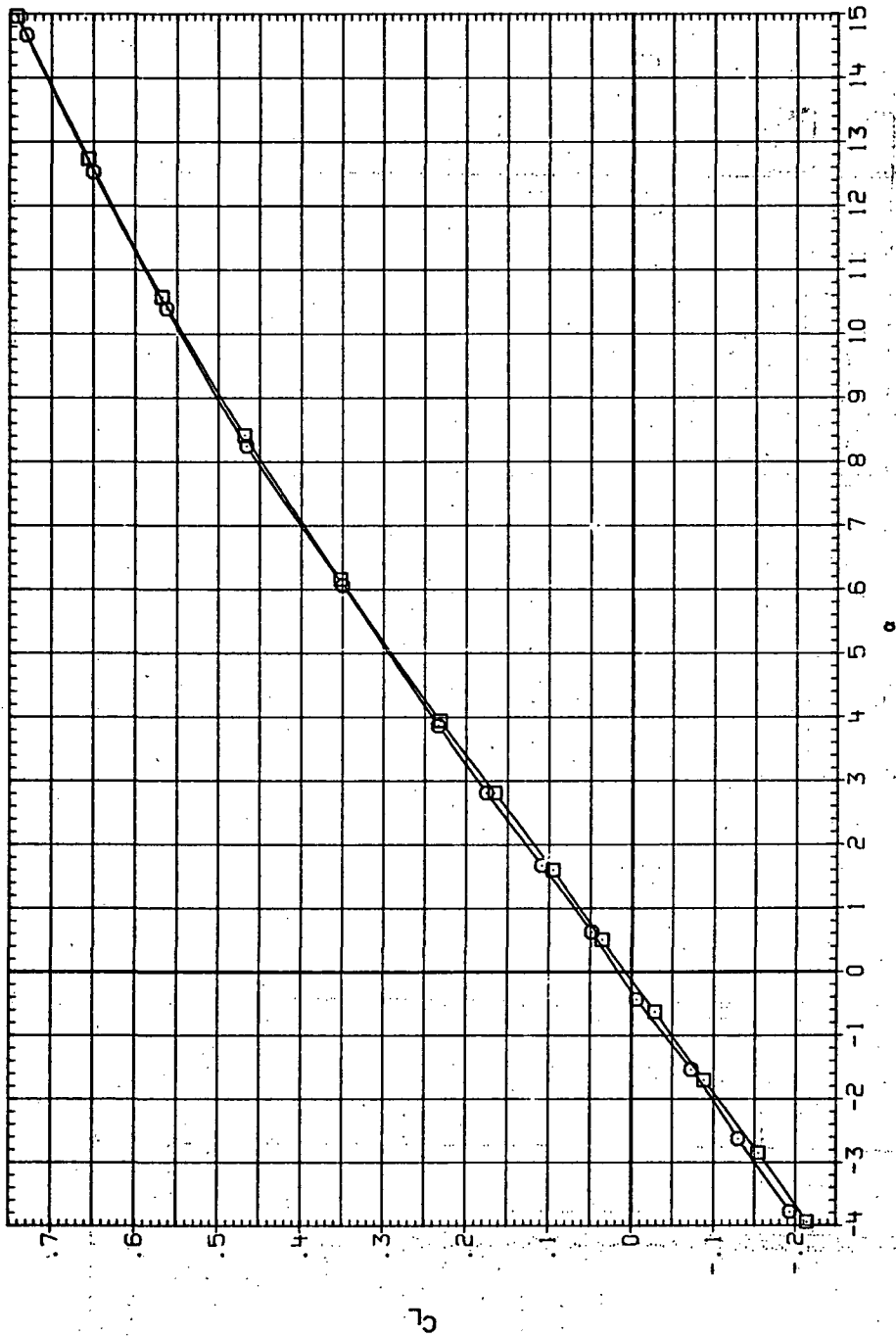


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 55. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR180  $\square$  74°58 (STEEL)  
 RJR226  $\square$  74°58 (STEEL)

RN/L Q(NSM)  
 6.230 18.600  
 8.200 24.400



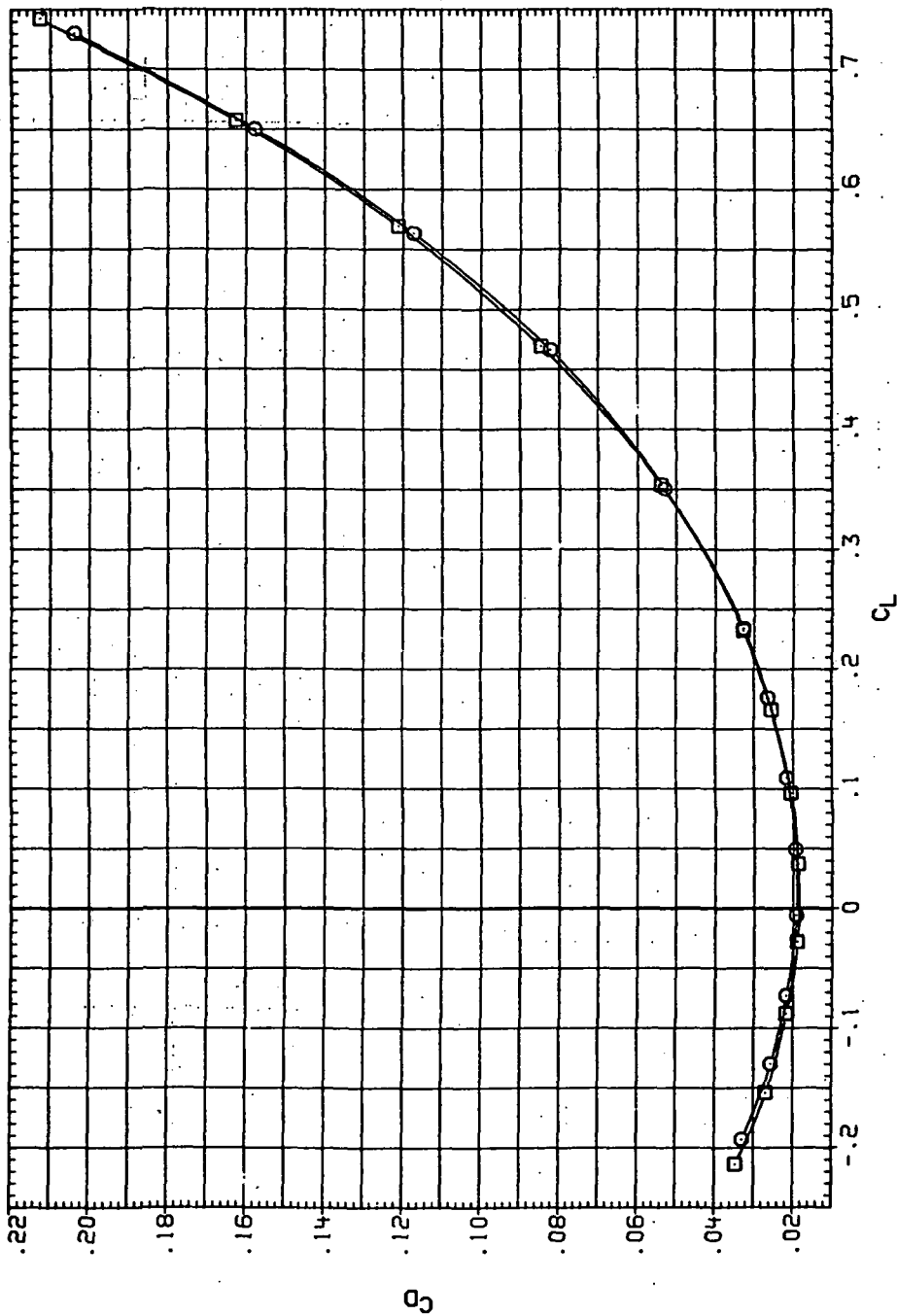
(a)  $C_L$  vs  $\alpha$ .

Figure 56.—Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 1.6$  and the NACA 65A204 airfoil).



DATA SET SYMBOL    CONFIGURATION  
 RJR180     $\square$     7AN5B (STEEL)  
 RJR226     $\circ$     7AN5B (STEEL)

RN/L    Q (INSH)  
 6.230    18,500  
 8.200    24,400

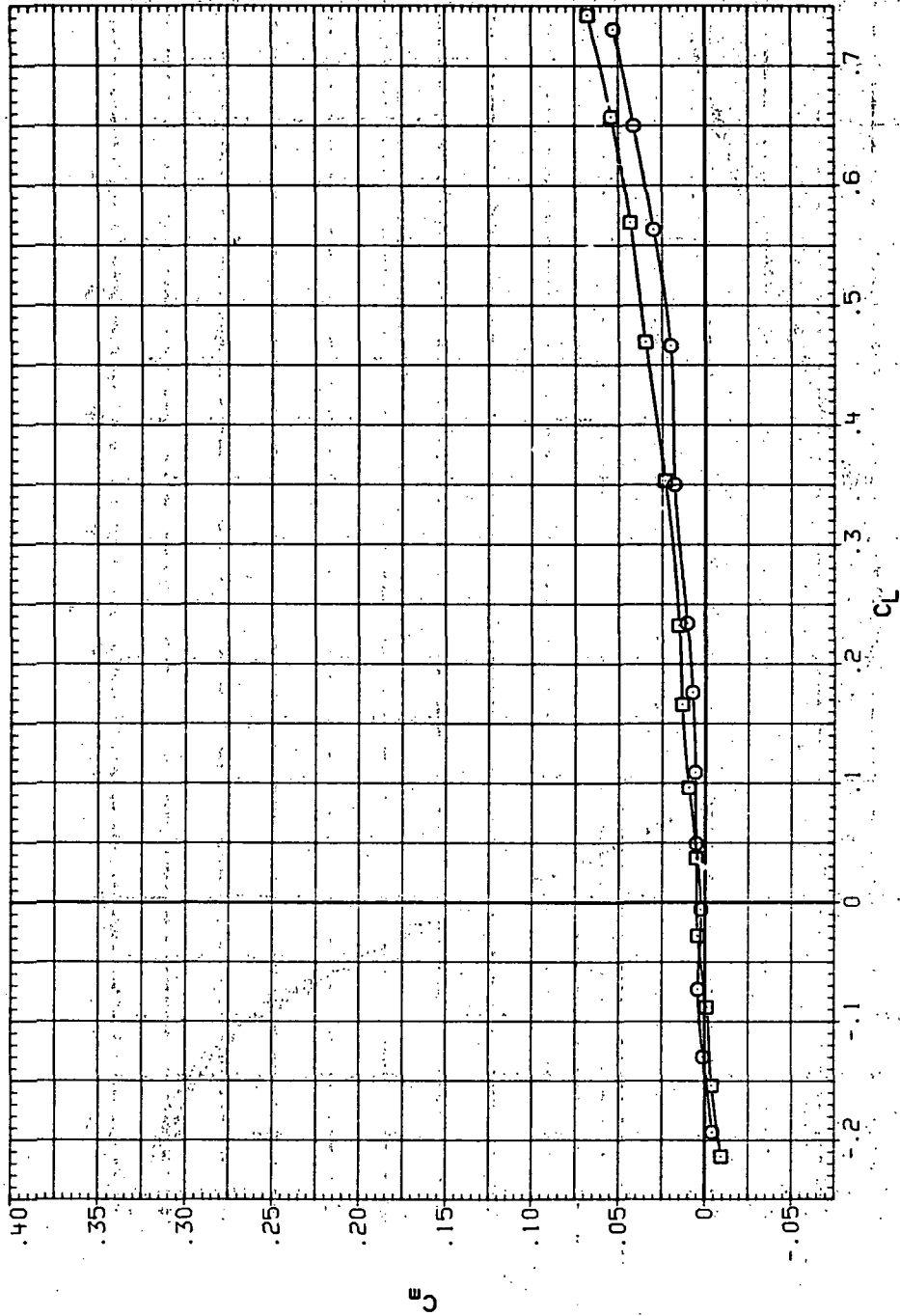


(b)  $C_D$  vs  $C_L$ .

Figure 56.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR180 ○ 7M5B (STEEL)  
 RJR225 □ 7M5B (STEEL)

RN/L Q(NSH)  
 6.230 18.600  
 8.200 24.400

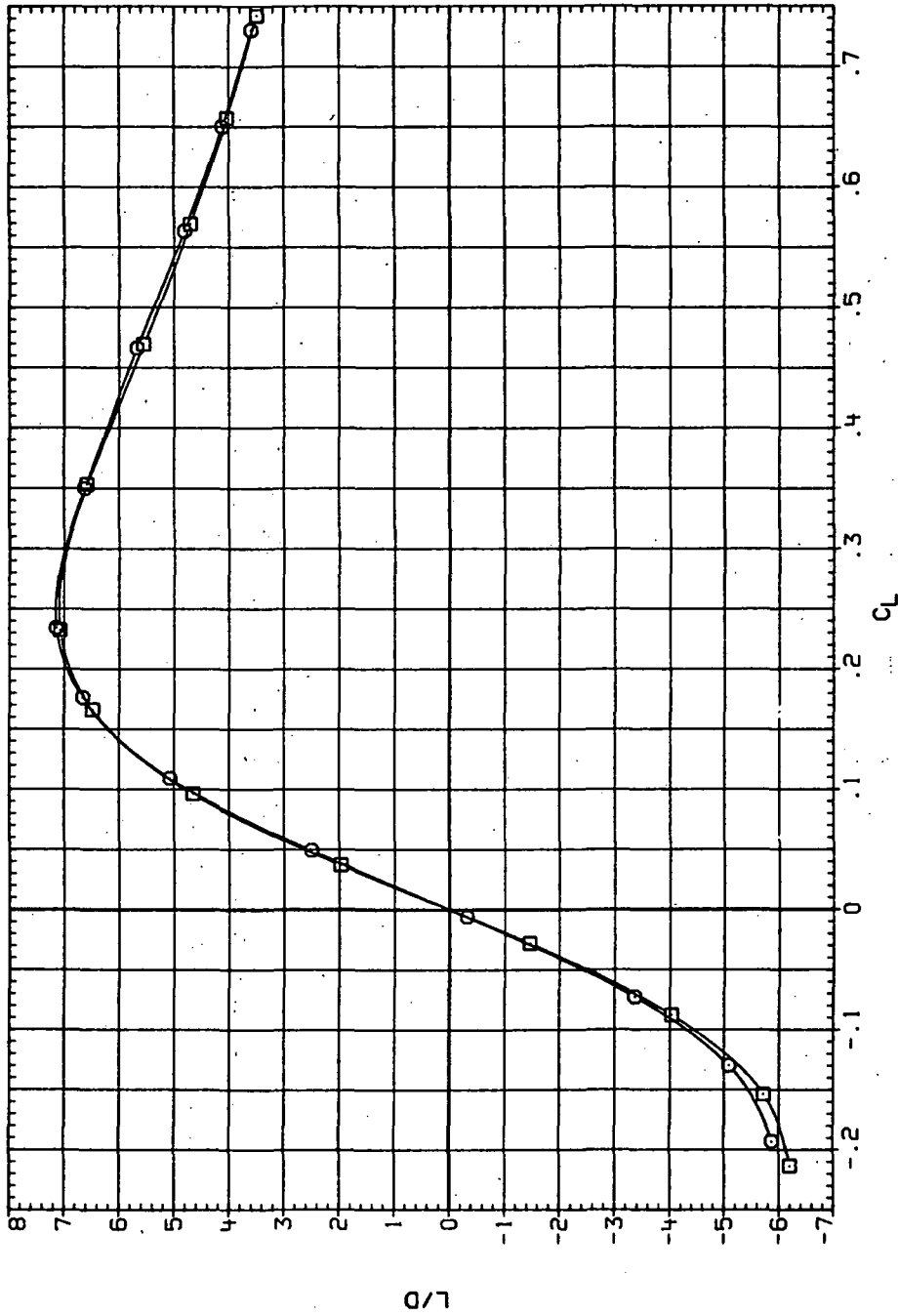


(c)  $C_m$  vs  $C_L$

Figure 56. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR180 74458 (STEEL)  
 RJR226 74458 (STEEL)

RN/L Q (NSM)  
 6.230 18,600  
 8.200 24,400

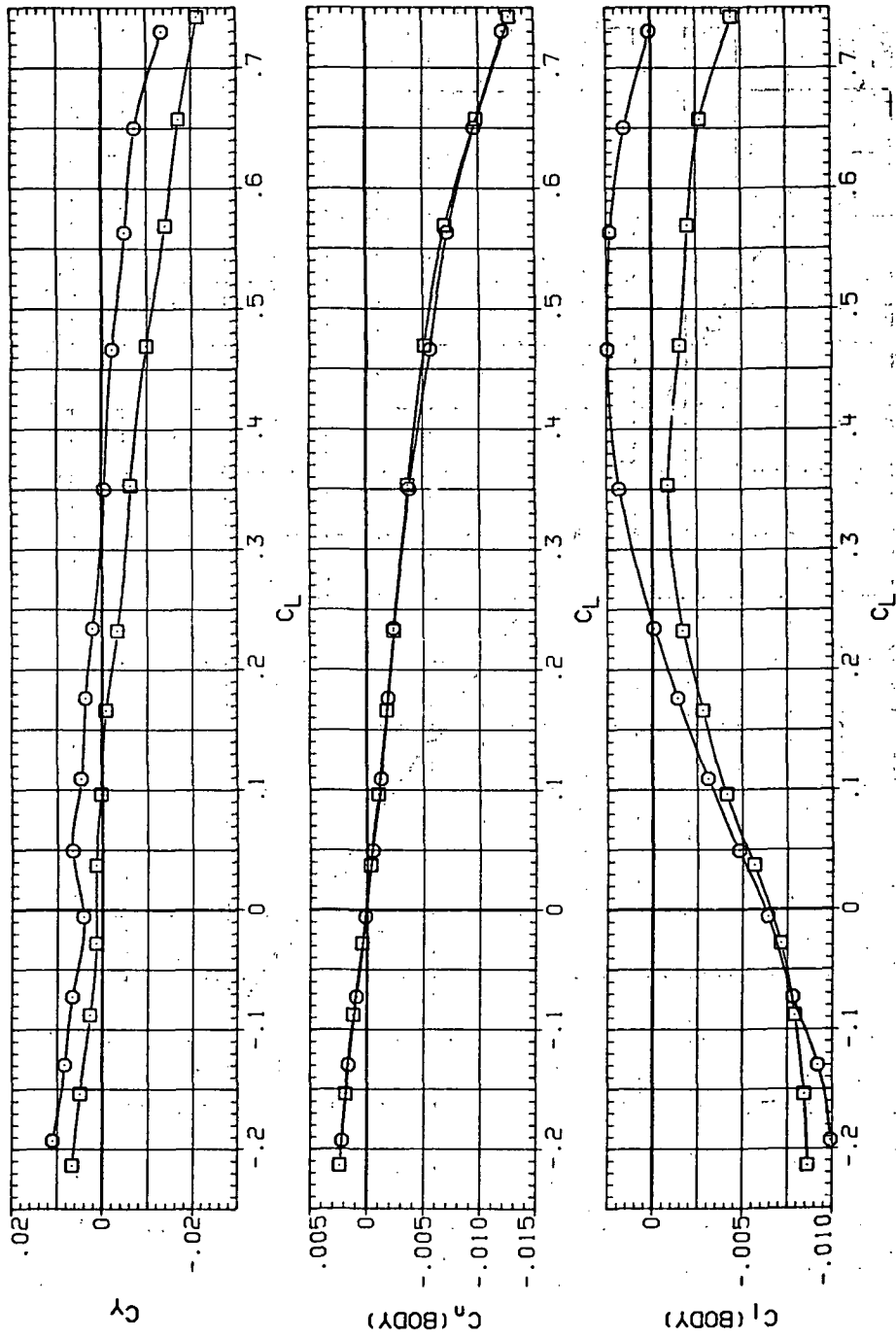


(d)  $L/D$  vs  $C_L$

Figure 56.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR180 ○ 7MM5B (STEEL)  
 RJR226 □ 7MM5B (STEEL)

RV/L Q (NSM)  
 6.230 18.600  
 8.200 24.400

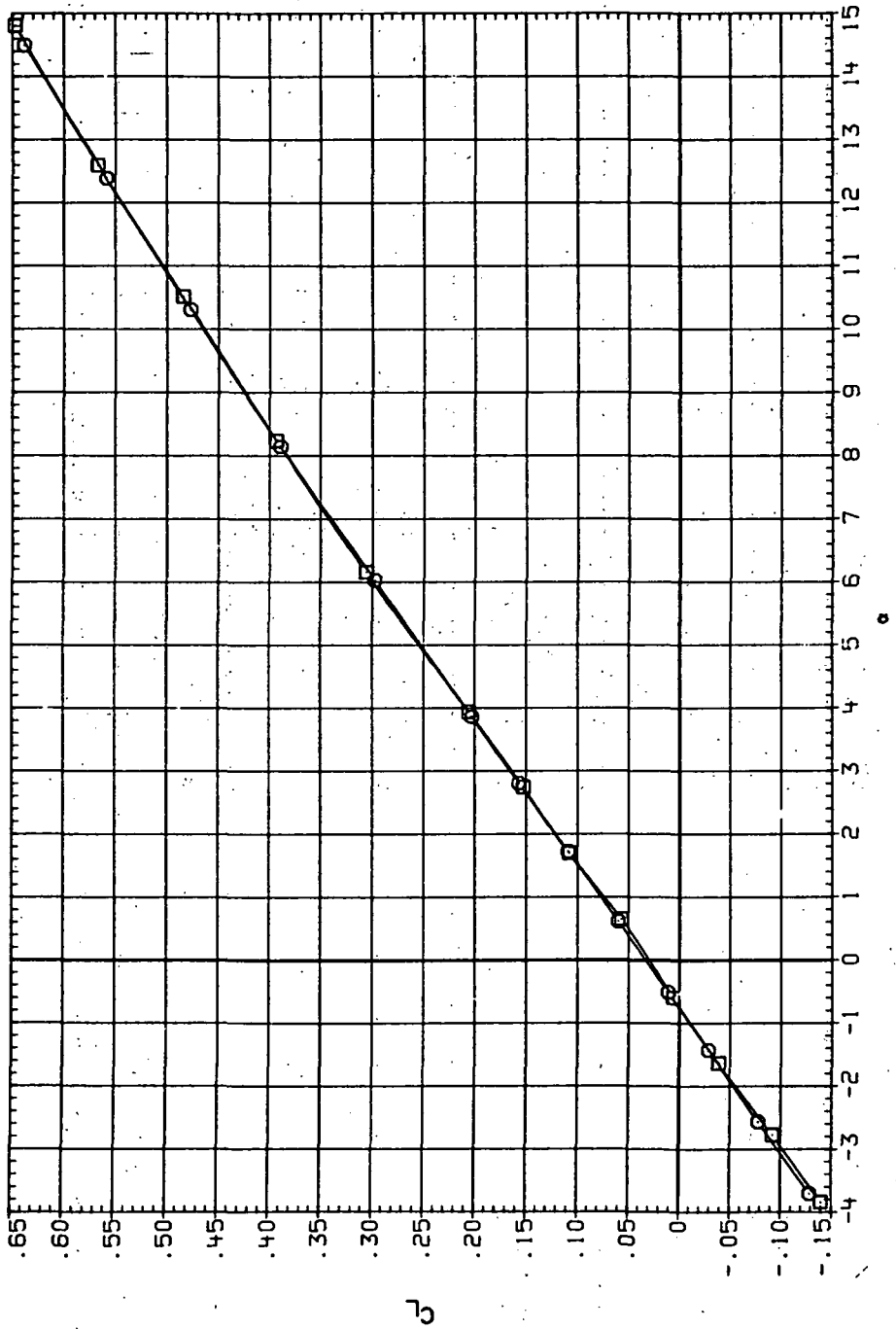


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 56. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RUR181 □ 7A45B (STEEL)  
 RUR227 □ 7A45B (STEEL)

RV/L Q (NSM)  
 6.230 18.500  
 6.200 24.700

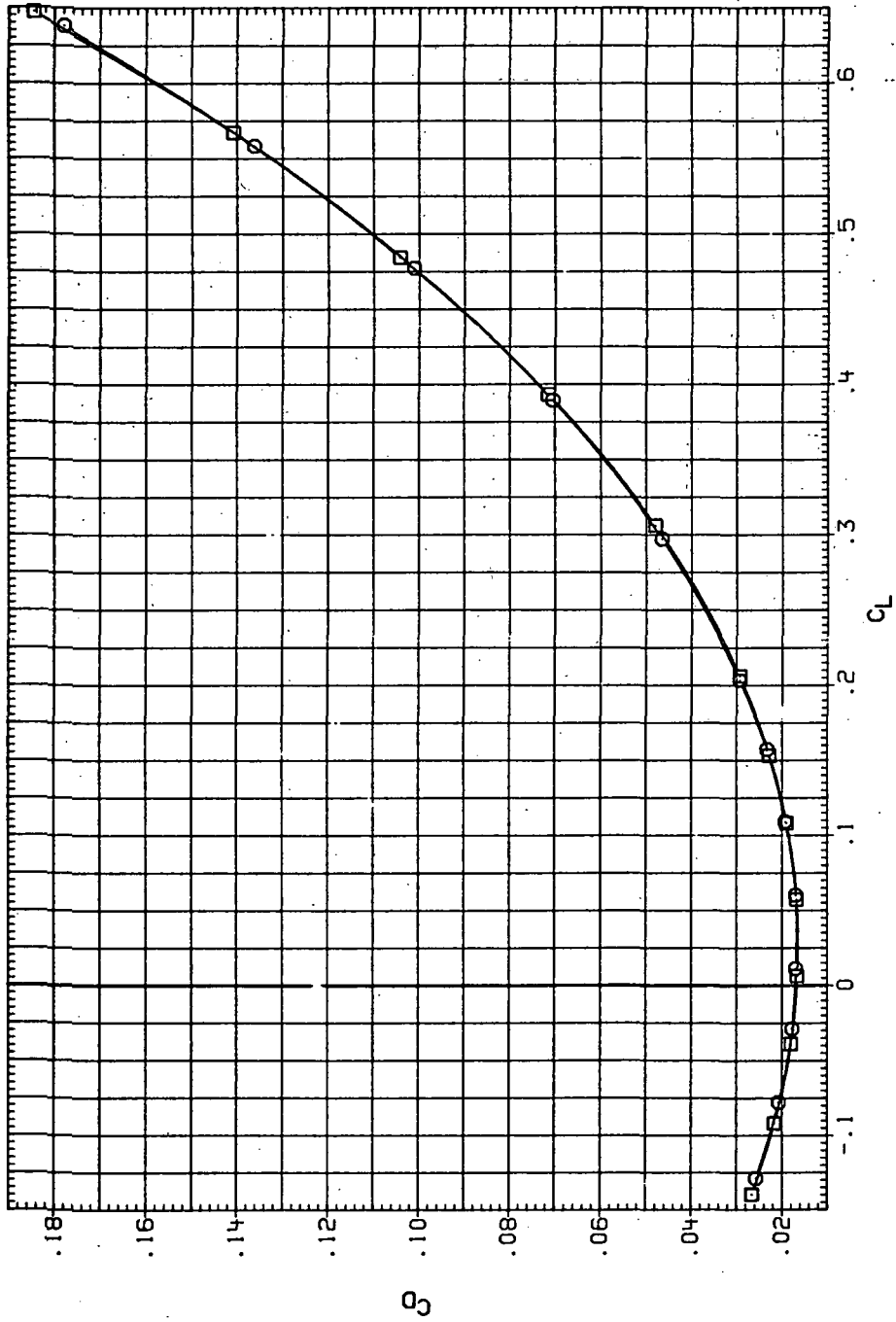


(a)  $C_L$  vs  $\alpha$ .

Figure 57.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 45^\circ$ ,  $M = 2.0$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR181 □ 7M45B (STEEL)  
 RJR227 □ 7M45B (STEEL)

RN/L Q (INSH)  
 6.230 18.500  
 8.200 24.700

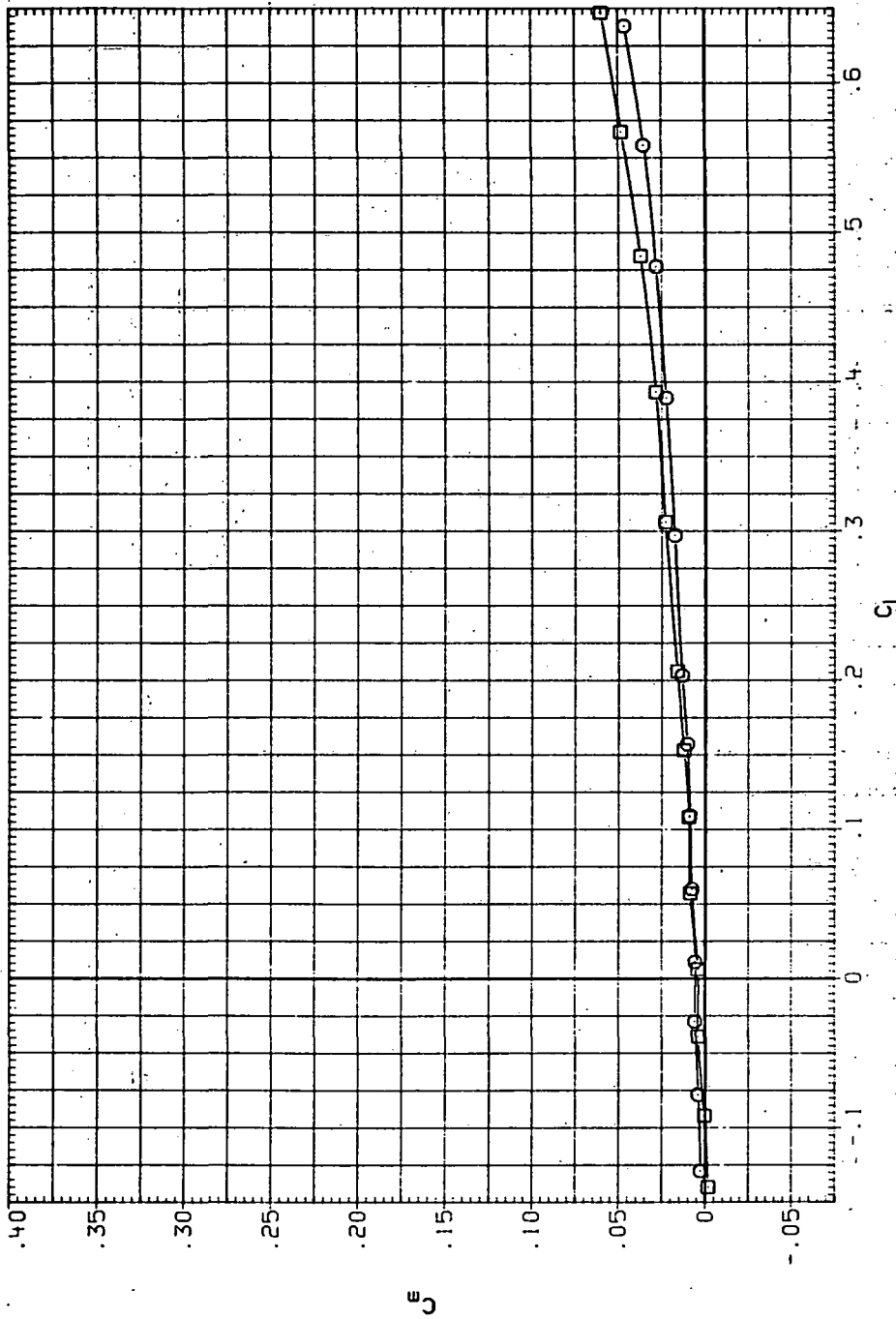


(b)  $C_D$  vs  $C_L$ .

Figure 57.— Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR181    □    74W5B (STEEL)  
 RJR227    ○    74W5B (STEEL)

RN/L    Q(NSM)  
 6.230    18,500  
 8.200    24,700

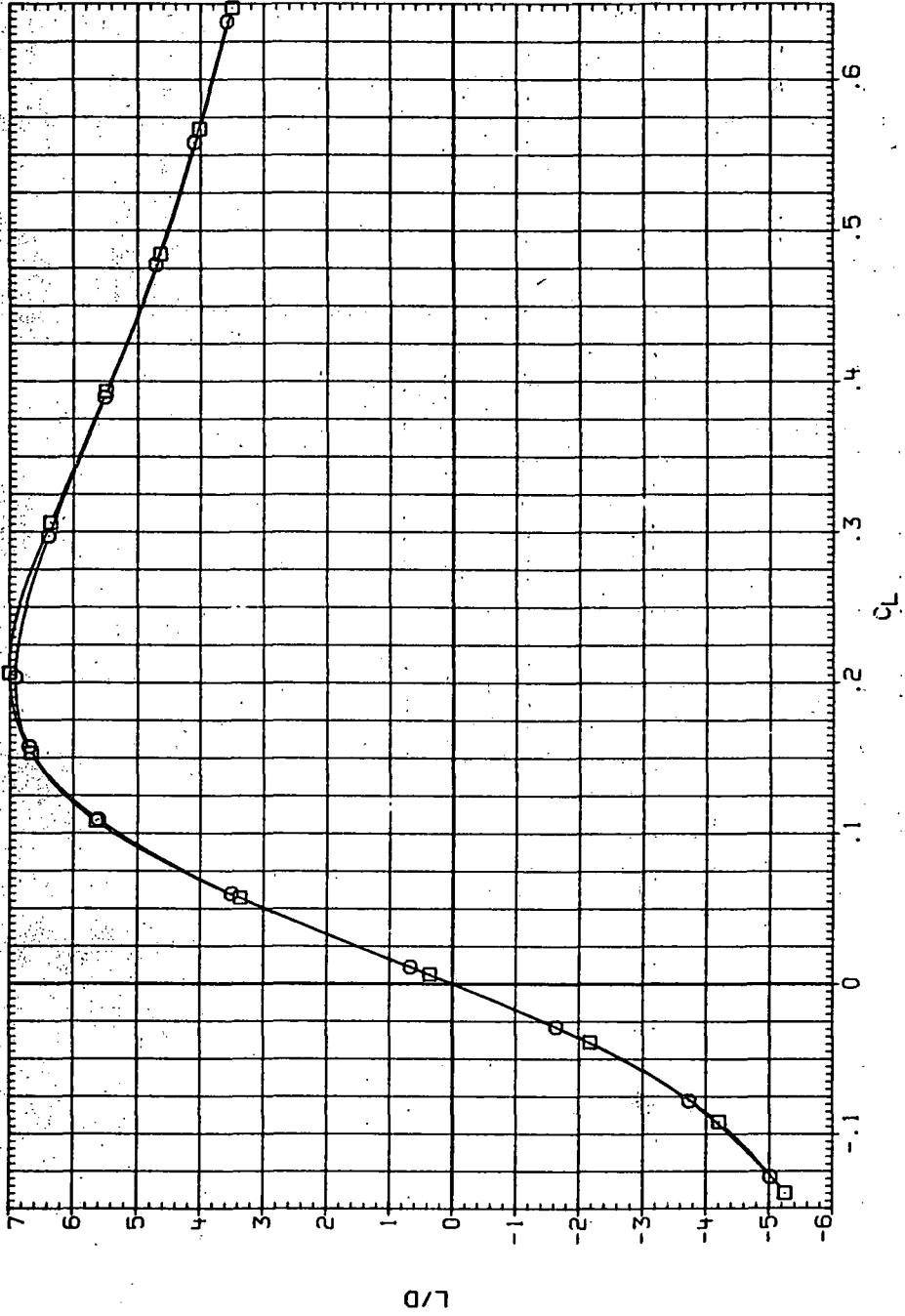


(c)  $C_m$  vs  $C_L$

Figure 57.— Continued.

DATA SET SYMBOL CONFIGURATION  
 R,R181 O 74N5B (STEEL)  
 R,R227 □ 74N5B (STEEL)

RN/L Q1(N5M)  
 6.230 18.500  
 8.200 24.700



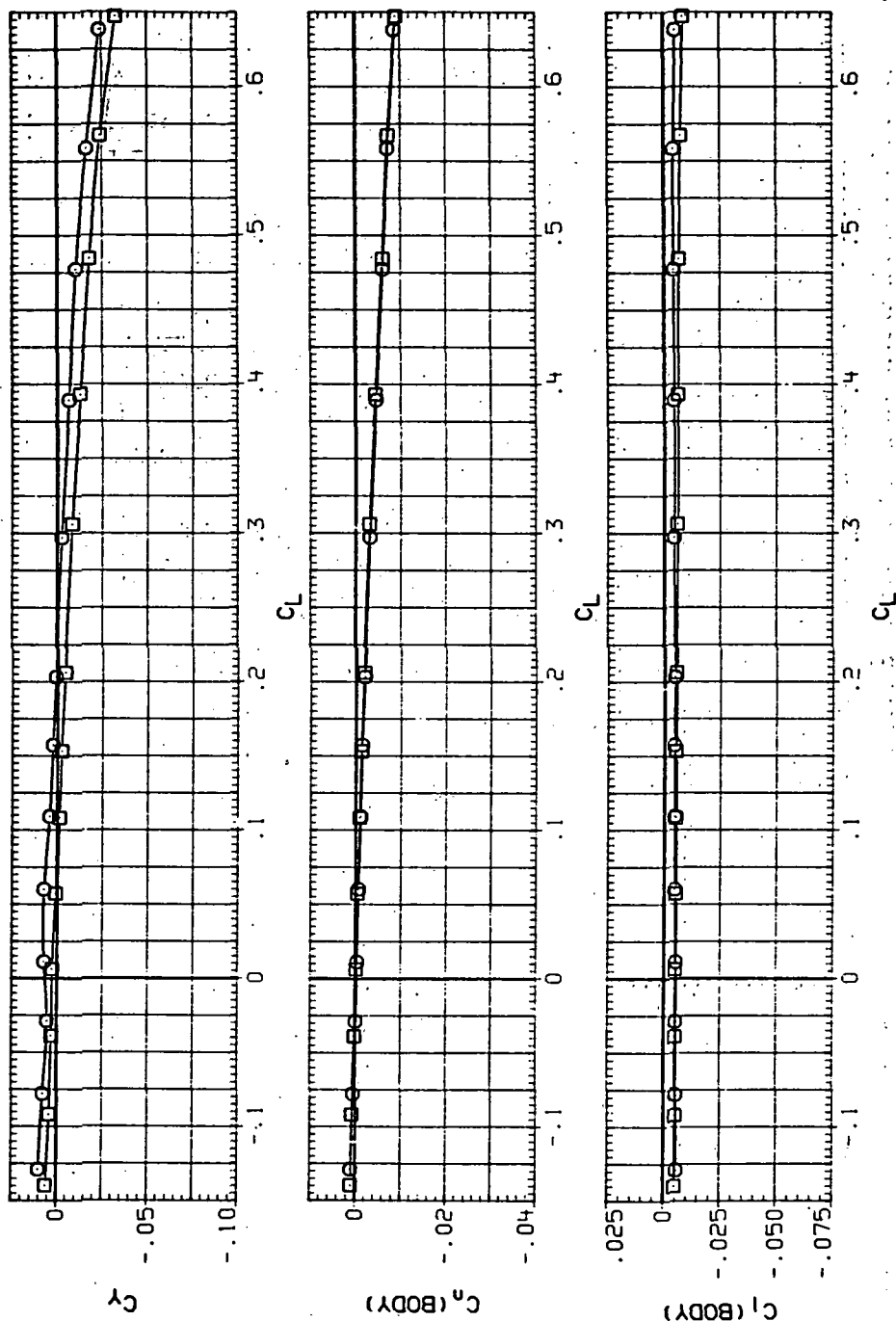
(d)  $L/D$  vs  $C_L$ .

Figure 57.—Continued.



DATA SET SYMBOL    CONFIGURATION  
 RJR181            7445B (STEEL)  
 RJR227            7445B (STEEL)

RV/L            Q(NSH)  
 6.230           18.500  
 8.200           24.700



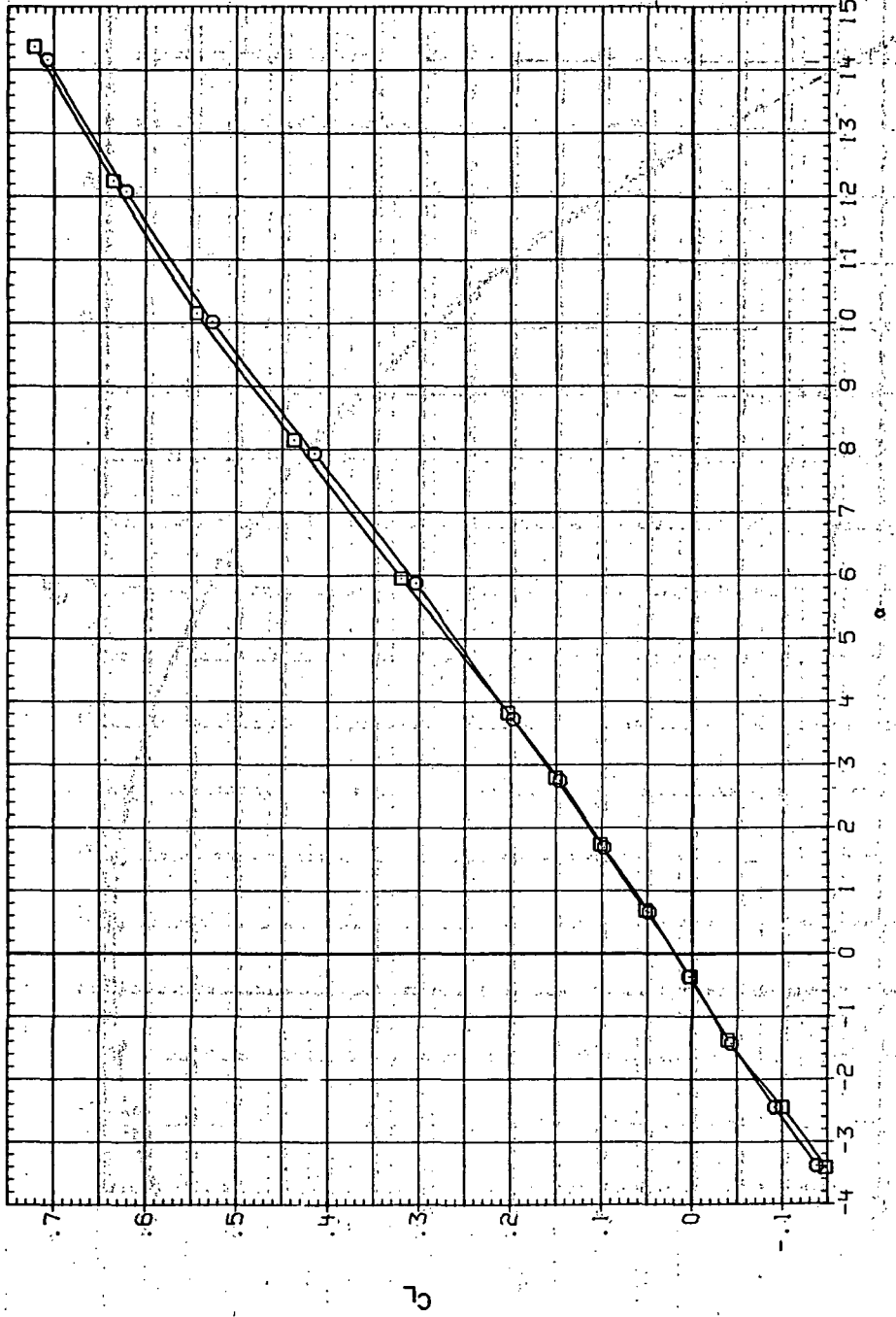
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs.  $C_L$ .

Figure 57.— Concluded.

DATA SET SYMBOL CONFIGURATION  
RJR183 7450B (STEEL)  
RJR229 7450B (STEEL)

RN/L 0 (INSM)  
6.230 7.480  
3.200 9.900

0.000000

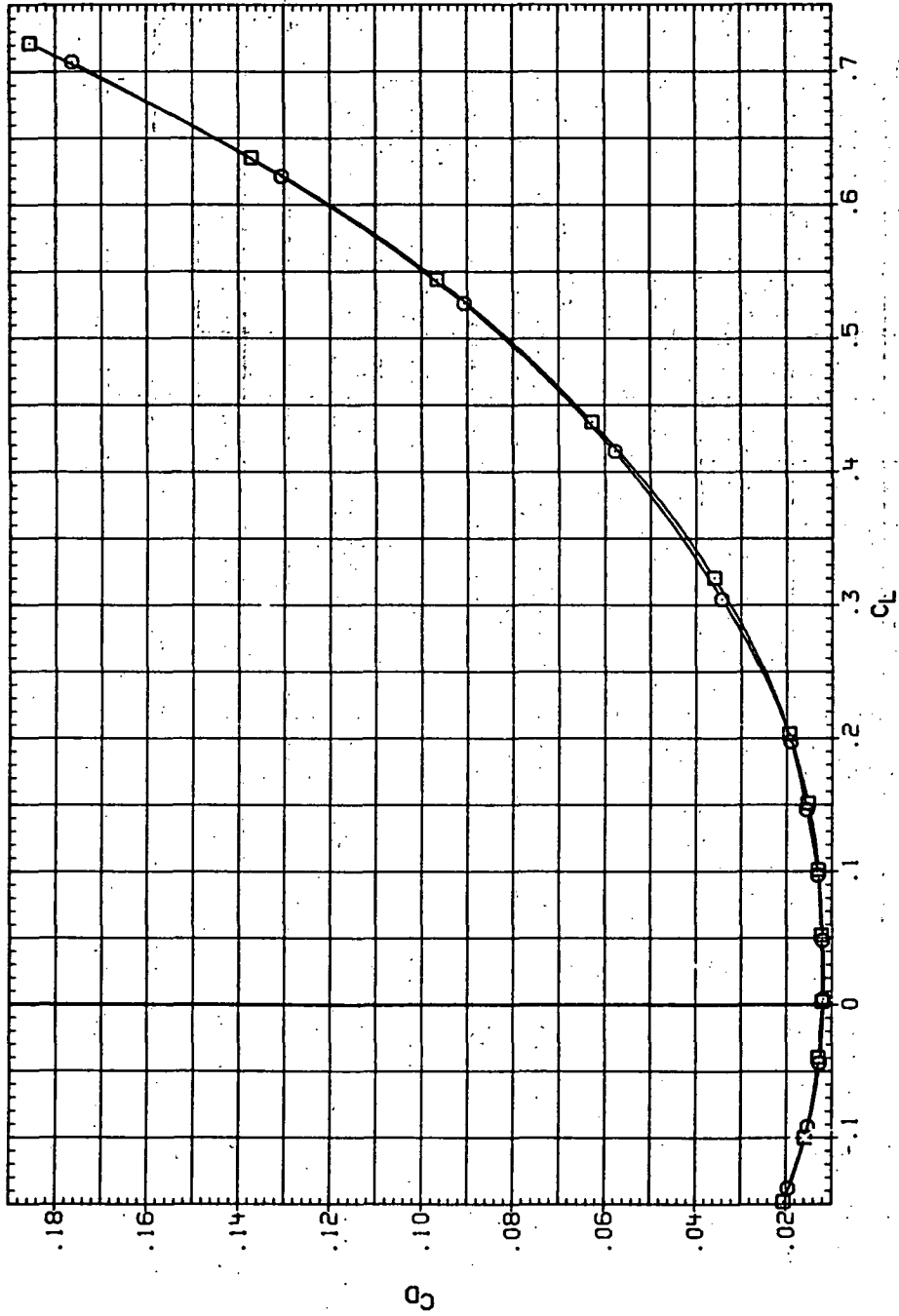


(a)  $C_L$  vs  $\alpha$ .

Figure 58— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.4$  and the NACA 65A204 airfoil).

DATA SET SYMBOL    CONFIGURATION  
 RJR183            74508 (STEEL)  
 RJR229            74508 (STEEL)

RV/L            Q(NSH)  
 6.230            7.580  
 8.200            9.900

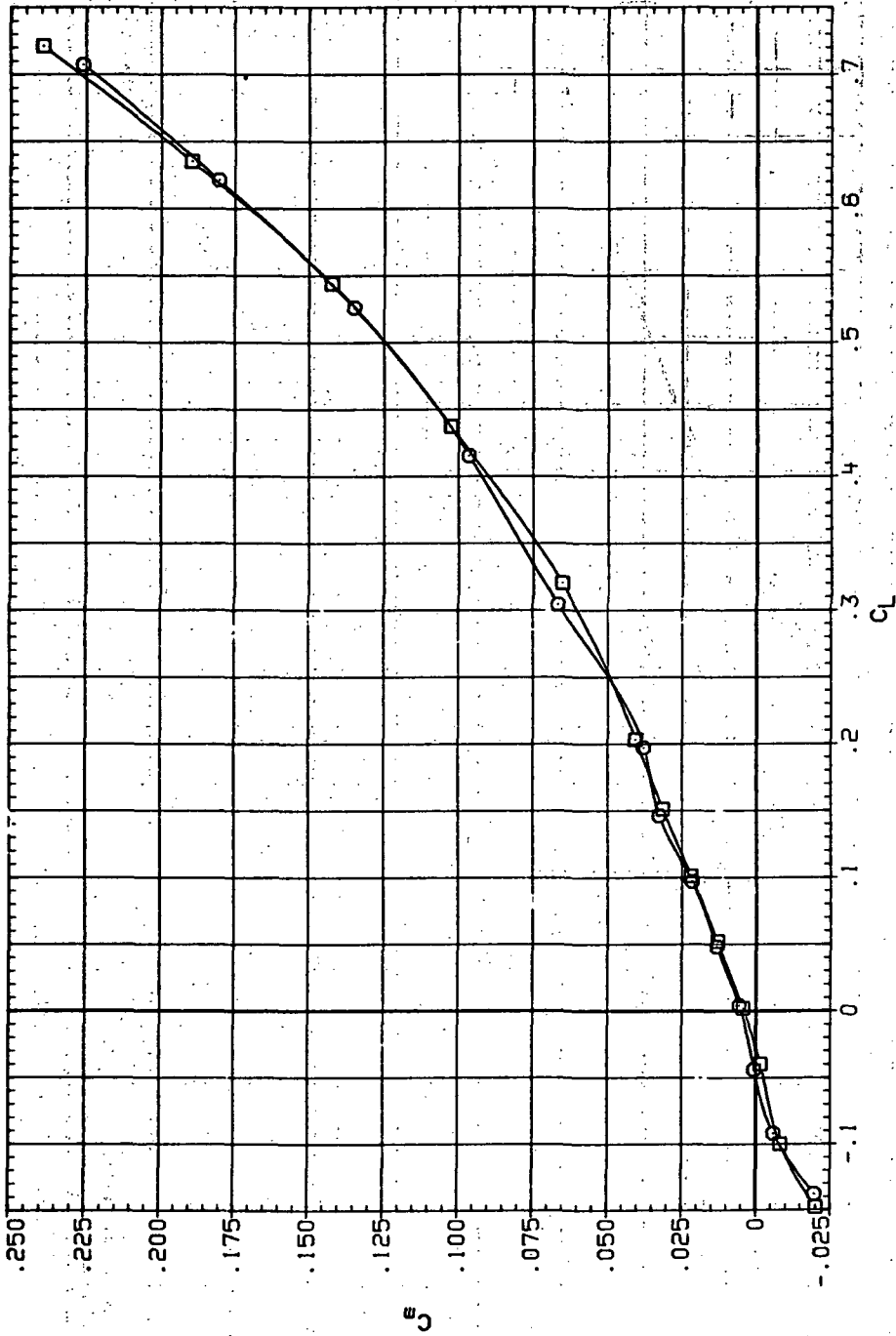


(b)  $C_D$  vs  $C_L$ .

Figure 58.— Continued.

DATA SET SYMBOL CONF (GURATION)  
 R1R183 74508 (STEEL)  
 R1R229 74508 (STEEL)

RV/L Q (NSM)  
 6.230 7.480  
 8.200 9.900

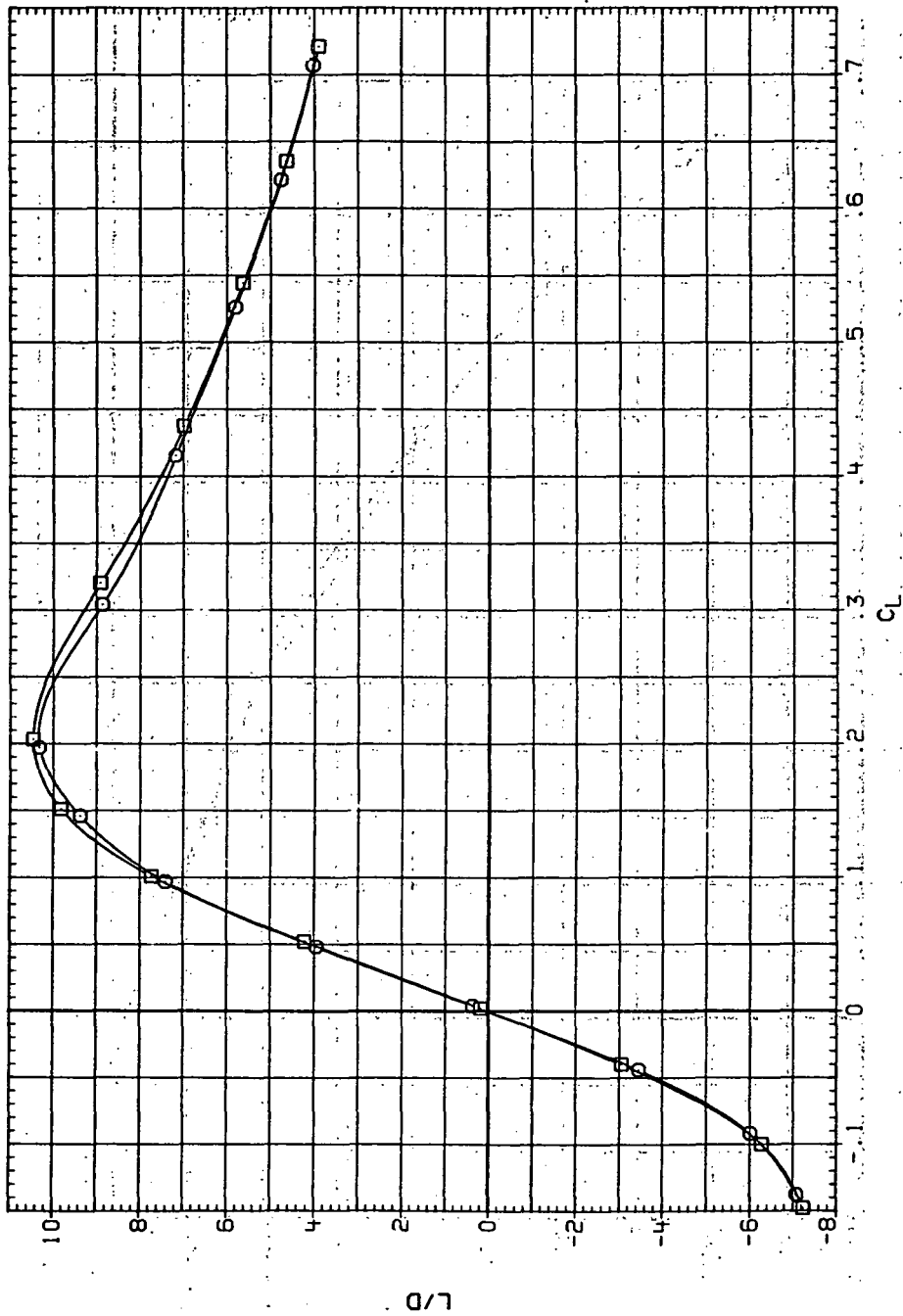


(c)  $C_m$  vs  $C_L$

Figure 58.— Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR183            7M50B (STEEL)  
 RJR229            7M50B (STEEL)

RN/L    Q(NSH)  
 6.230    7.480  
 8.200    9.900

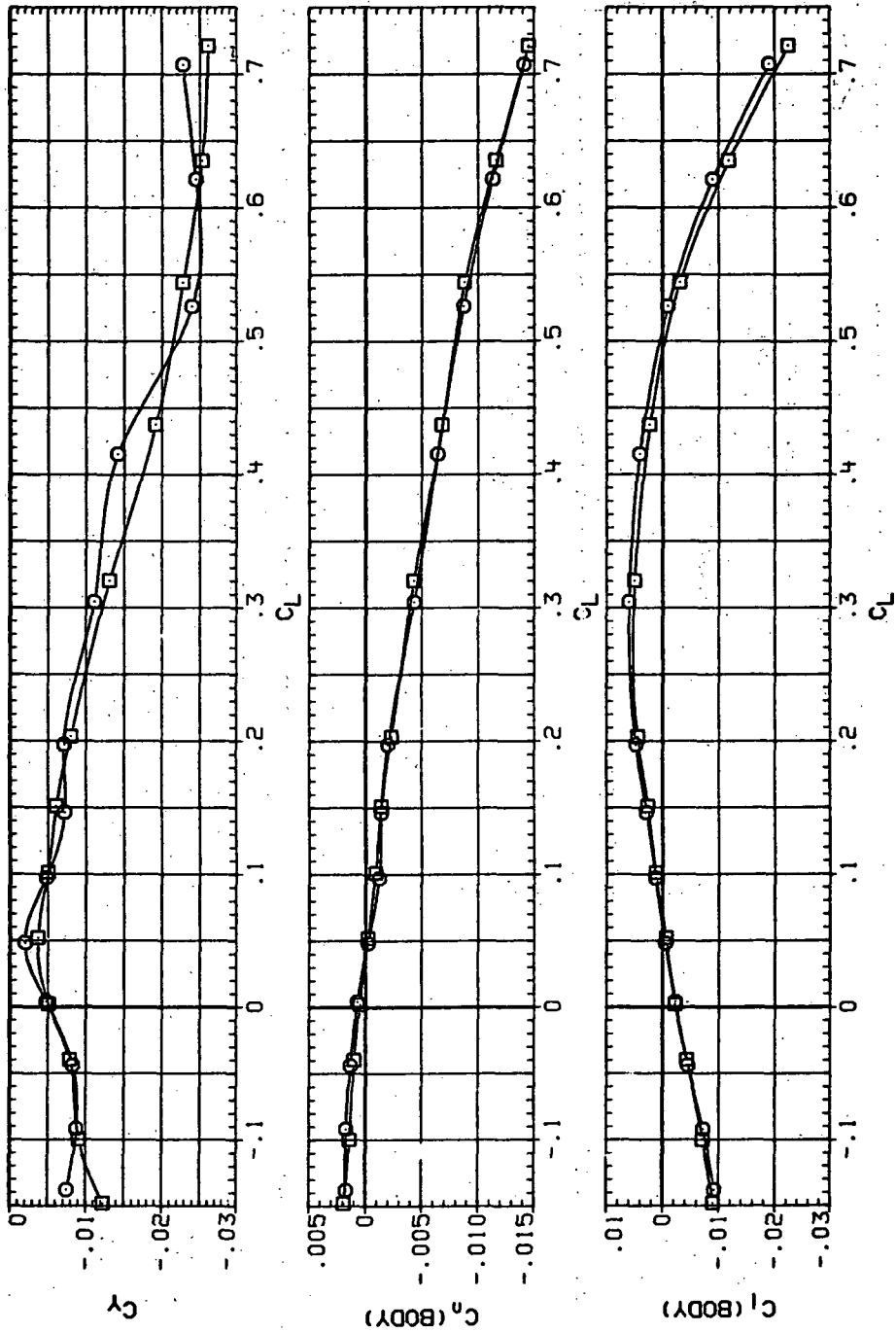


(d)  $L/D$  vs  $C_L$ .

Figure 58.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR183 7M30B (STEEL)  
 RJR229 7M30B (STEEL)

RV/L Q (NSK)  
 6.230 7.480  
 8.200 9.900

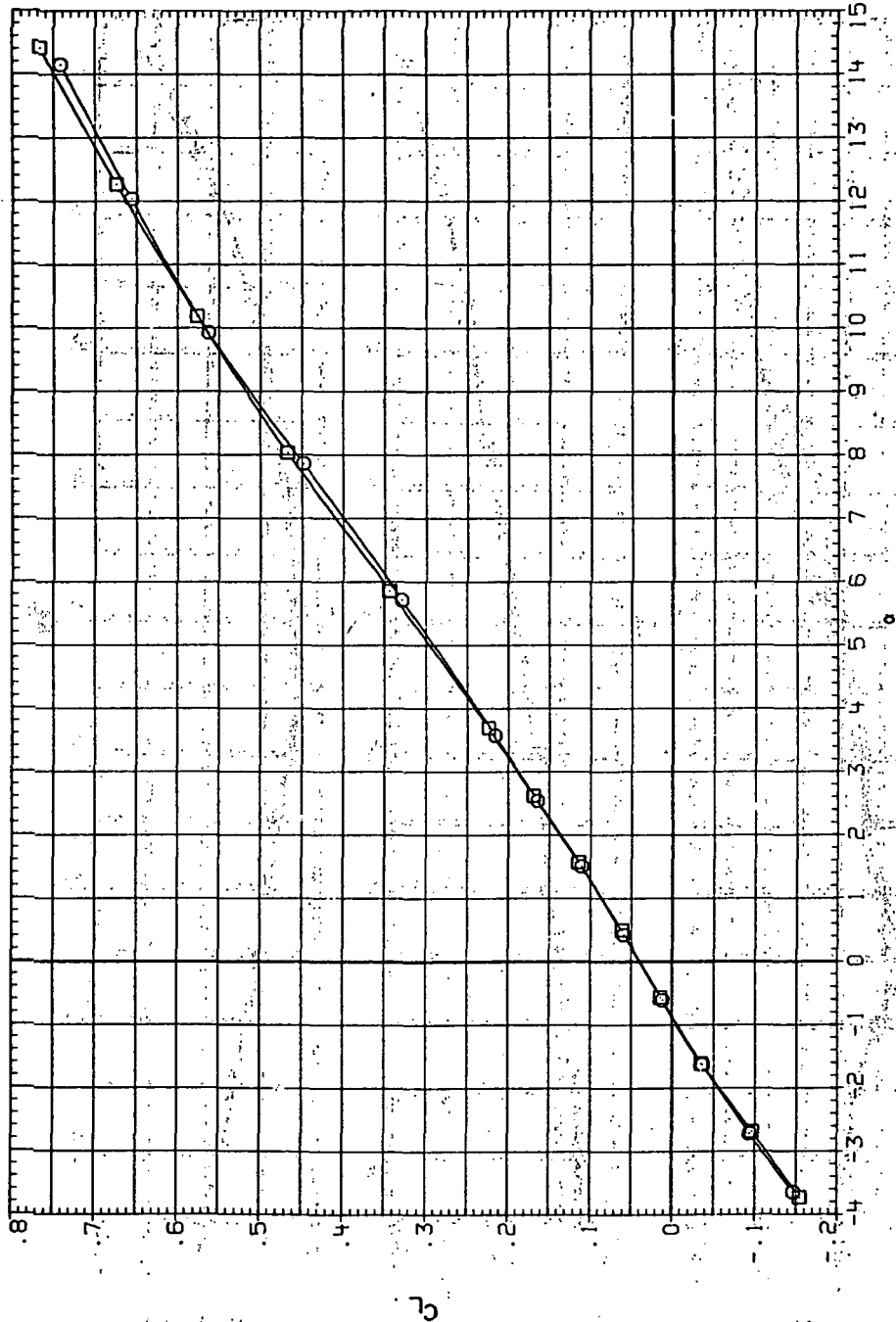


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 58. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR184 (STEEL)  
 RJR230 (STEEL)

FN/L Q(NSM)  
 6.230 10.600  
 8.200 14.100

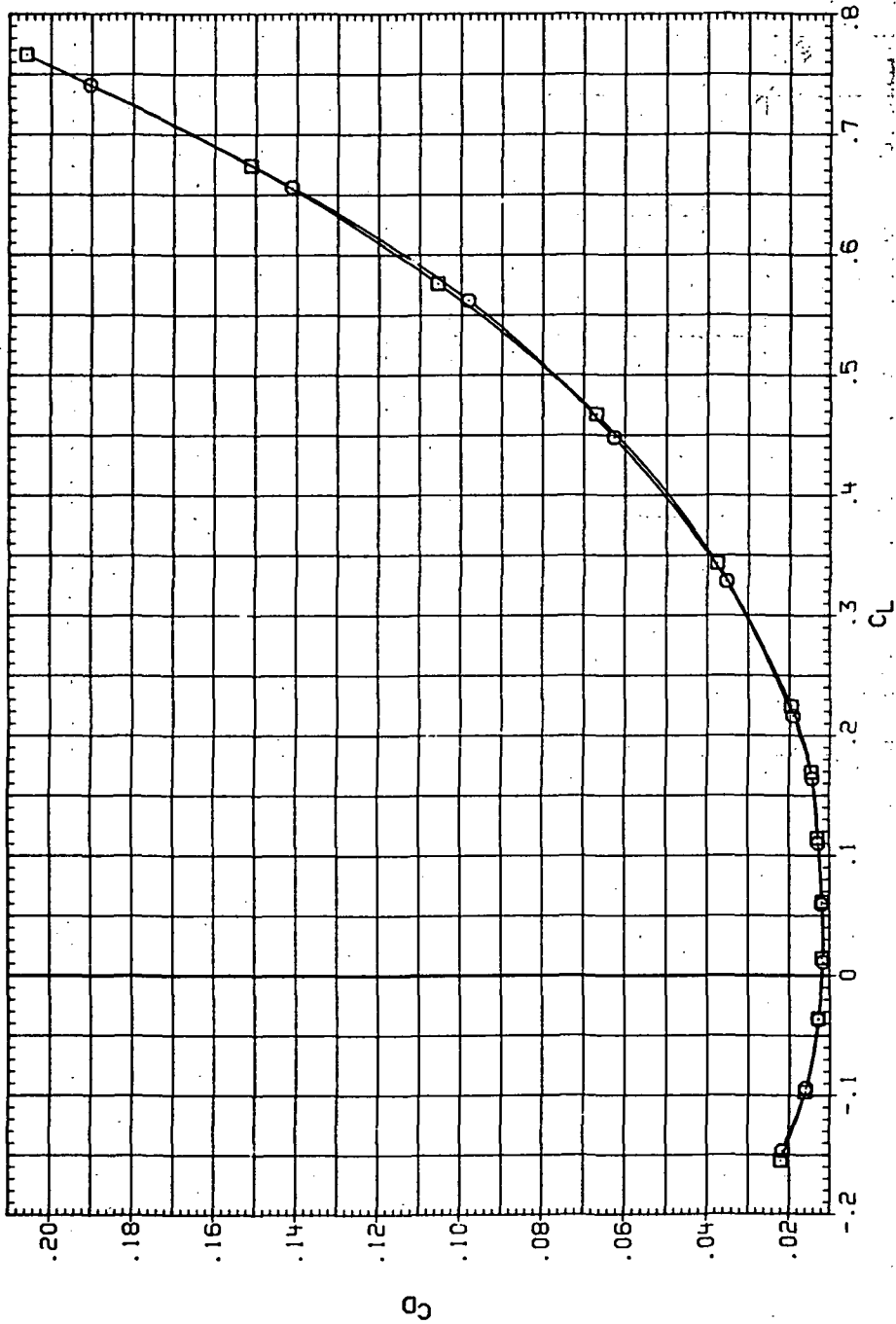


(a)  $C_L$  vs  $\alpha$ .

Figure 59 - Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.6$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR184 □ 7#508 (STEEL)  
 RJR230 ○ 7#508 (STEEL)

RV/L 0.175(H)  
 6.230 10.600  
 8.200 14.100



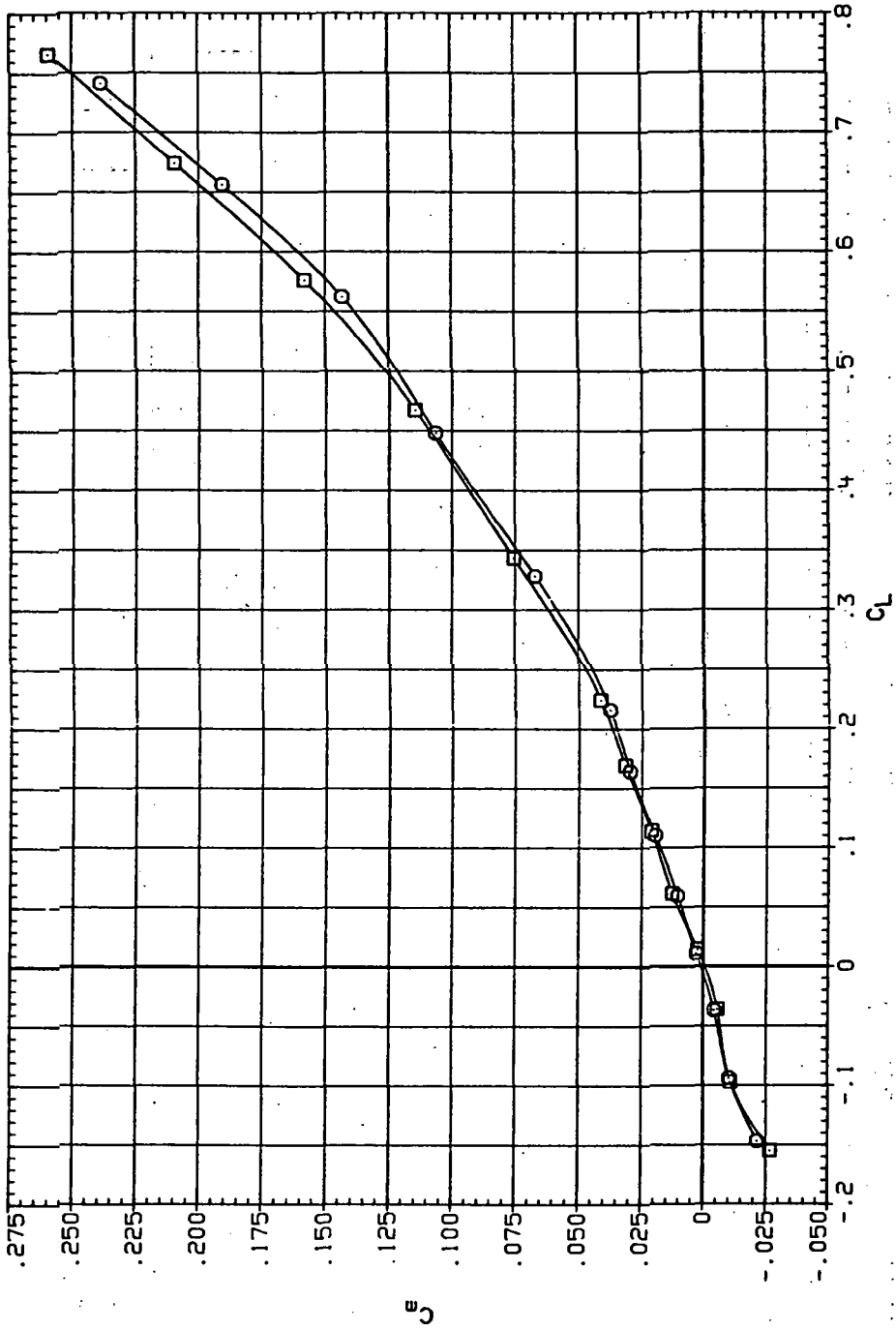
(b)  $C_D$  vs  $C_L$ .

Figure 59.— Continued.



DATA SET SYMBOL    CONFIGURATION  
 RJR184    ○    7M50B (STEEL)  
 RJR230    □    7M50B (STEEL)

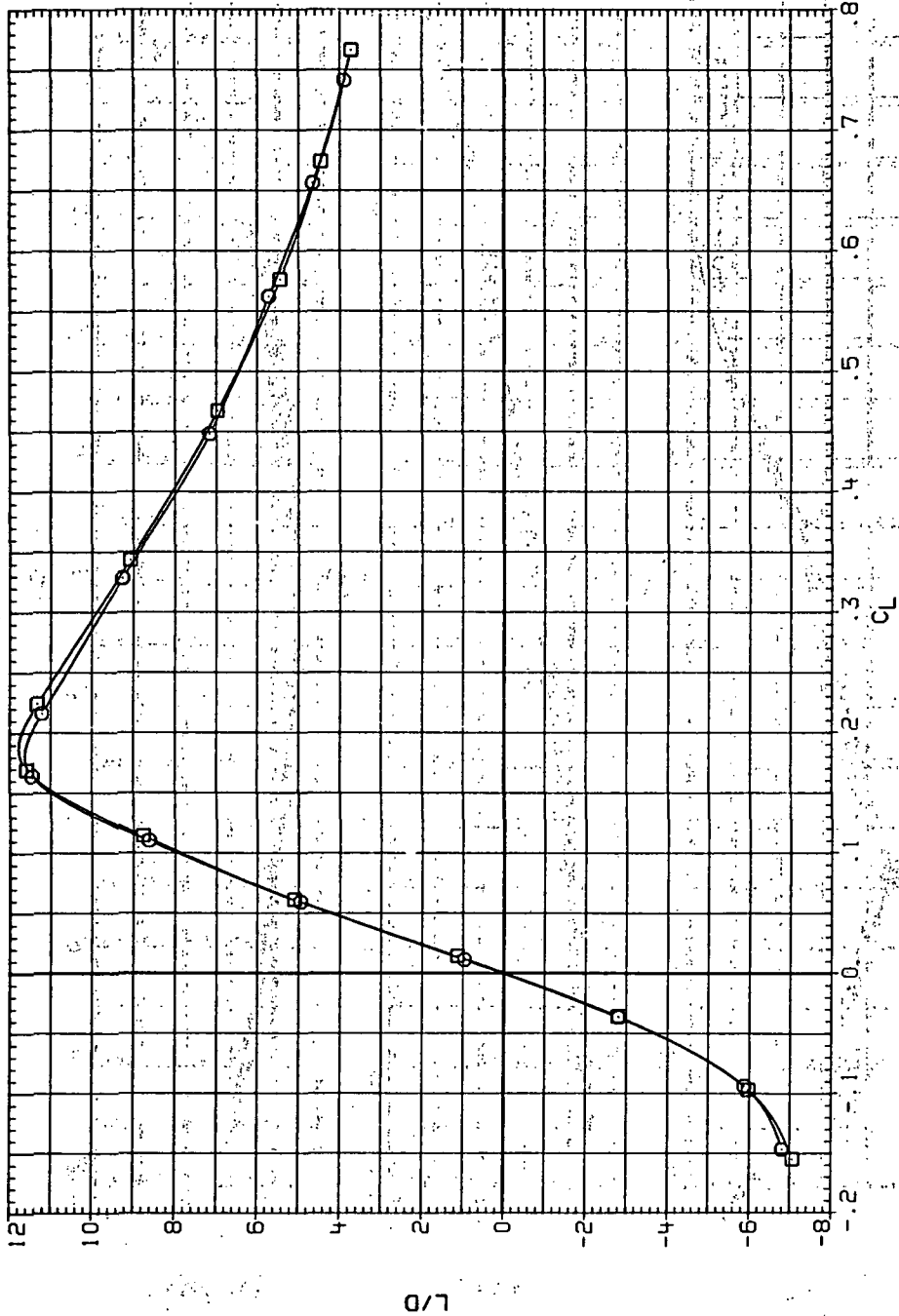
RN/L    C (NSM)  
 6.230    10.600  
 8.200    14.100



(c)  $C_m$  vs  $C_L$ .  
 Figure 59.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR184 ○ 7M50B (STEEL)  
 RJR230 □ 7M50B (STEEL)

RN/L Q(NSM)  
 6.230 10.600  
 8.200 14.100

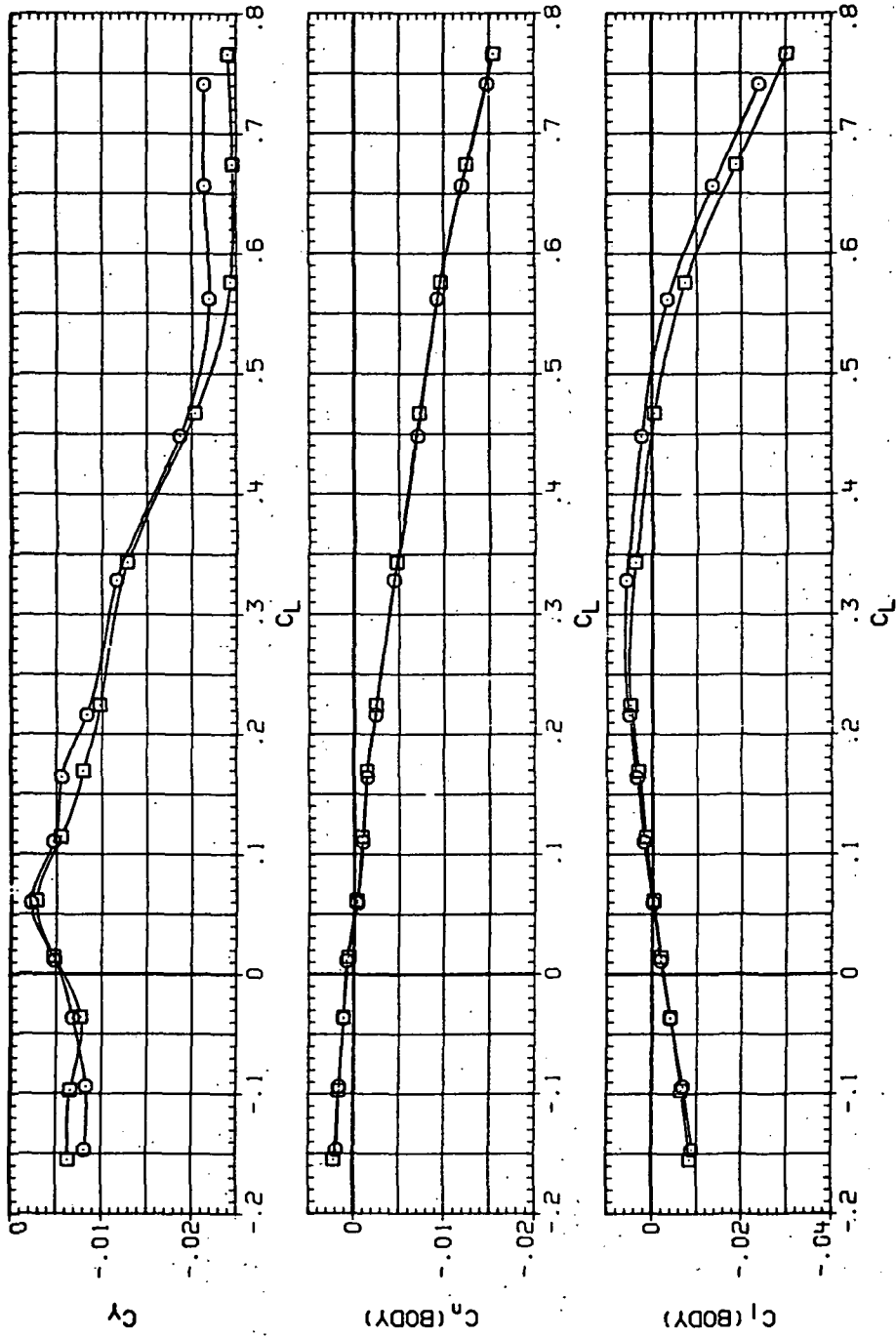


(d)  $L/D$  vs  $CL$ .

Figure 59:— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR184 74508 (STEEL) ○  
 RJR230 74508 (STEEL) □

RN/L 0 (NSH)  
 6.230 10.600  
 6.200 14.100

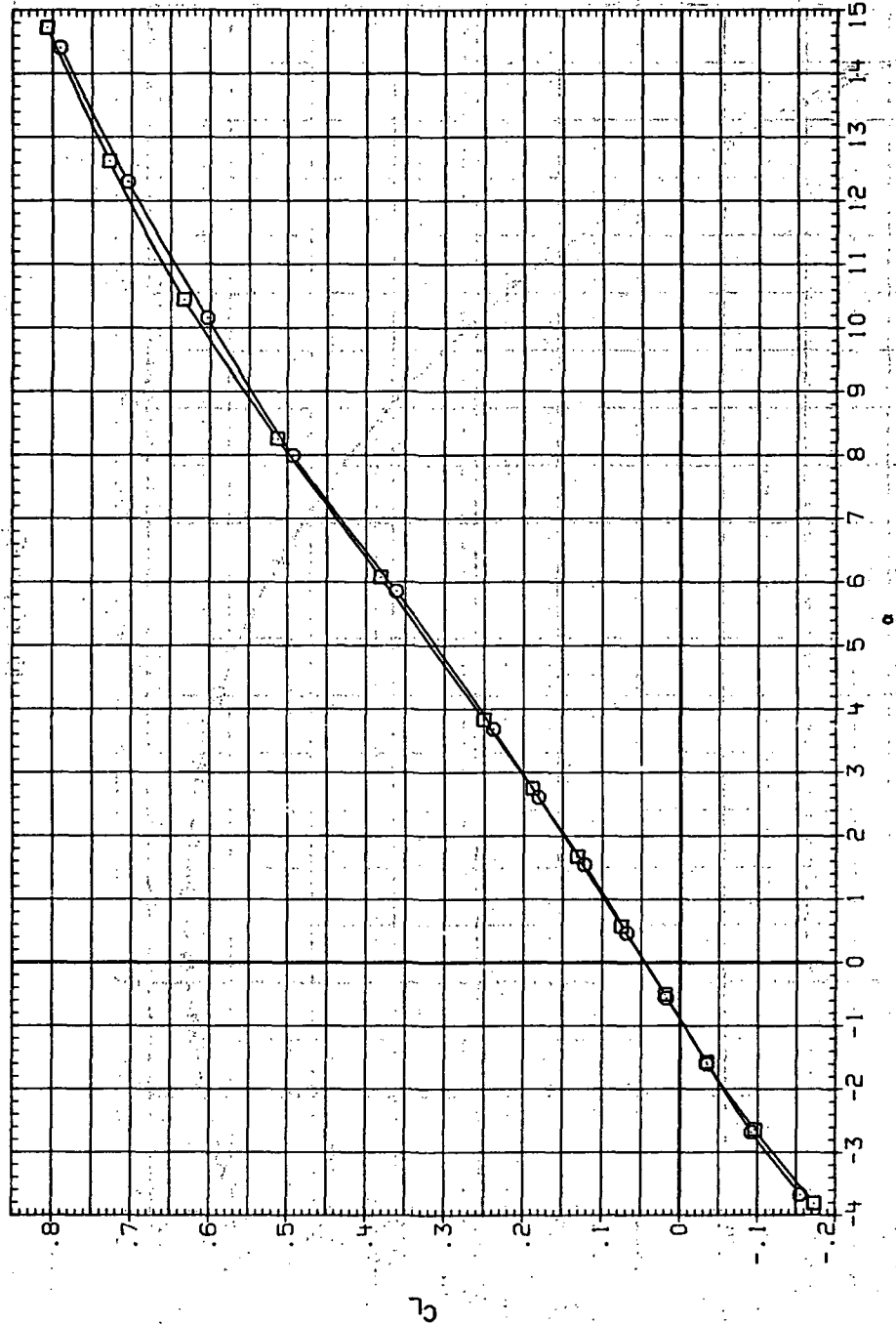


(e)  $C_\gamma$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 59.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RUR185 □ 7450B (STEEL)  
 RUR231 ○ 7450B (STEEL)

RN/VL Q (INSM)  
 6.230 13.400  
 8.200 17.800

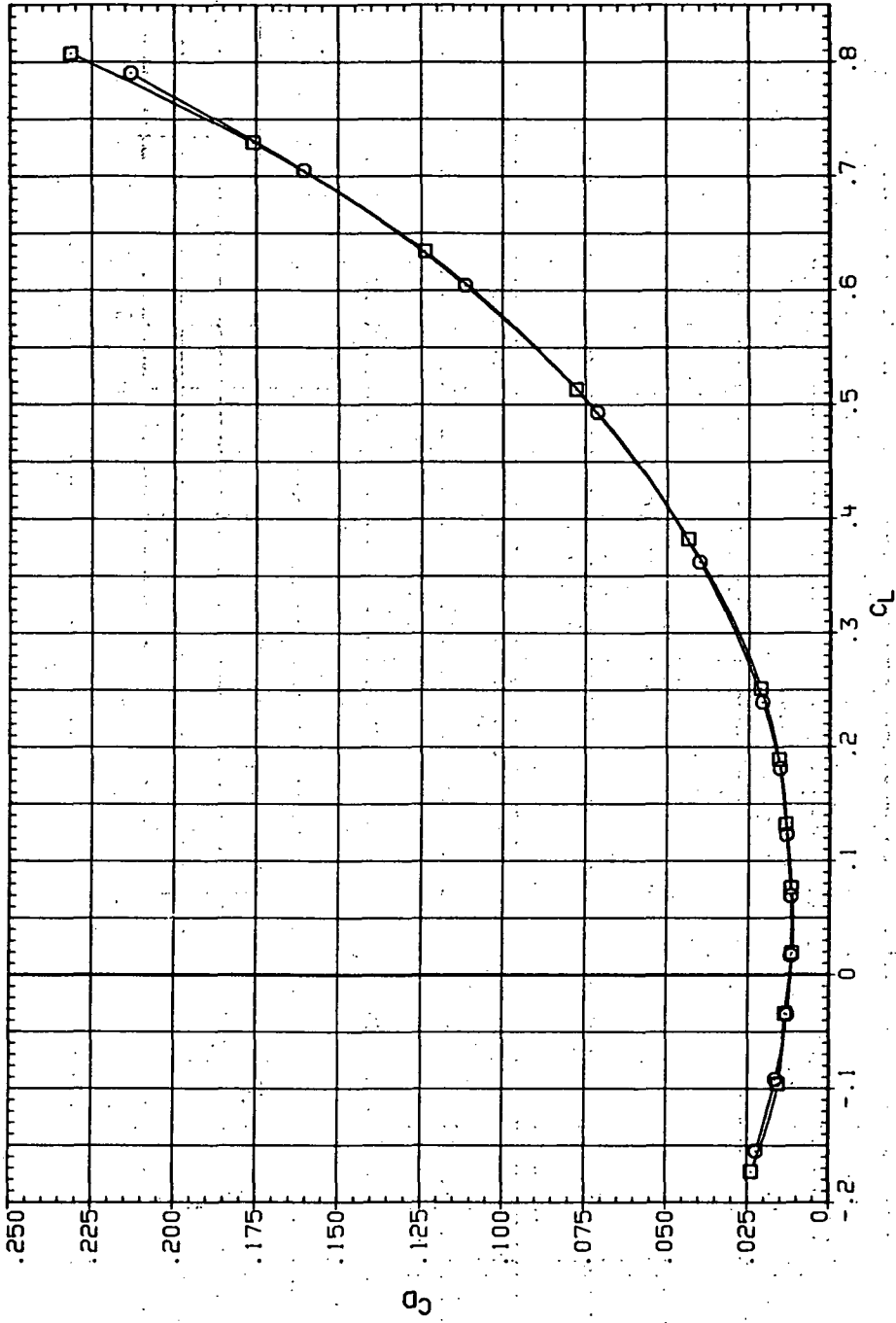


(a)  $C_L$  vs  $\alpha$ .

Figure 60.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.8$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RUR195 ○ 7MS0B (STEEL)  
 RUR231 □ 7MS0B (STEEL)

RN/L Q(NSH)  
 6.230 13.400  
 8.200 17.800

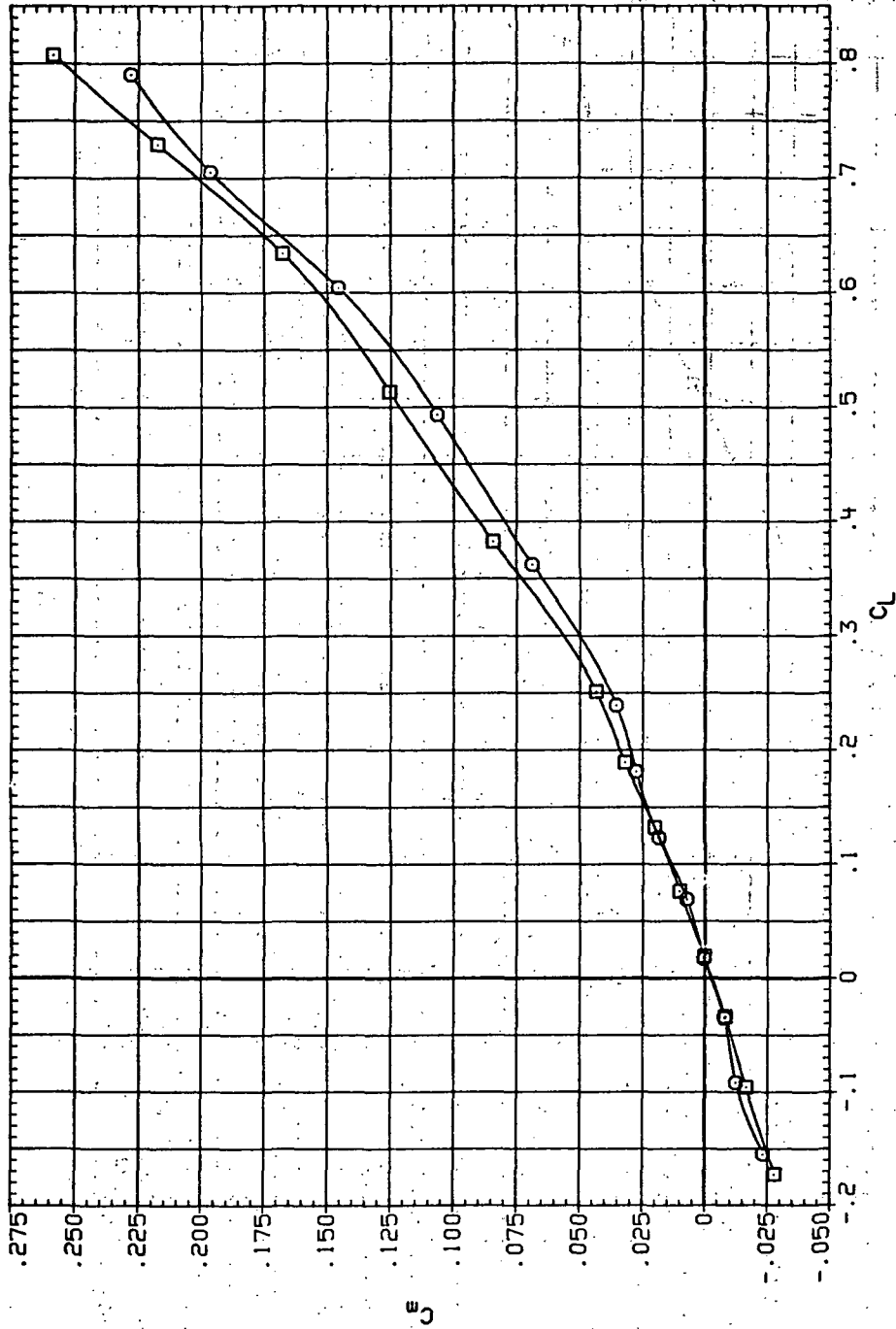


(b)  $C_D$  vs  $C_L$

Figure 60.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR185 ○ 7#508 (STEEL)  
 RJR231 □ 7#508 (STEEL)

RV/L Q(NSH)  
 6.230 13.400  
 8.200 17.800

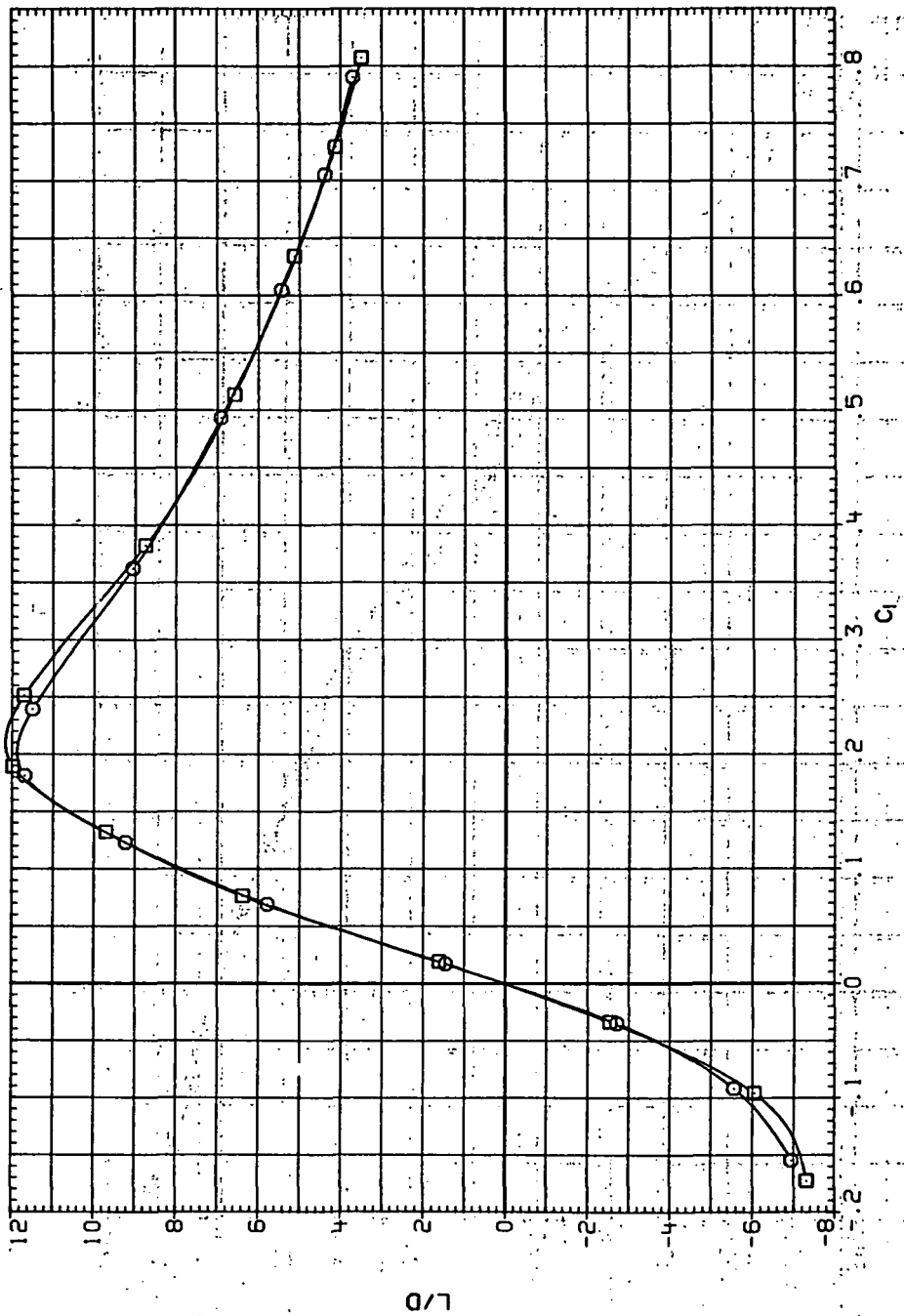


(c)  $C_m$  vs  $C_L$ .

Figure 60.- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR185 7450B (STEEL)  
 RJR231 □ 7450B (STEEL)

RN/L Q(NSM)  
 8.230 13.400  
 8.200 17.800

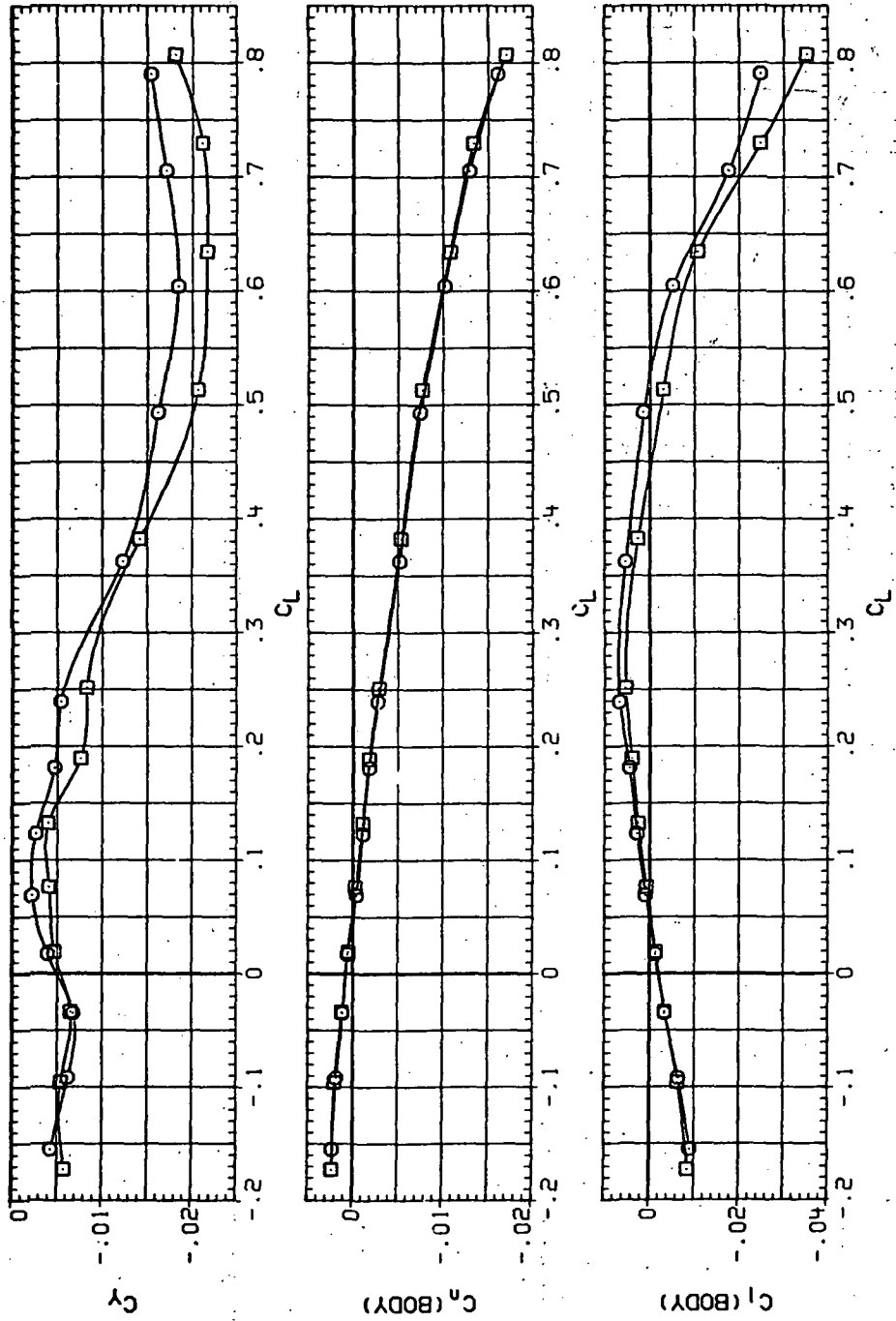


(d) L/D vs C<sub>L</sub>

Figure 60- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR185 7450B (STEEL)  
 RJR231 7450B (STEEL)

RV/L C (INSH)  
 6.230 13.400  
 8.200 17.800



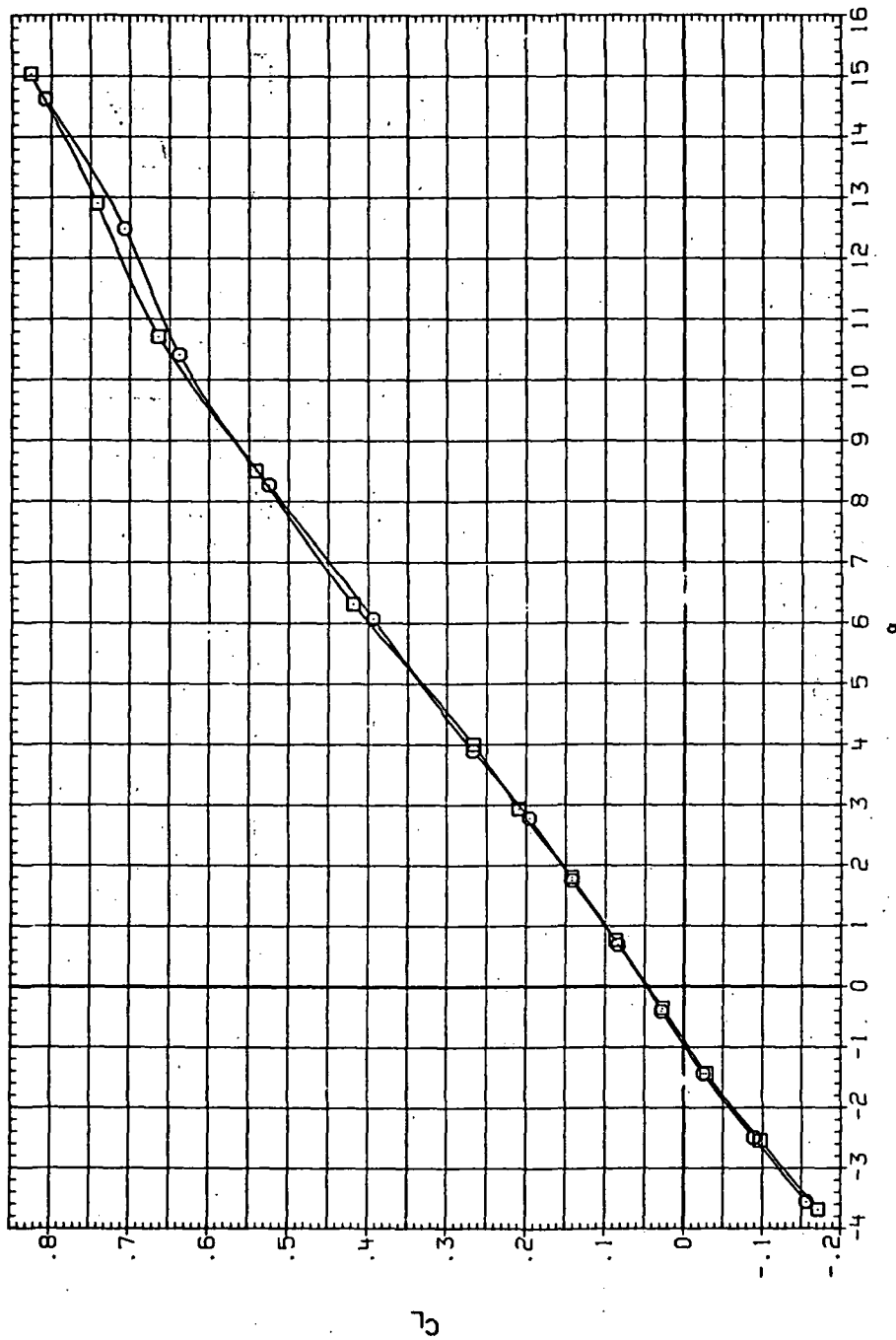
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 60. - Concluded.



DATA SET SYMBOL CONFIGURATION  
 R-JR186 7450B (STEEL)  
 R-JR232 7450B (STEEL)

RN/L Q(1.5M)  
 6.230 14.500  
 8.200 19.200

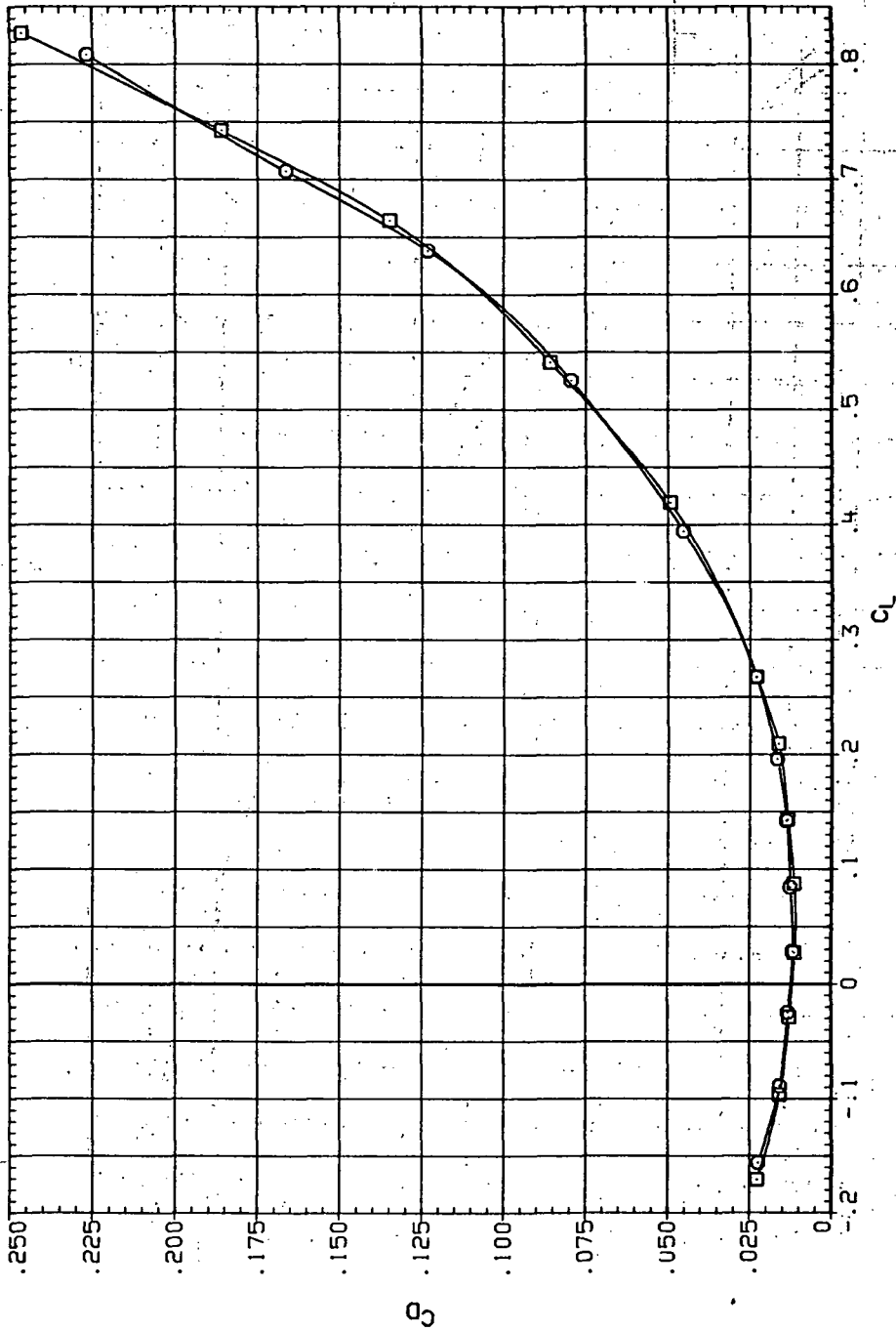


(a)  $C_L$  vs  $\alpha$ .

Figure 61.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.9$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR185 7.508 (STEEL)  
 RJR232 7.4508 (STEEL)

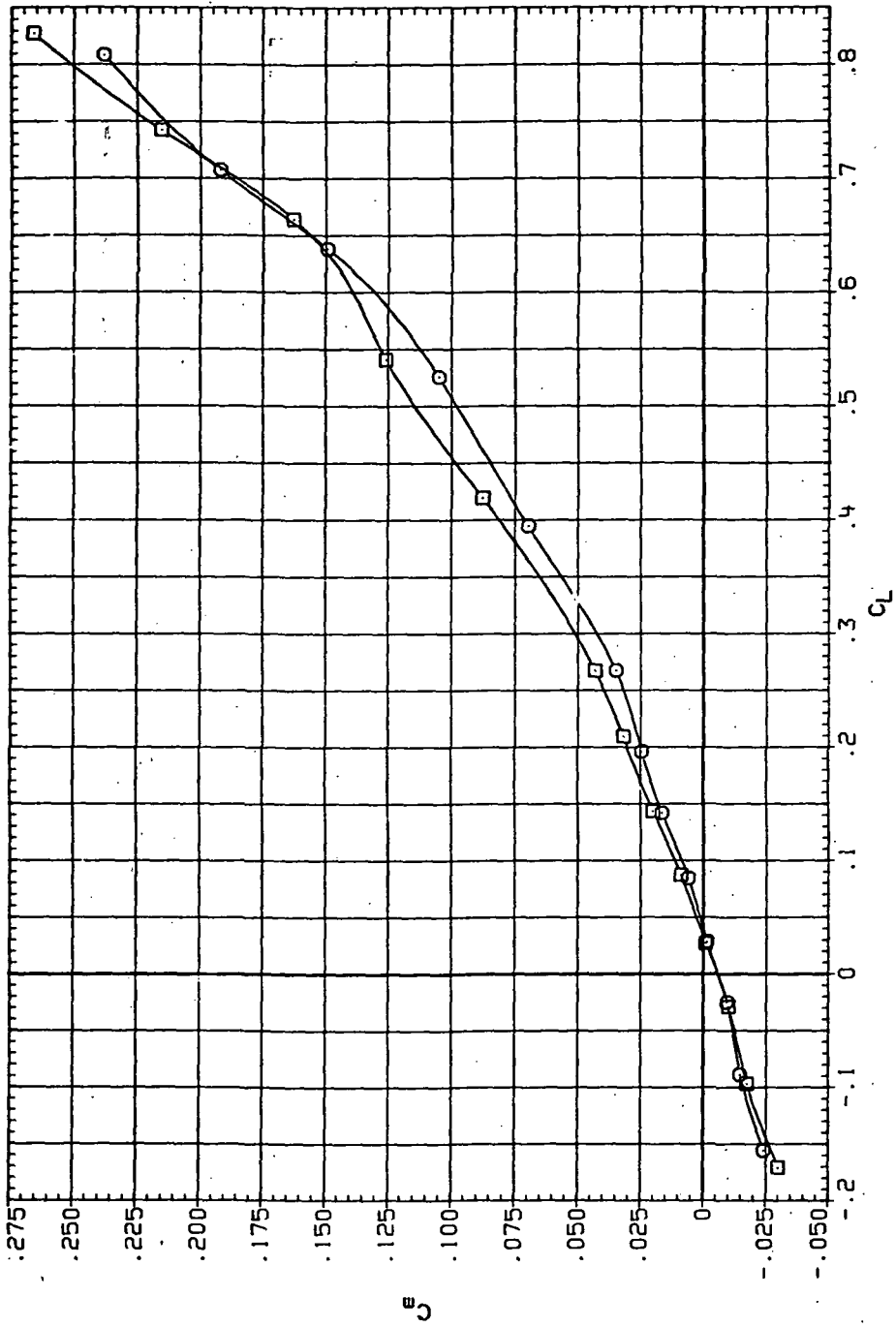
RN/L Q (NSM)  
 6.230 14.500  
 8.200 19.200



(b)  $C_D$  vs  $C_L$ .  
 Figure 61. — Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR186     $\circ$     7/4508 (STEEL)  
 RJR232     $\square$     7/4508 (STEEL)

RN/L    Q(INSH)  
 6.230    14.500  
 8.200    19.200

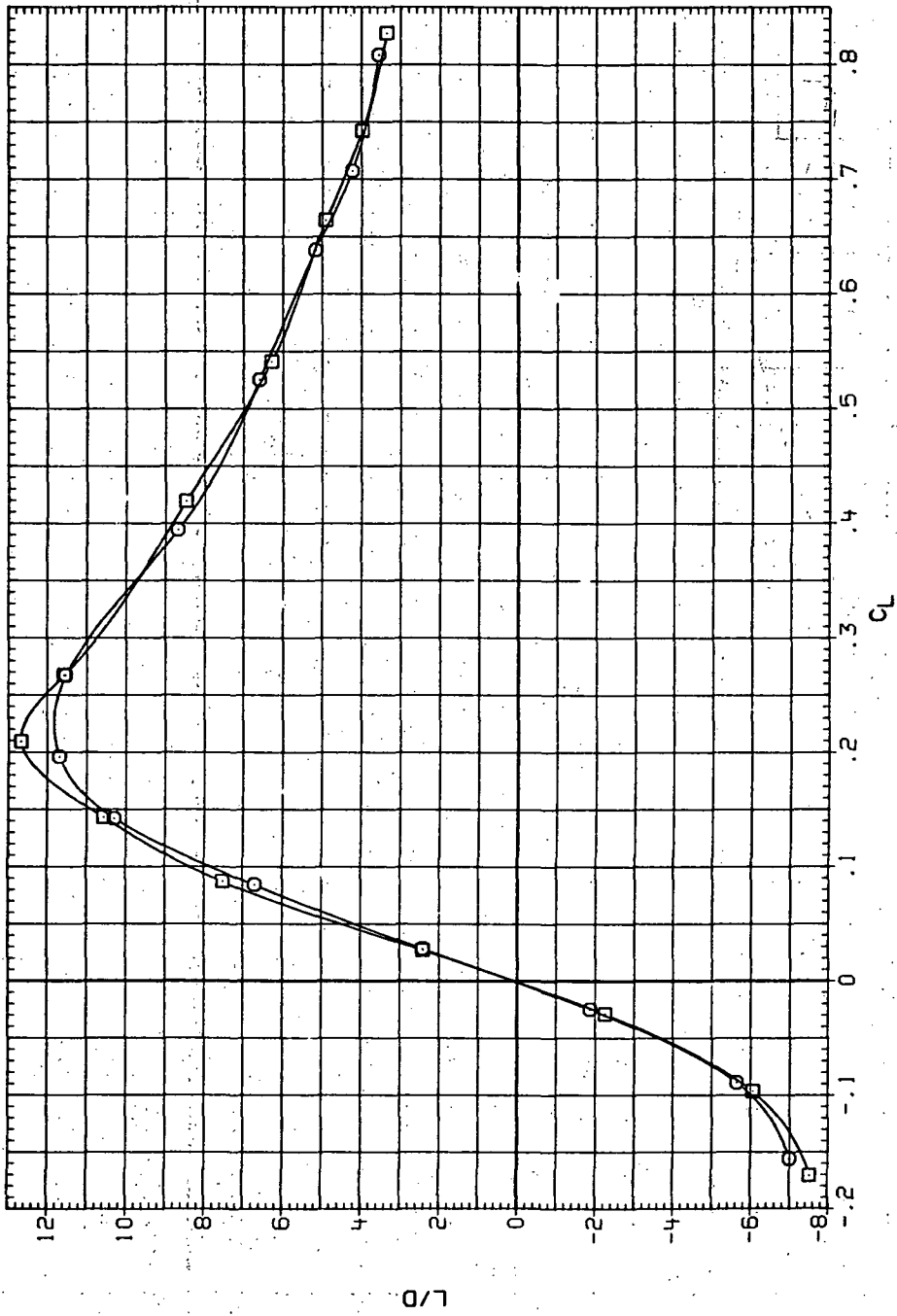


(c)  $C_m$  vs  $C_L$ .

Figure 61. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR186 7450B (STEEL)  
 RJR232 7450B (STEEL)

RN/L Q(NSM)  
 6.230 14.500  
 8.200 19.200

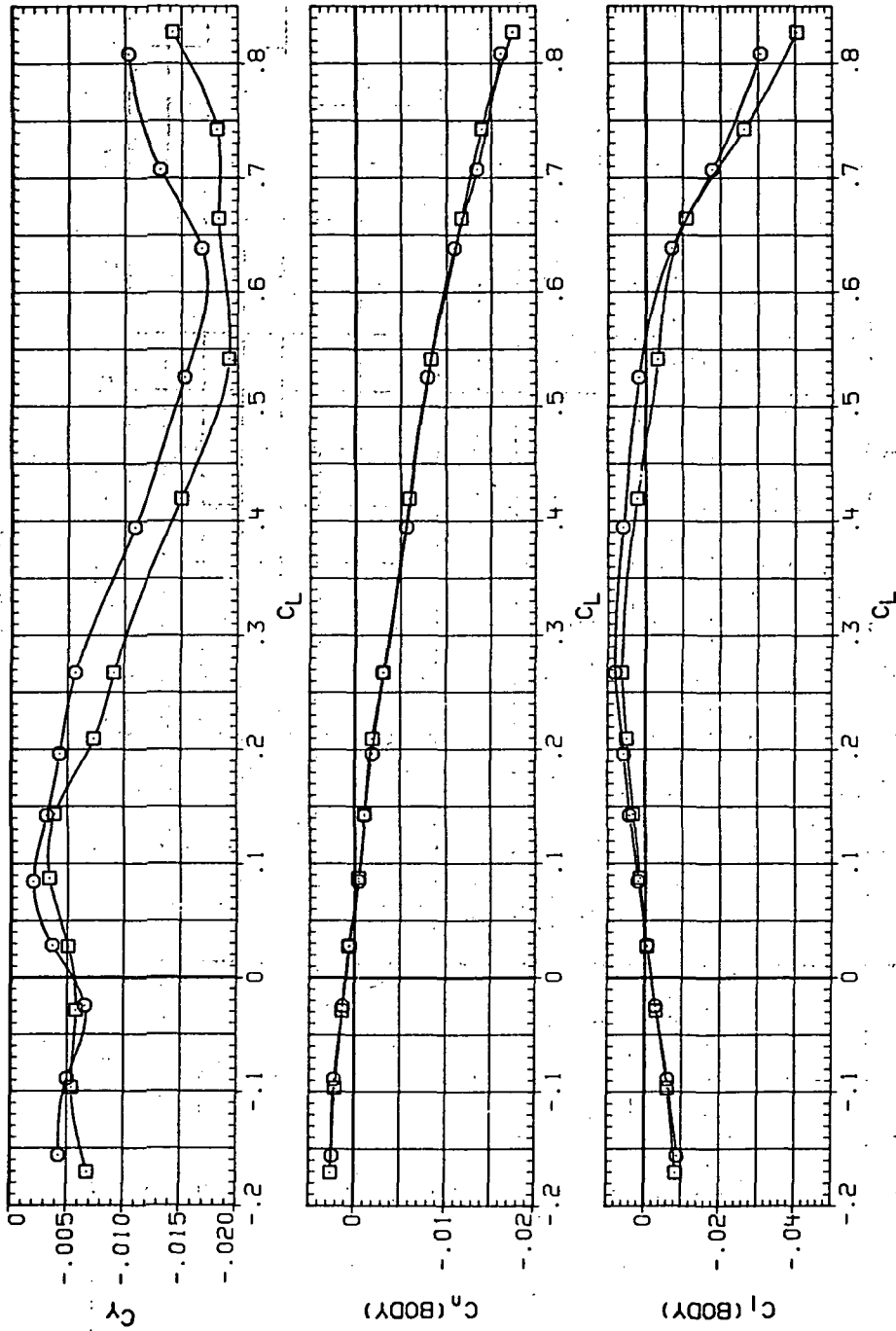


(d)  $L/D$  vs  $C_L$ .

Figure 61. — Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR186     $\square$     7N50B (STEEL)  
 RJR232     $\circ$     7N50B (STEEL)

RN/L    Q(NSM)  
 6.230    14.500  
 8.200    19.200

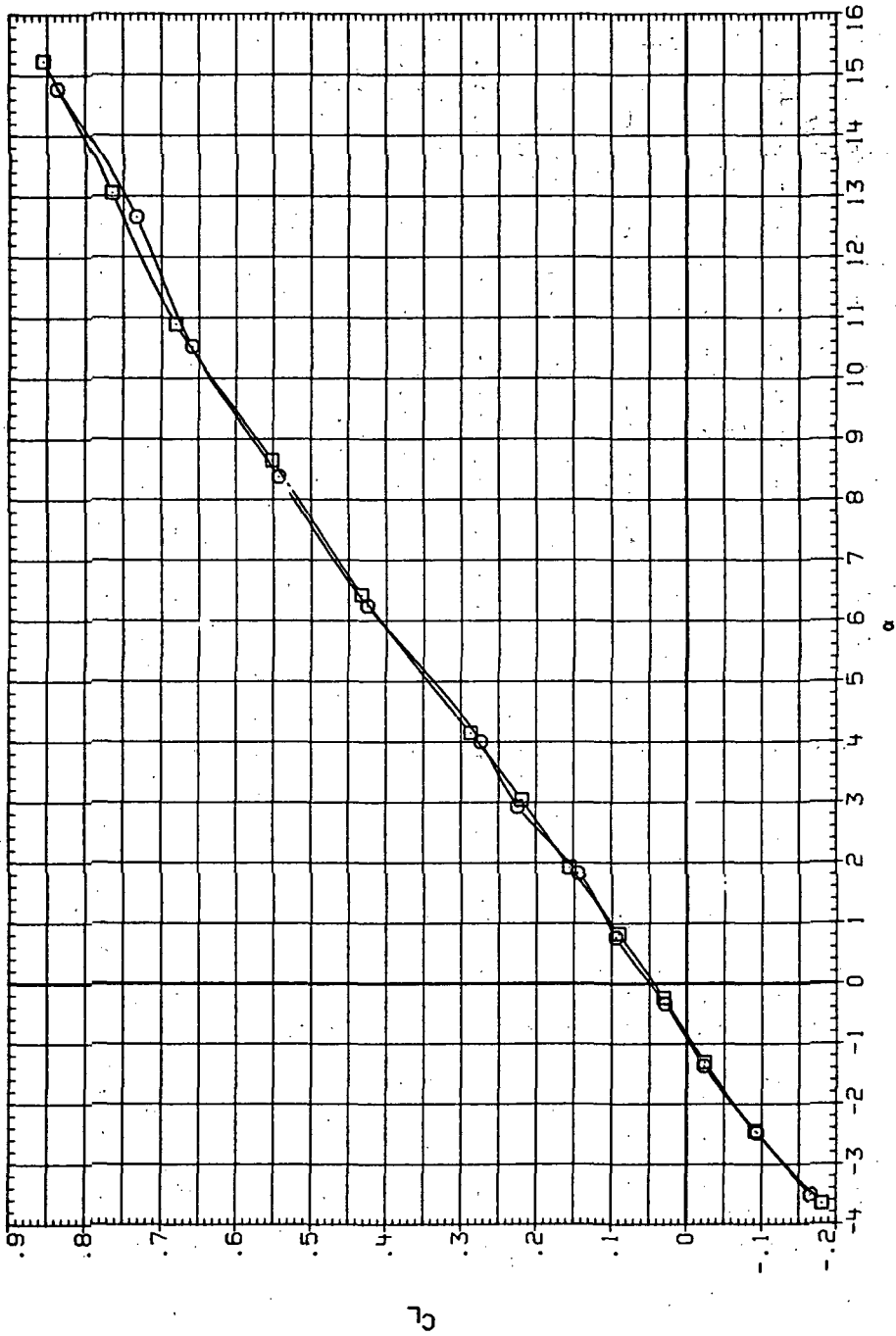


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 61.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR197 74508 (STEEL)  
 RJR233 74508 (STEEL)

RV/L 0 (NSM)  
 6.230 19.000  
 6.200 19.900

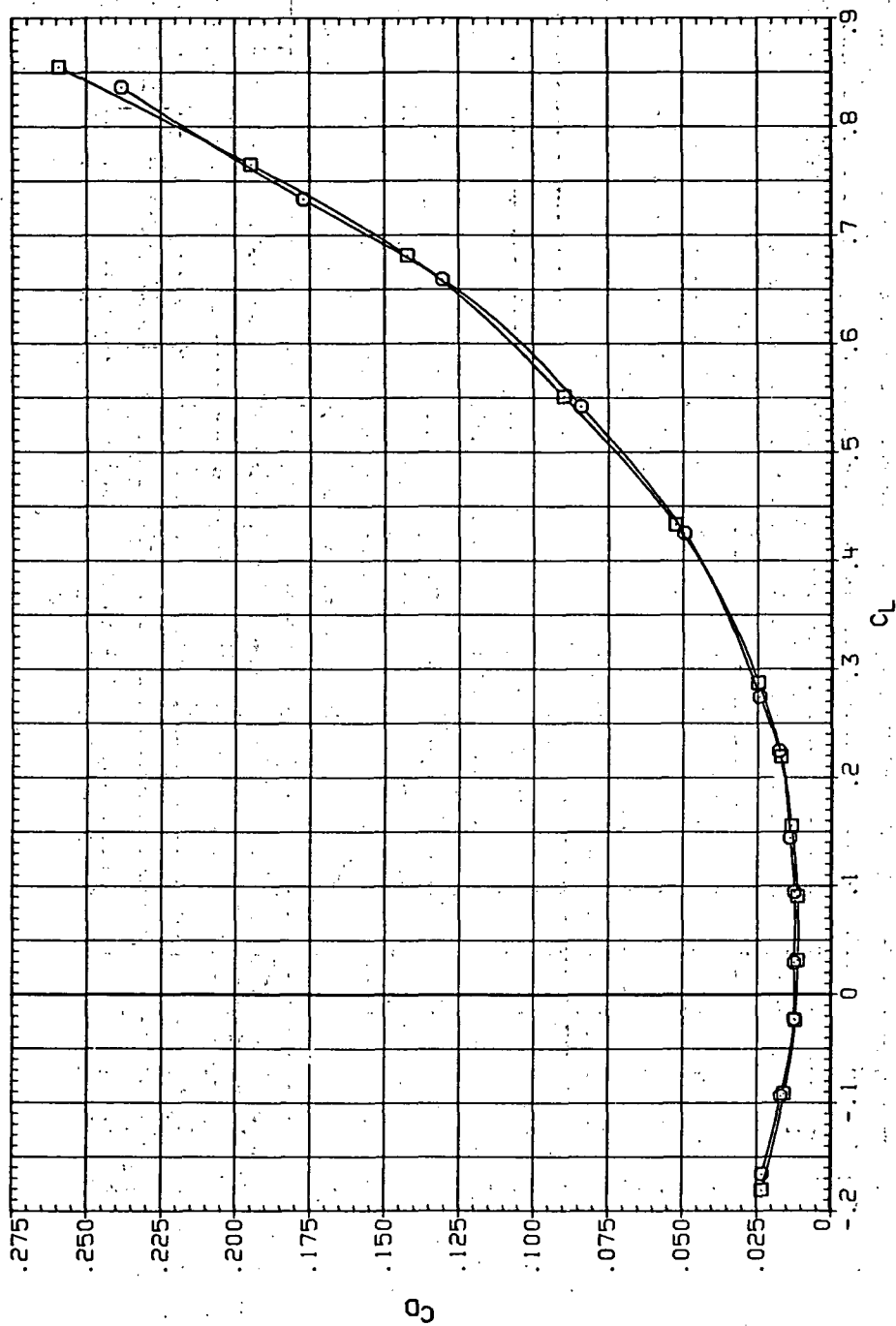


(a)  $C_L$  vs  $\alpha$ .

Figure 62.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 0.95$  and the NACA 65A204 airfoil).

DATA SET SYMBOL    CONFIGURATION  
 RJR197    ○    7450B (STEEL)  
 RJR233    □    7450B (STEEL)

RV/L    Q (NEM)  
 6.230    15.000  
 8.200    19.900

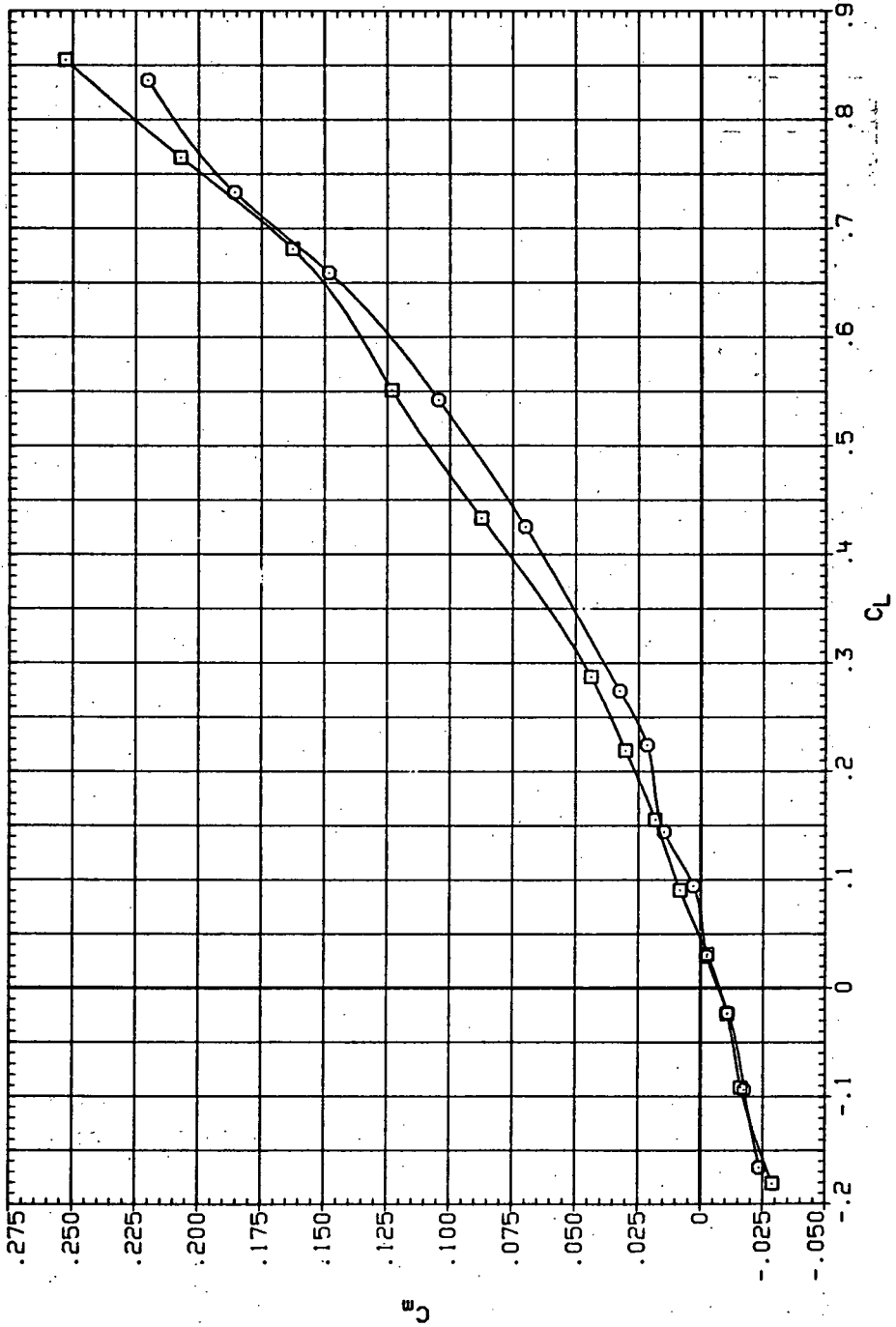


(b)  $C_D$  vs  $C_L$ .

Figure 62. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR187  $\square$  7450B (STEEL)  
 RJR233  $\circ$  7450B (STEEL)

RV/L Q(NSH)  
 6.230 15.000  
 8.200 19.900



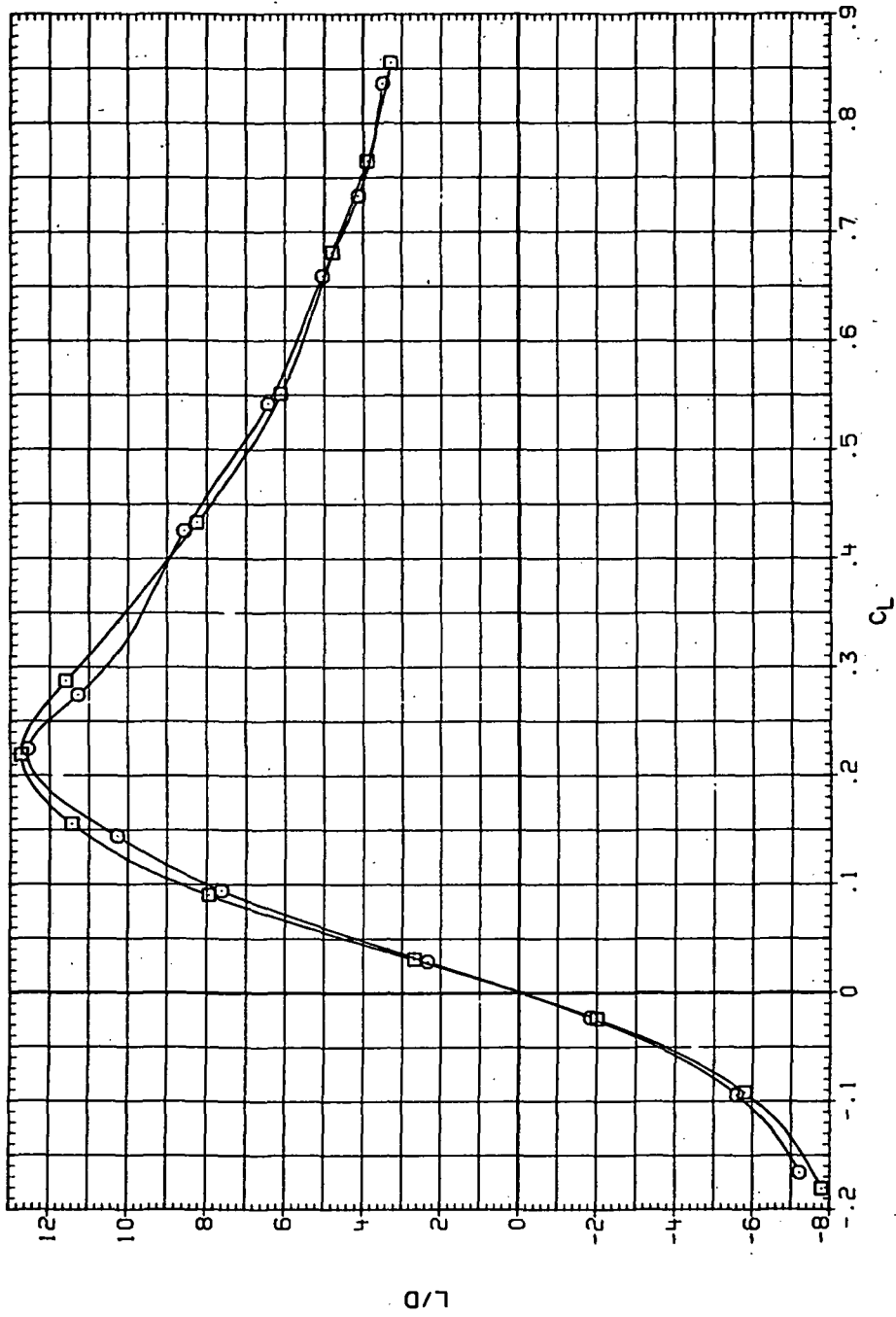
(c)  $C_m$  vs  $C_L$ .

Figure 62.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR187 7MS0B (STEEL)  
 RJR233 7MS0B (STEEL)

RV/L Q (INSH)  
 6.230 15.000  
 8.200 19.900

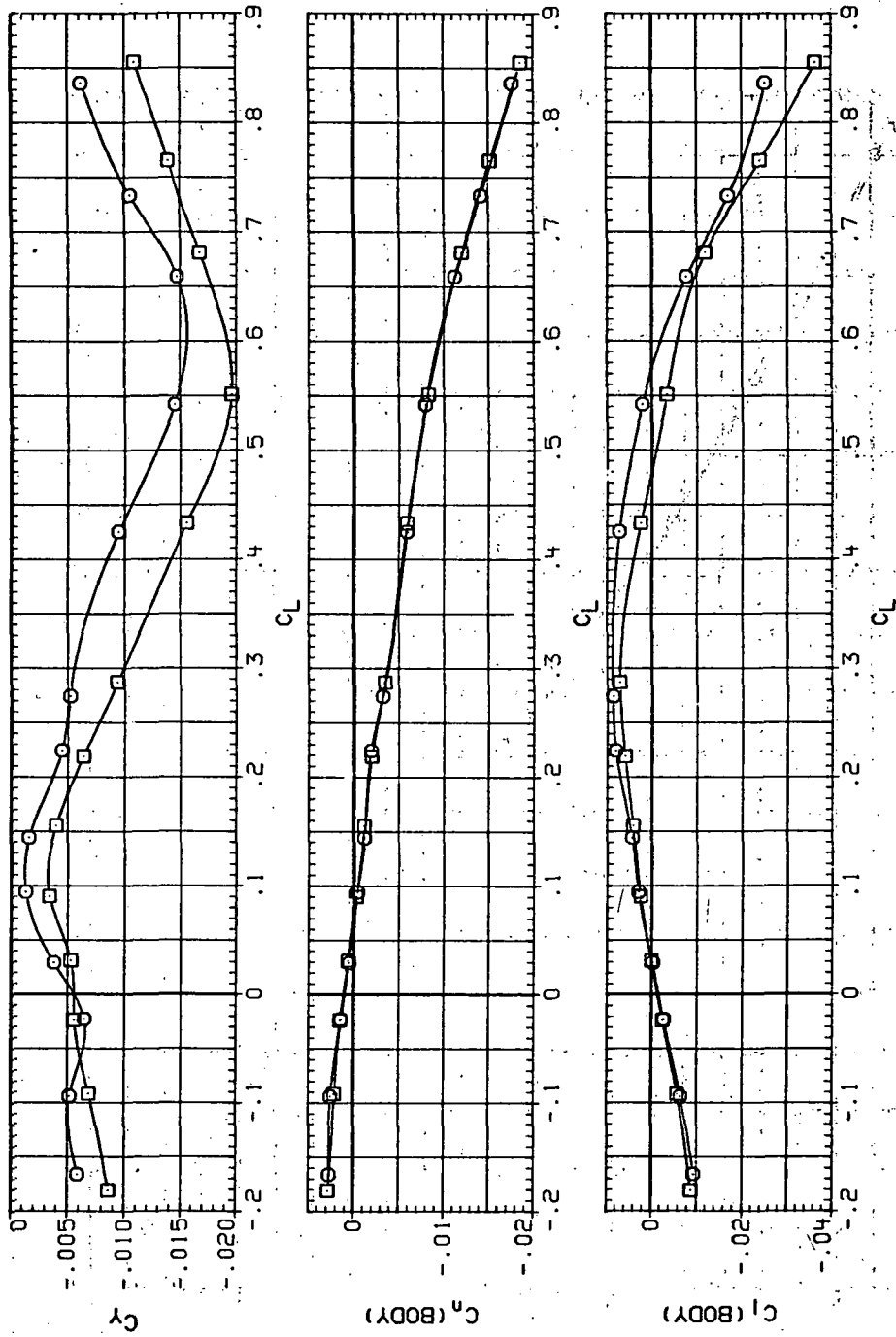


(d) L/D vs C<sub>L</sub>.

Figure 62.- Continued.

DATA SET SYMBOL CONFIGURATION  
 RUR187  $\square$  74508 (STEEL)  
 RUR233  $\square$  74508 (STEEL)

RV/L Q(NSM)  
 6.230 15.000  
 8.200 19.900

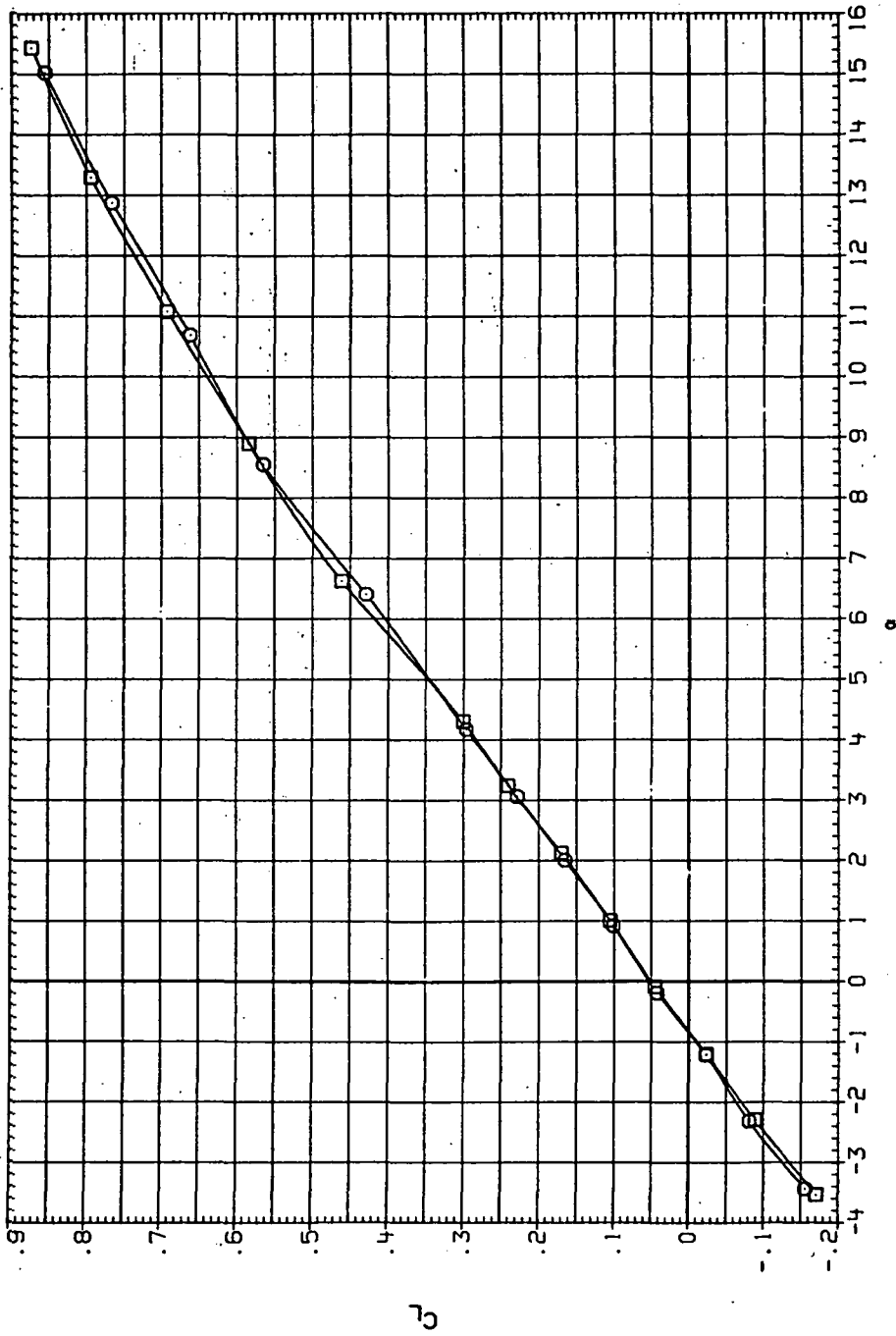


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 62. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR188  $\square$  7450B (STEEL)  
 RJR234  $\circ$  7450B (STEEL)

RM/L Q(NSM)  
 6.230 16.400  
 8.200 21.200

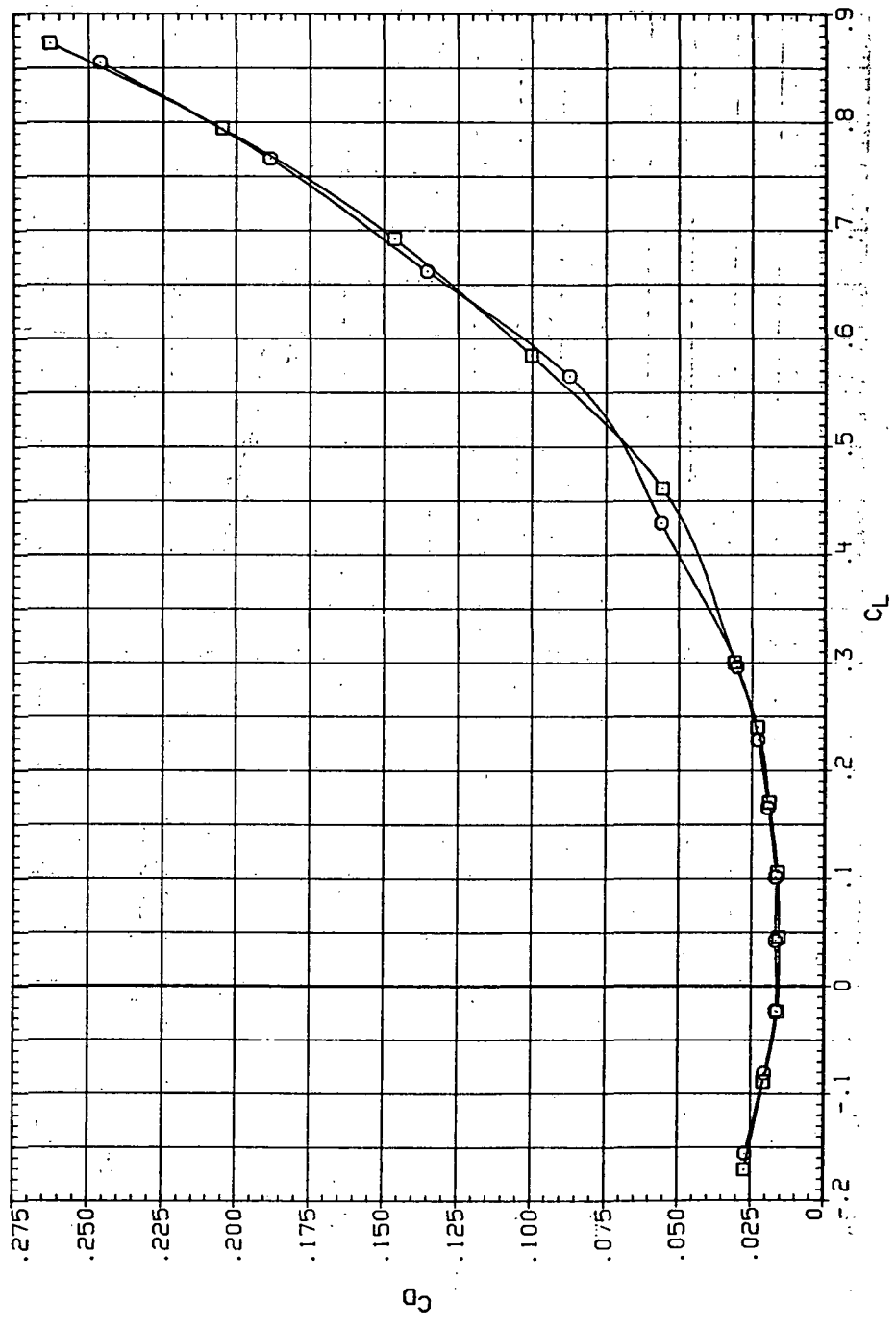


(a)  $C_L$  vs  $\alpha$ .

Figure 63.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 1.1$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR188 ○ 7M50B (STEEL)  
 RJR234 □ 7M50B (STEEL)

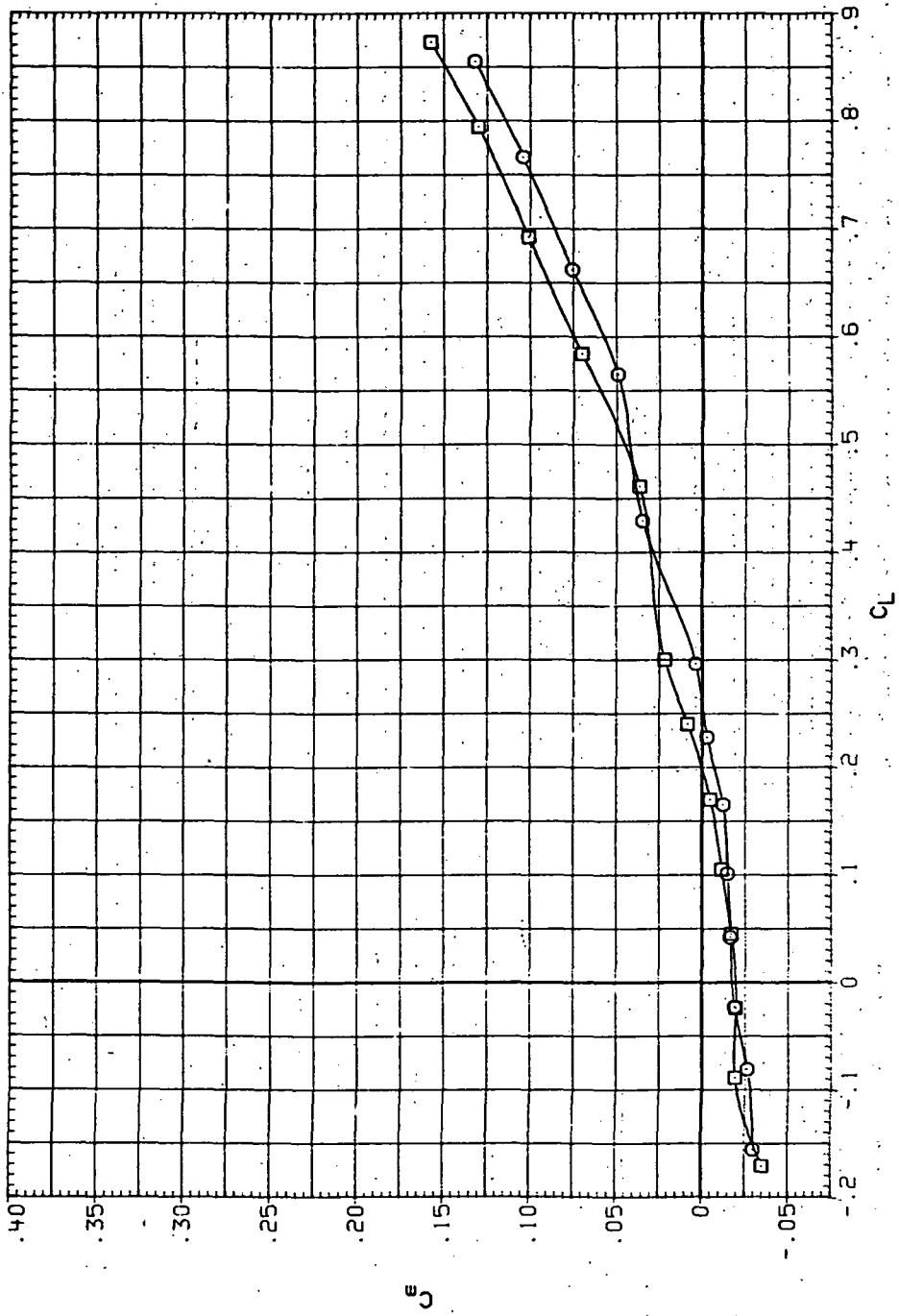
RN/L Q(NSM)  
 6.230 16.400  
 8.200 21.200



(b)  $C_D$  vs  $C_L$ .  
 Figure 63.— Continued.

DATA SET SYMBOL    CONF (GURATION)  
 RJR188    ○    74508 (STEEL)  
 RJR234    □    74508 (STEEL)

RN/L    Q (NSM)  
 6.230    16.400  
 8.200    21.200

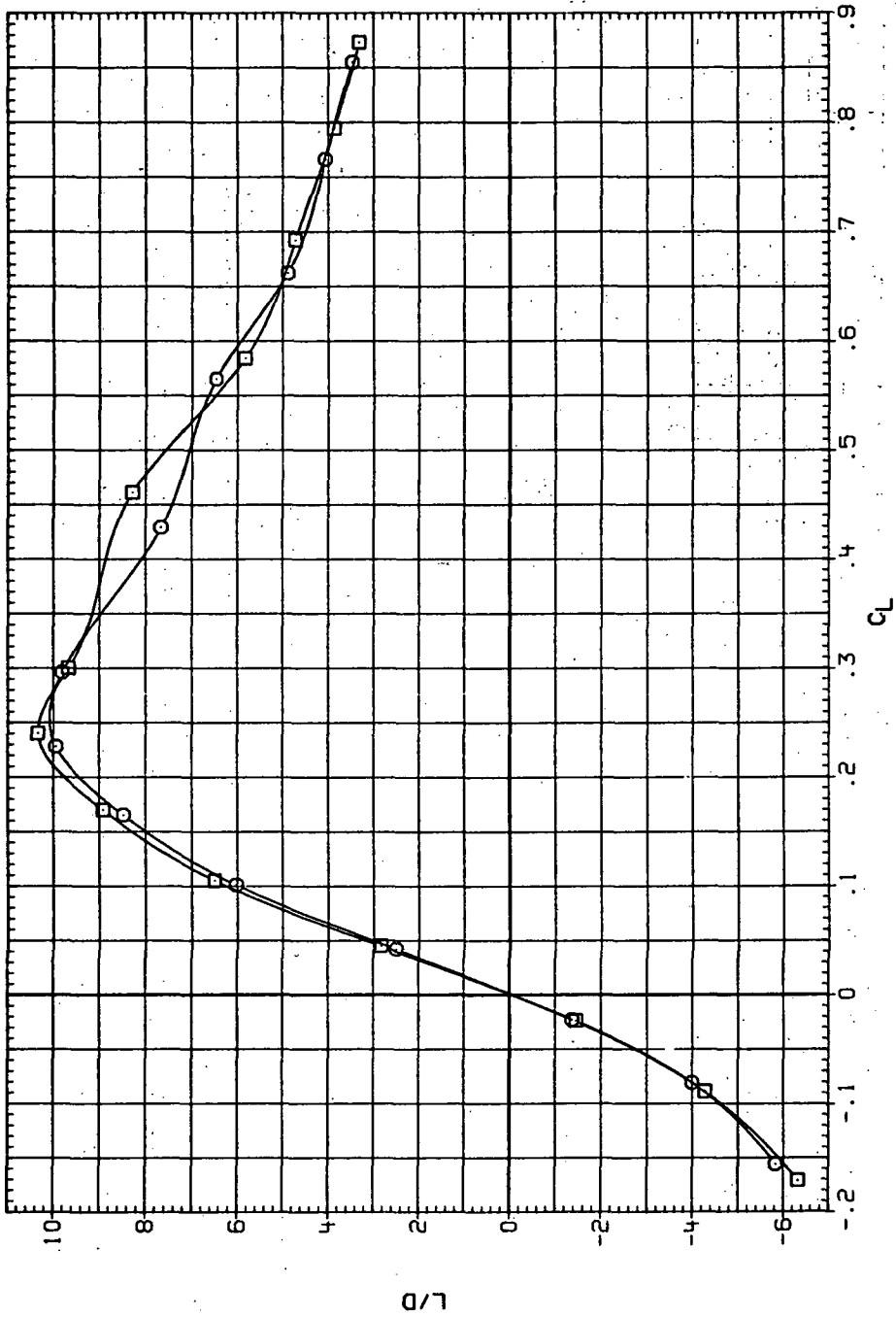


(c)  $C_m$  vs  $C_L$ .

Figure 63.— Continued.

DATA SET SYMBOL    CONFIGURATION  
 RUP188    7450B (STEEL)  
 RUP234    7450B (STEEL)

RN/L    Q (IN)  
 8.230    16.400  
 8.260    21.200

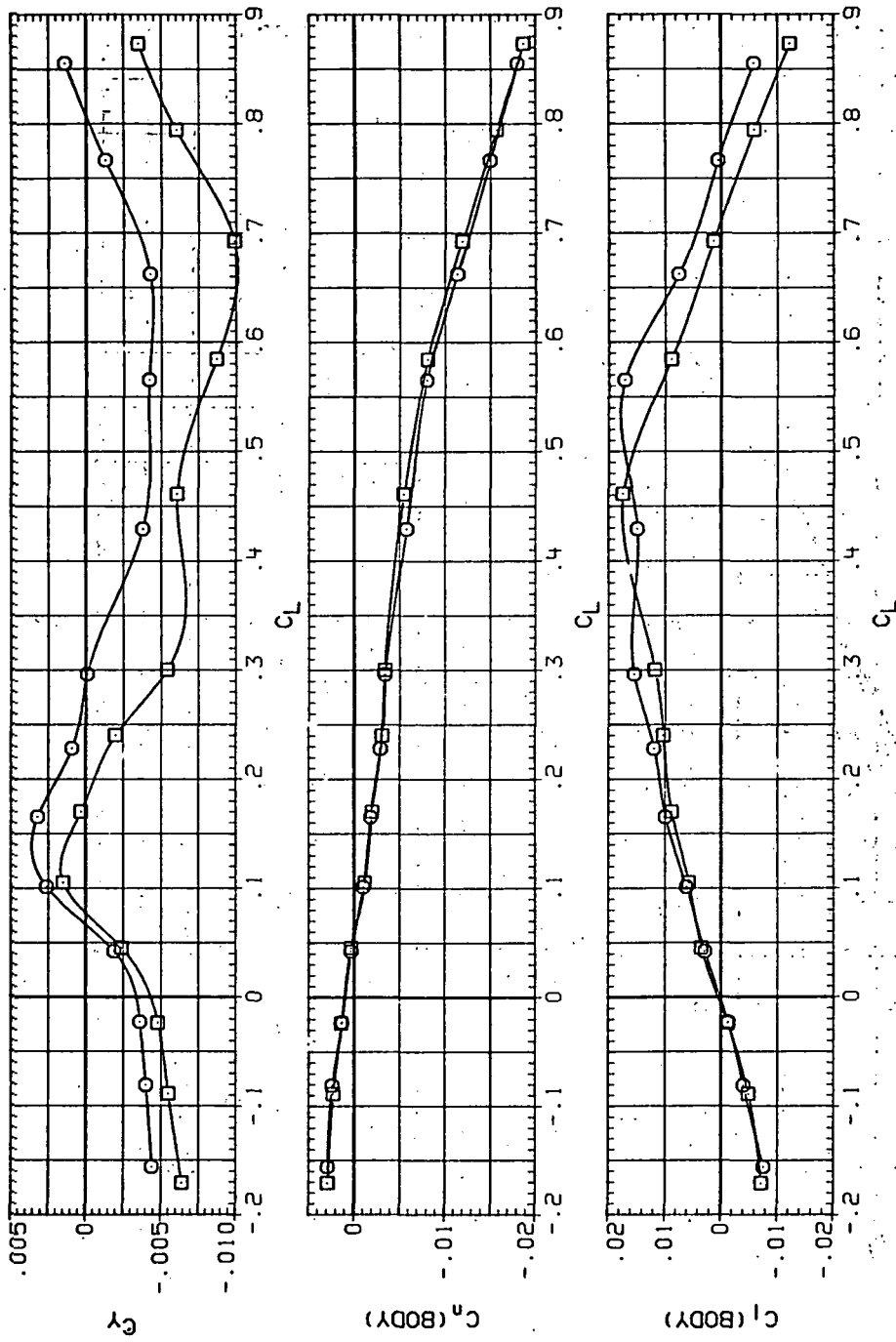


(d)  $L/D$  vs  $C_L$ .

Figure 63.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR188 O 7M50B (STEEL)  
 RJR234 □ 7M50B (STEEL)

RN/L  $\sigma_{(NSM)}$   
 6.230 16.400  
 8.200 21.200

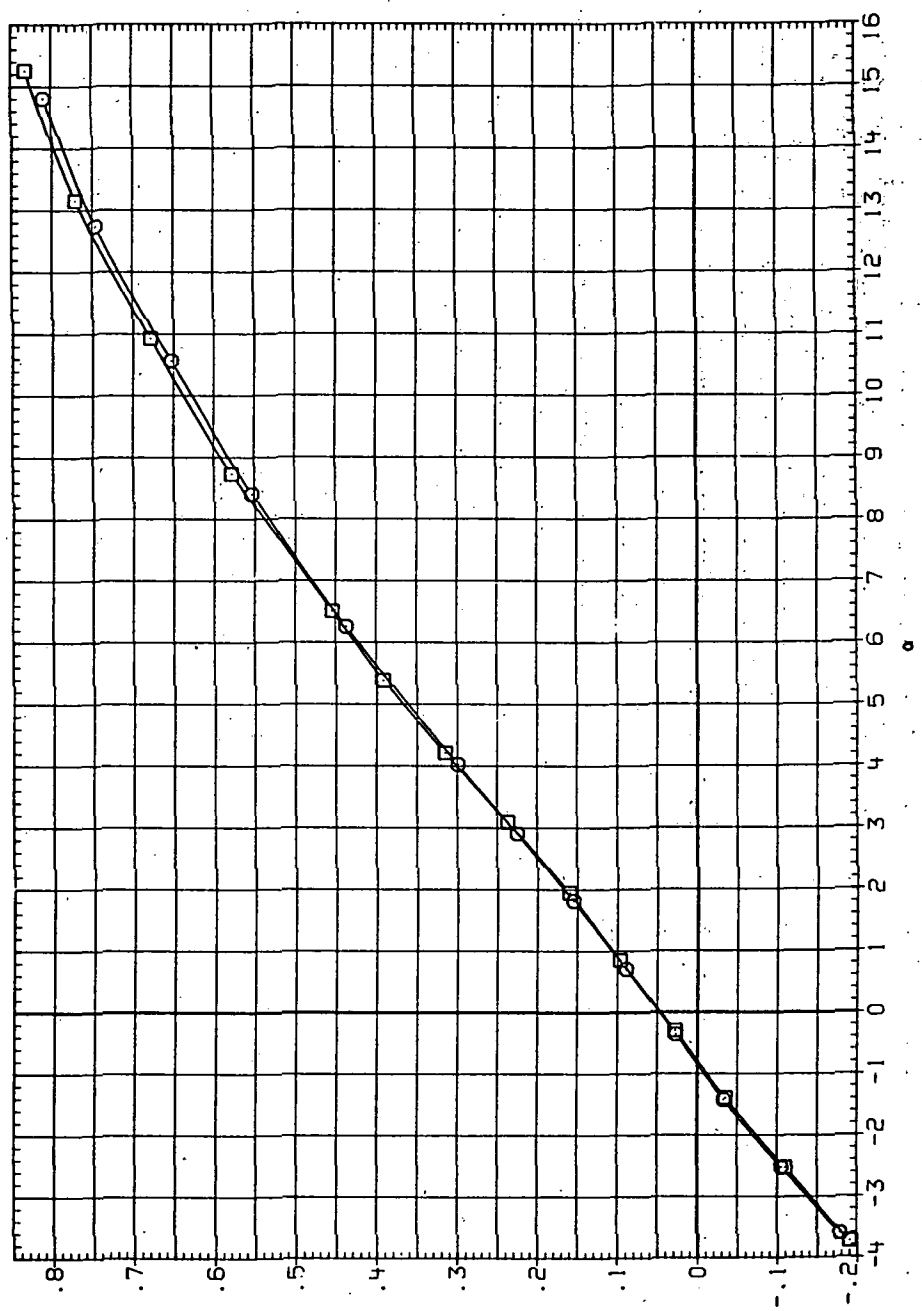


(e)  $C_\gamma$ ,  $C_\eta$  and  $C_\xi$  vs  $C_L$ .

Figure 63. Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR189 7450B (STEEL)  
 RJR235 7450B (STEEL)

RM/L Q(NSH)  
 6.230 17.070  
 8.200 22.800



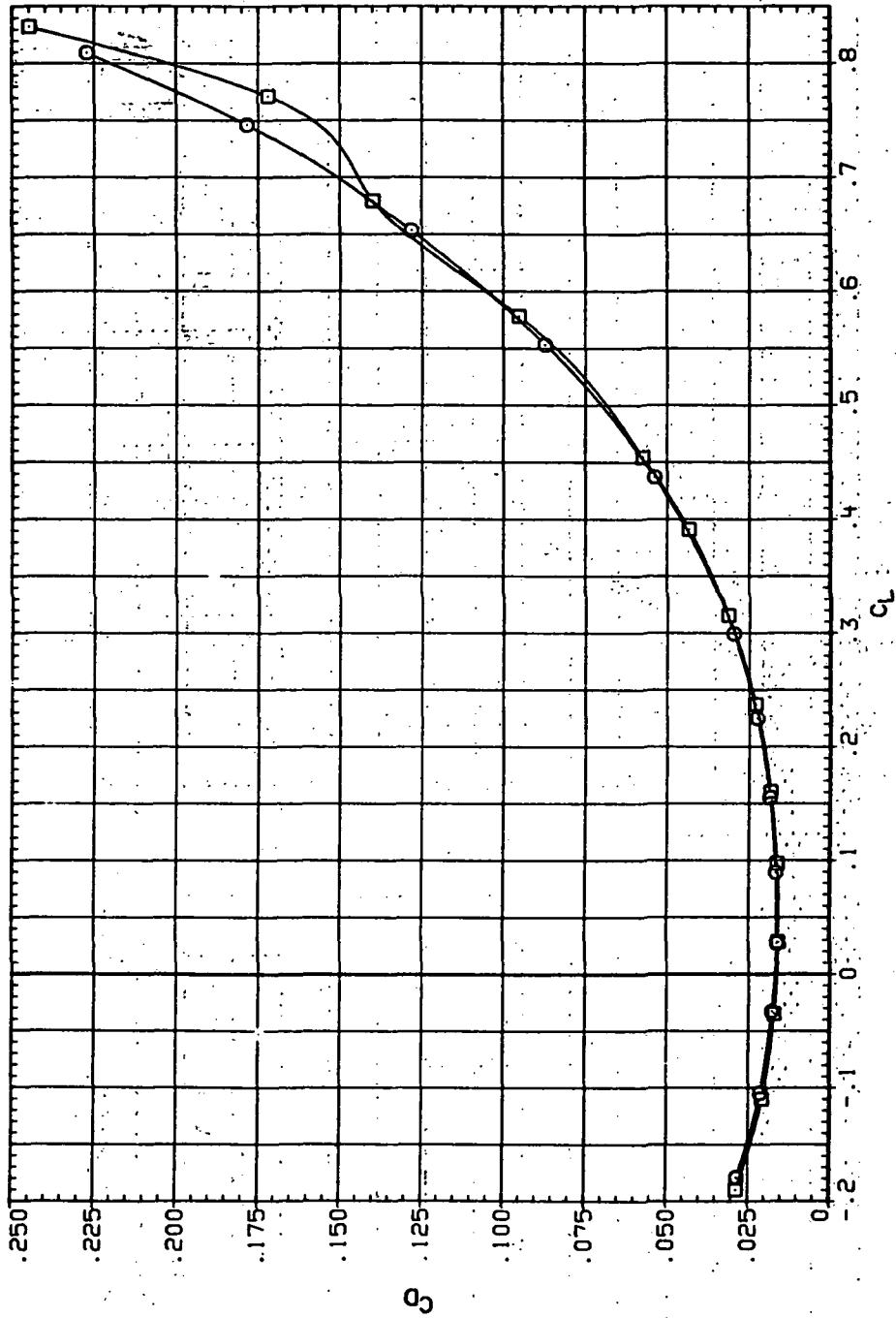
(a)  $C_L$  vs  $\alpha$ .

Figure 64.—Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 1.2$  and the NACA 65A204 airfoil).



DATA SET SYMBOL CONFIGURATION  
 RJR189 ○ 7450B (STEEL)  
 RJR235 □ 7450B (STEEL)

RV/L Q(1NSH)  
 5.530 17.000  
 8.500 22.800

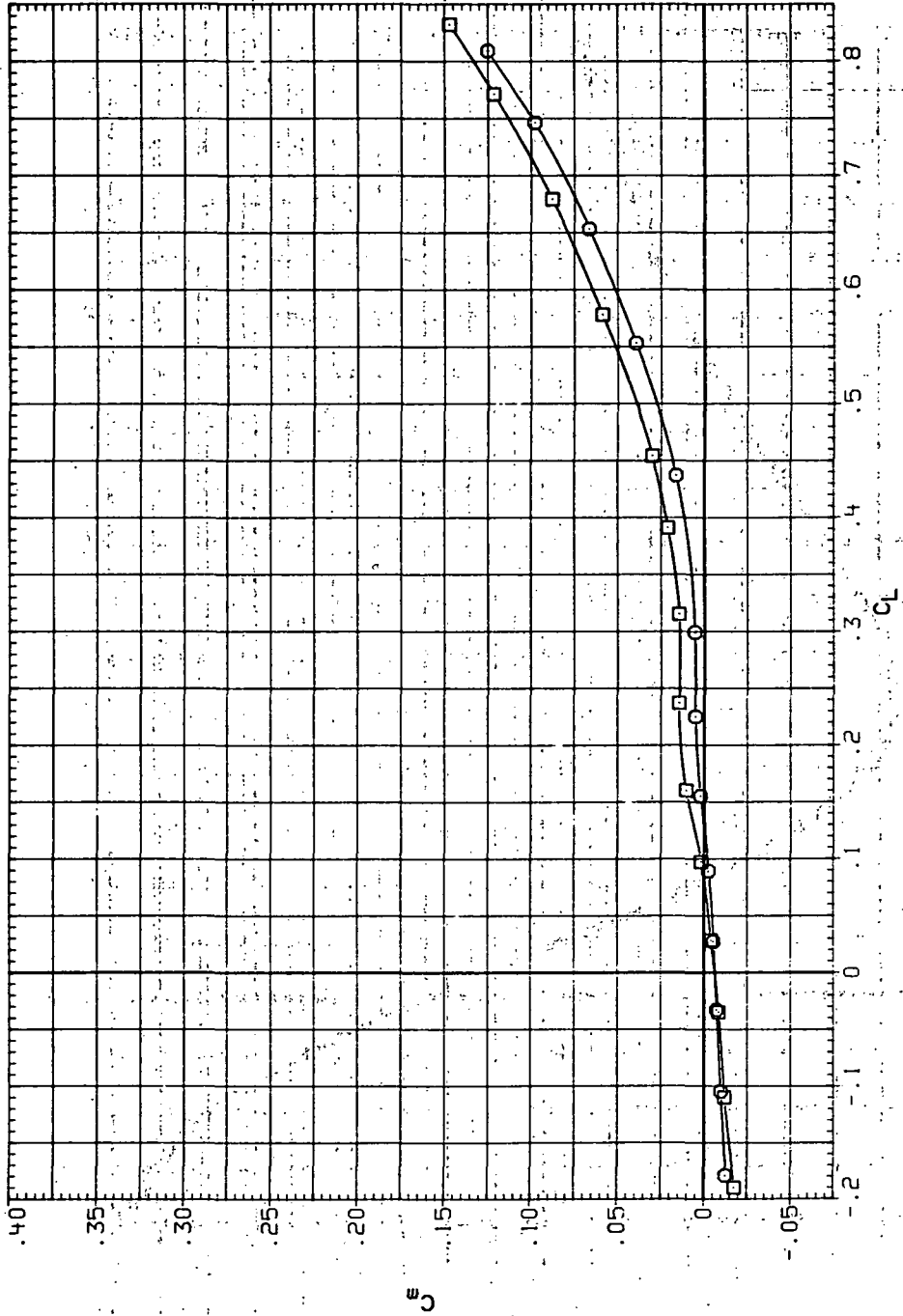


(b)  $C_D$  vs  $C_L$

Figure 64.— Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR189    ○    7M50B (STEEL)  
 RJR235    □    7M50B (STEEL)

RV/L    Q(NSM)  
 6.230    17.000  
 8.200    22.800

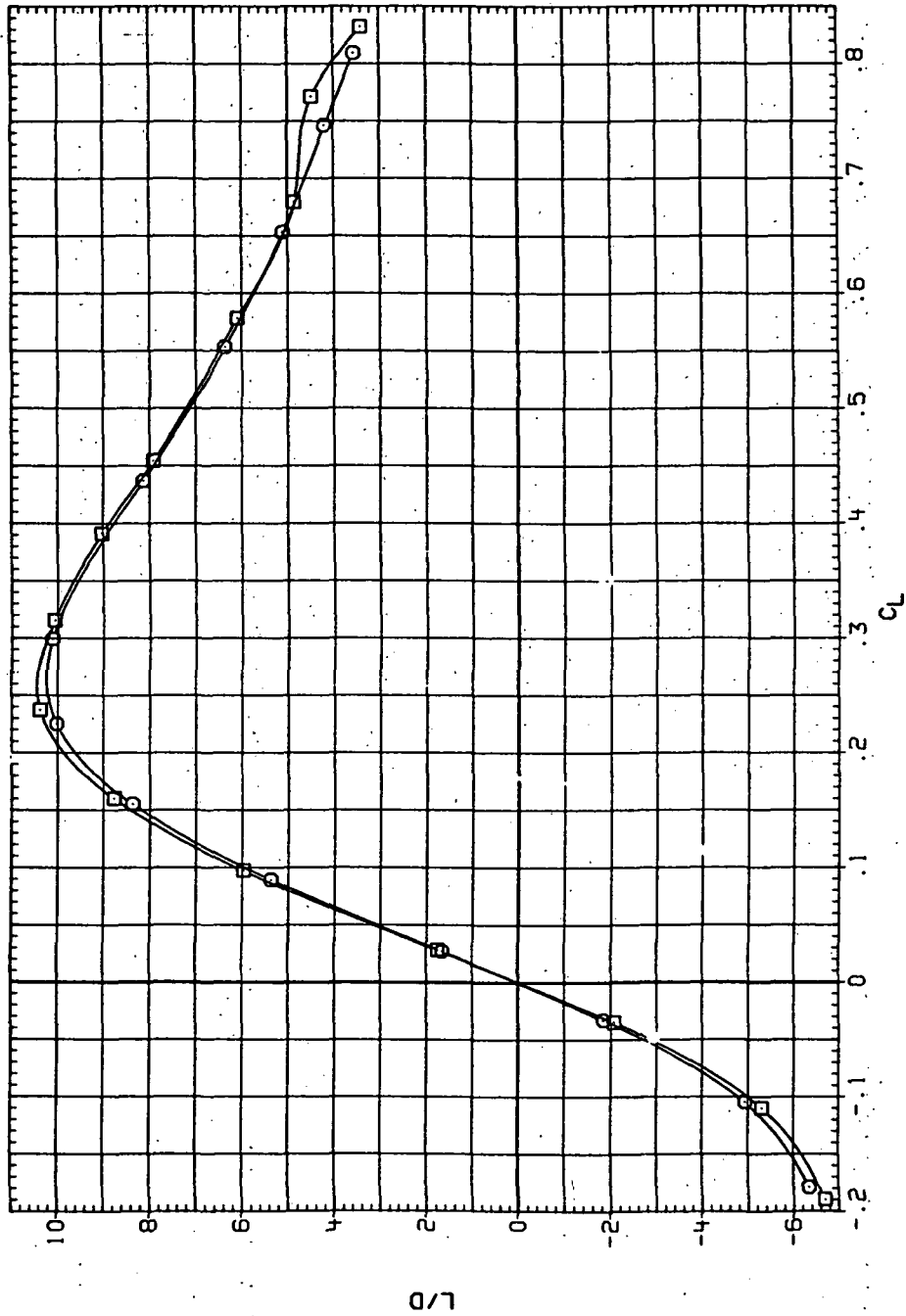


(c)  $C_m$  vs  $C_L$ .

Figure 64.—Continued.

DATA SET SYMBOL · CONFIGURATION  
 RJR189 ○ 7#508 (STEEL)  
 RJR235 □ 7#508 (STEEL)

RN/L Q(NSH)  
 6.230 17.000  
 8.200 22.800

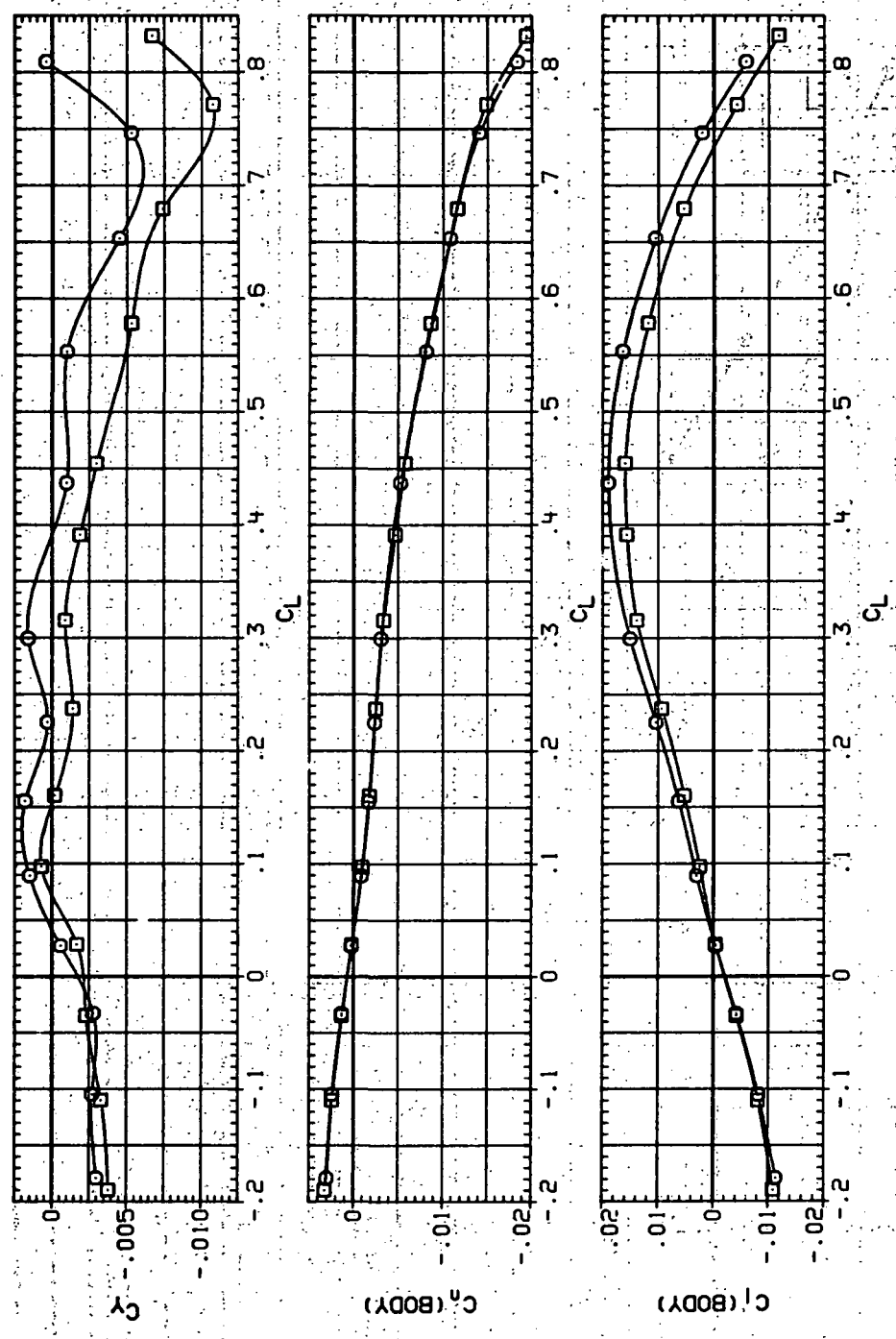


(d) L/D vs C<sub>L</sub>.

Figure 64.- Continued.

DATA SET SYMBOL CONFIGURATION  
 R,R189 74508 (STEEL)  
 R,R235 74508 (STEEL)

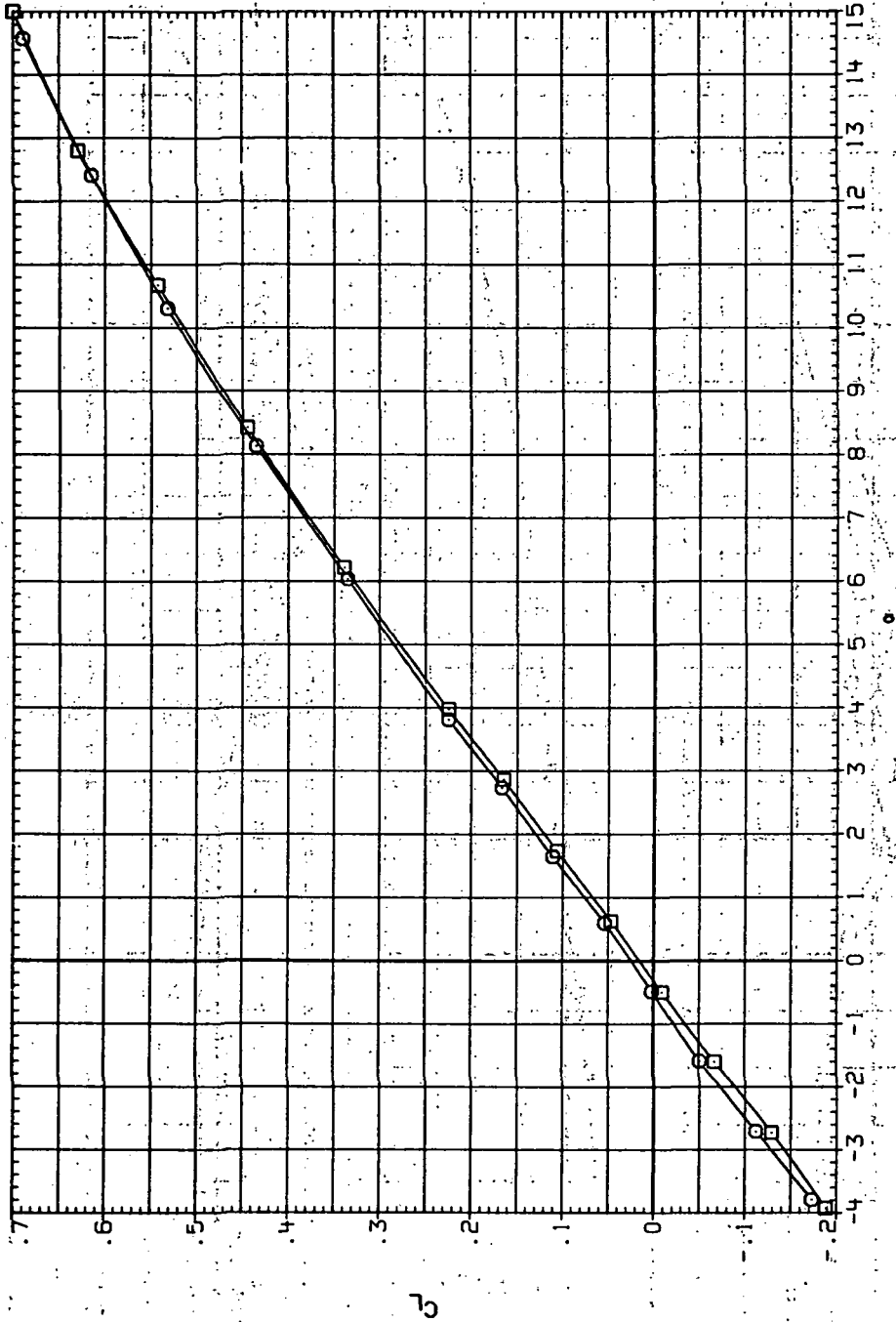
RN/L Q(NSM)  
 6.230 17.000  
 8.200 22.800



(e)  $C_y$ ,  $C_n$  and  $C_q$  vs  $C_L$ .  
 Figure 64:-- Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR190 7450B (STEEL)  
 RJR236 7450B (STEEL)

RN/L (LINE) Q(NC) (Q)  
 6.230 18.600  
 8.200 24.400

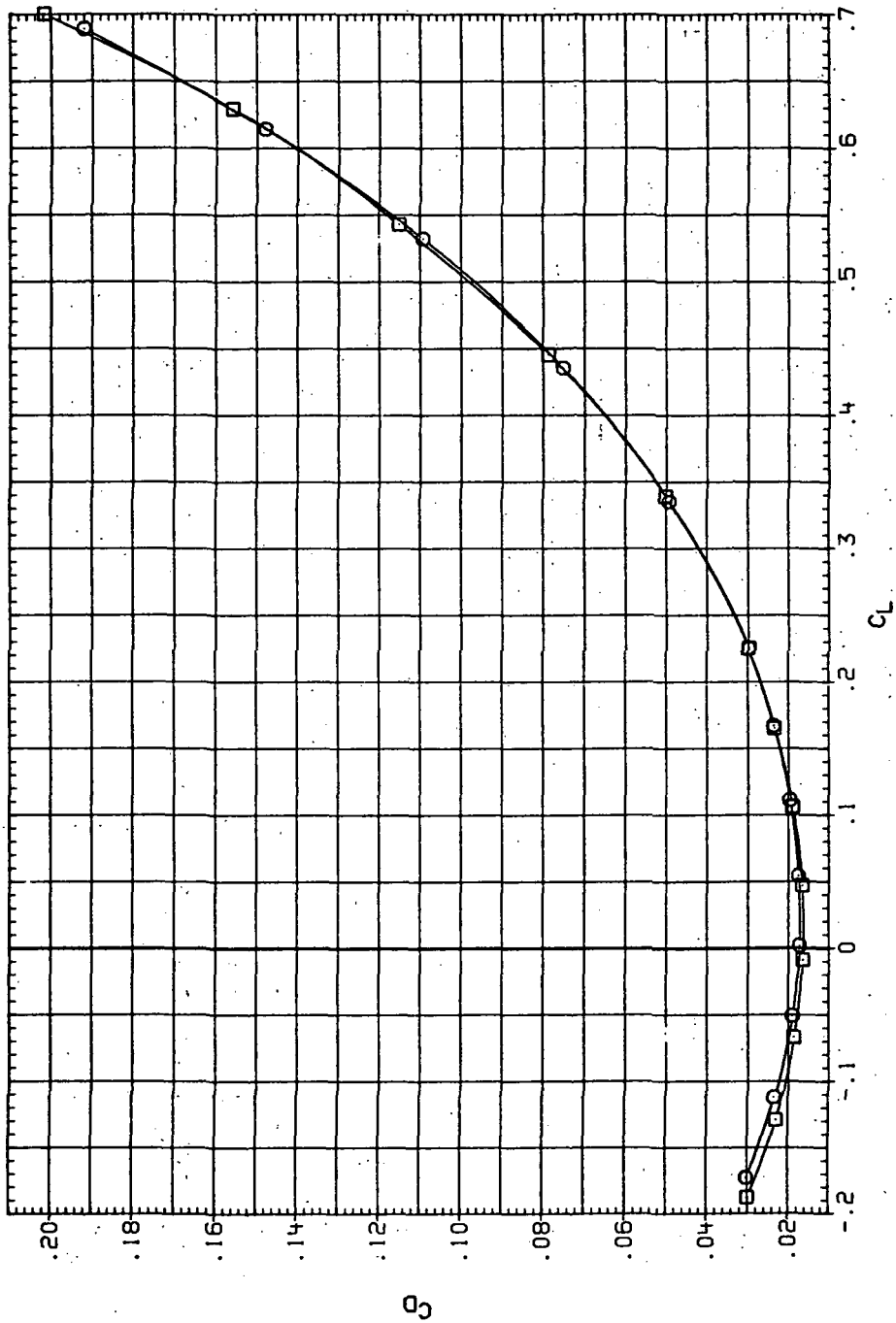


(a)  $C_L$  vs  $\alpha$ .

Figure 65. Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 1.6$  and the NACA 65A204-airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR190 ○ 7#508 (STEEL)  
 RJR236 □ 7#508 (STEEL)

RV/L Q (INCH)  
 6.230 18.600  
 8.200 24.400

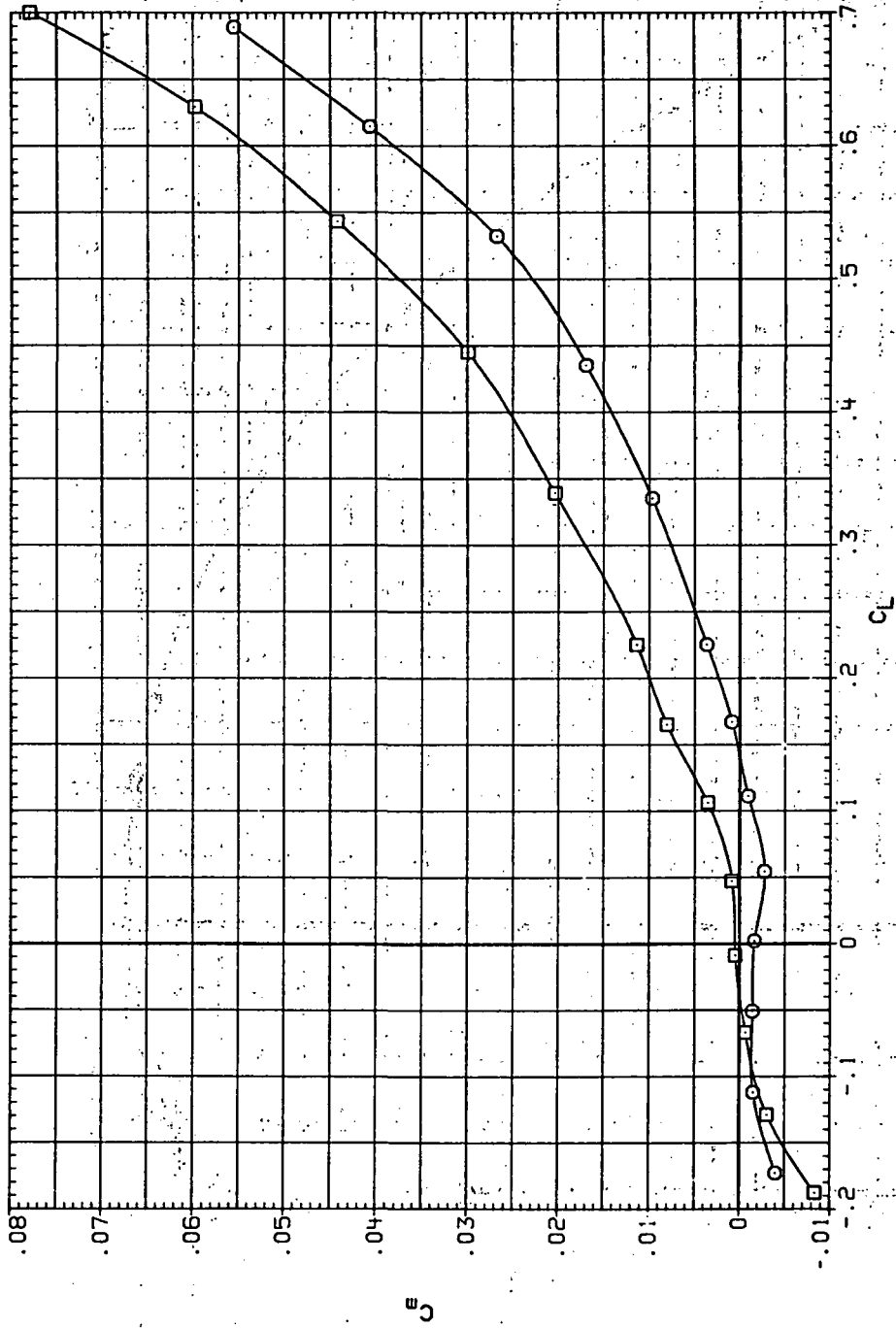


(b)  $C_D$  vs  $C_L$ .

Figure 65.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR190 ○ 7MS08 (STEEL)  
 RJR236 □ 7MS08 (STEEL)

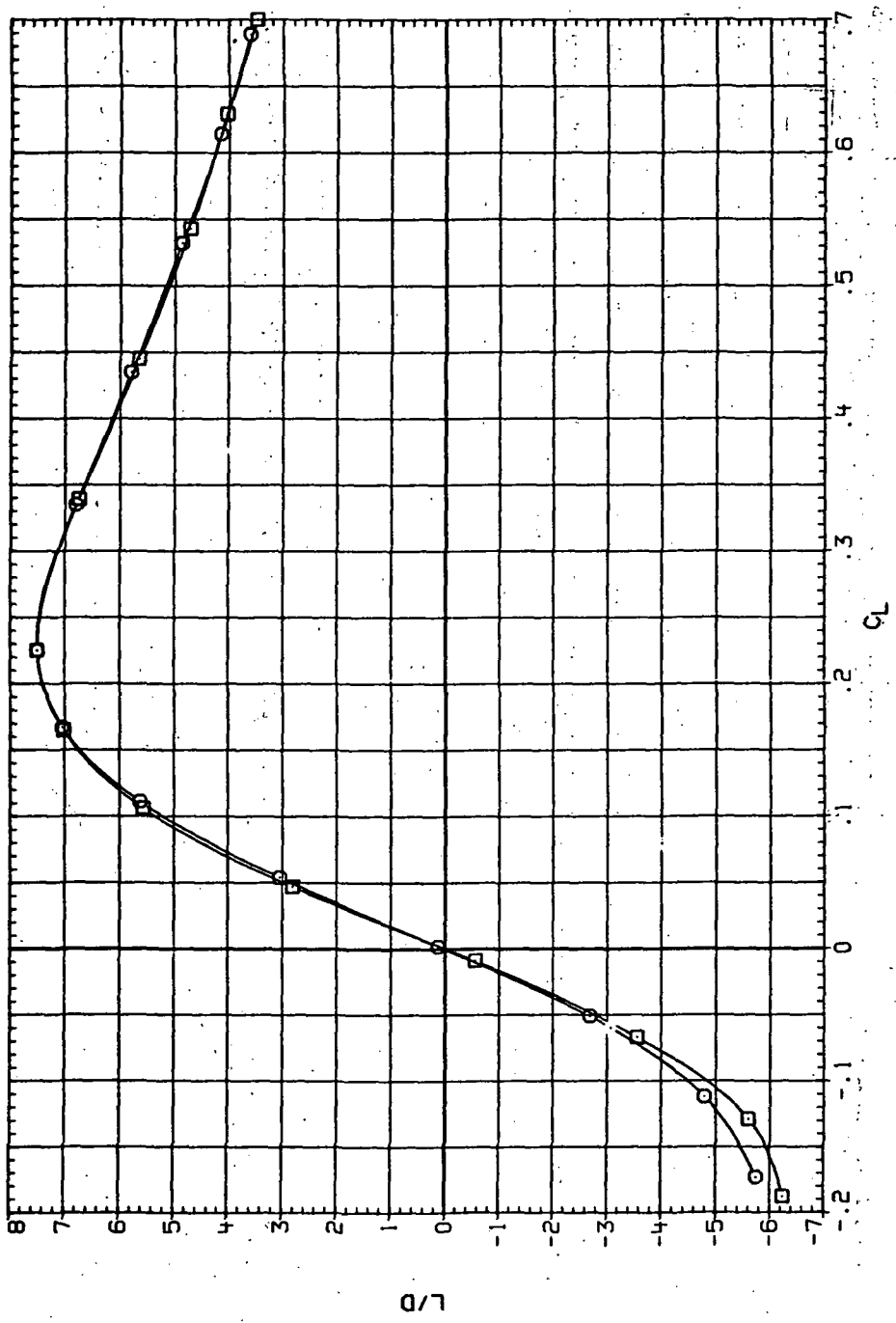
RN/L Q(NSM)  
 8.230 (8.600)  
 8.200 24.400



(c)  $C_m$  vs  $C_L$ .  
 Figure 65. — Continued.

DATA SET SYMBOL CONFIGURATION  
 R1P190 7450B (STEEL)  
 R1R236 7450B (STEEL)

RN/L 01(NSH)  
 8.230 18.600  
 8.200 24.400



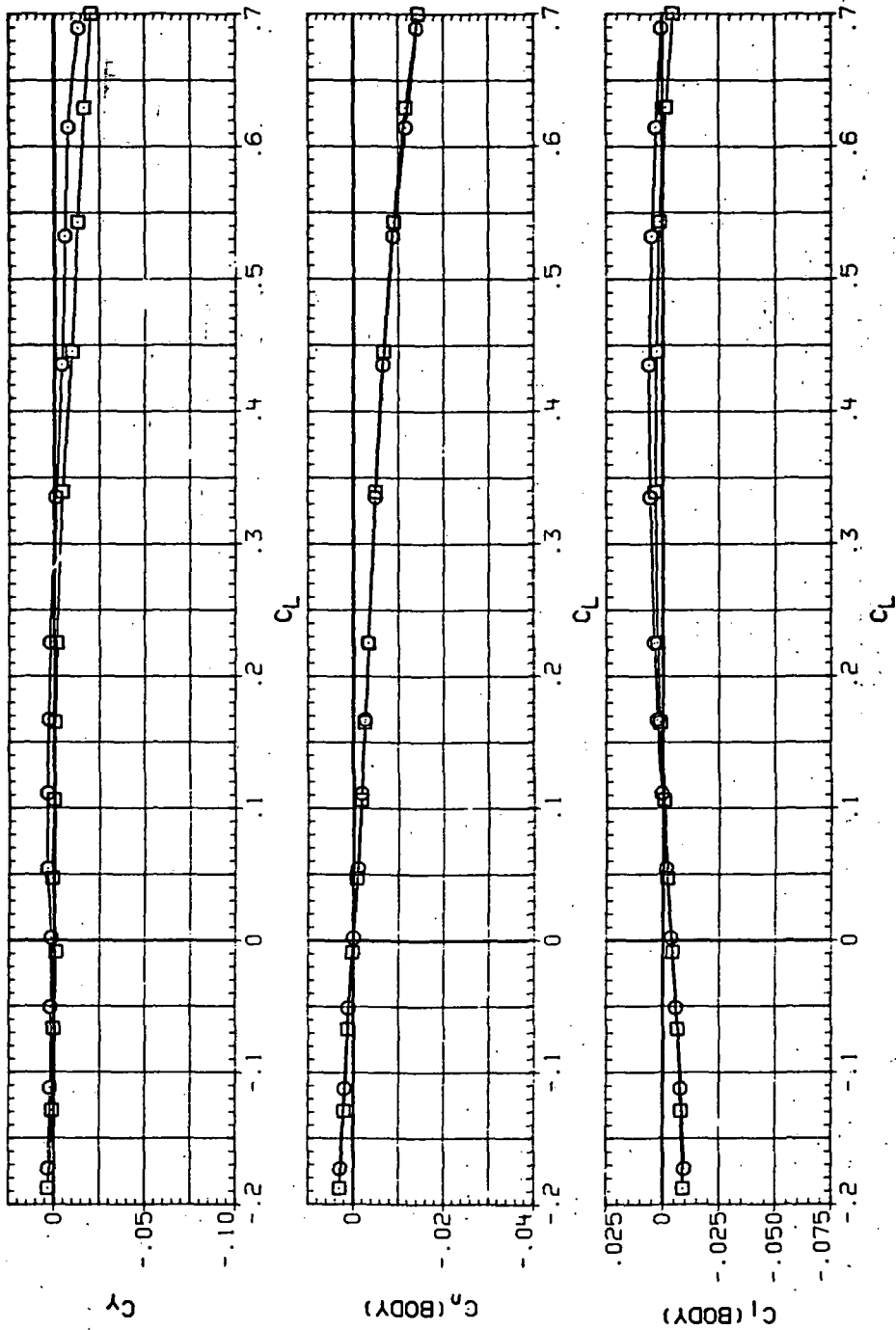
(d) L/D vs C<sub>L</sub>

Figure 65. - Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR190 ○ 7M508 (STEEL)  
 RJR236 □ 7M508 (STEEL)

RN/L C(NSH)  
 6.230 18.600  
 8.200 24.400



(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 65. Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR191 □ 7450B (STEEL)  
 RJR237 □ 7450B (STEEL)

RN/VL Q (NSM)  
 6.230 18.500  
 8.200 24.700

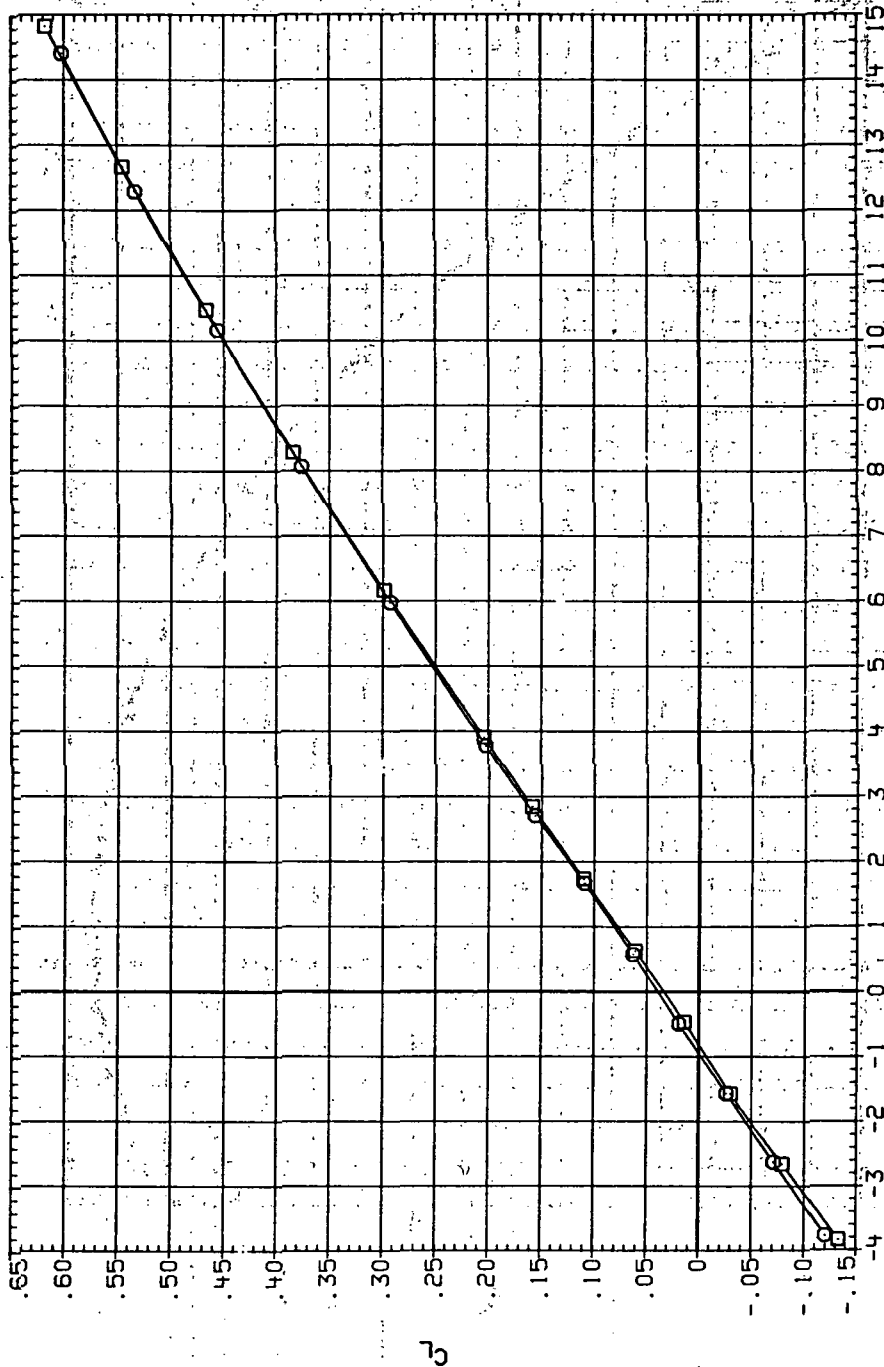
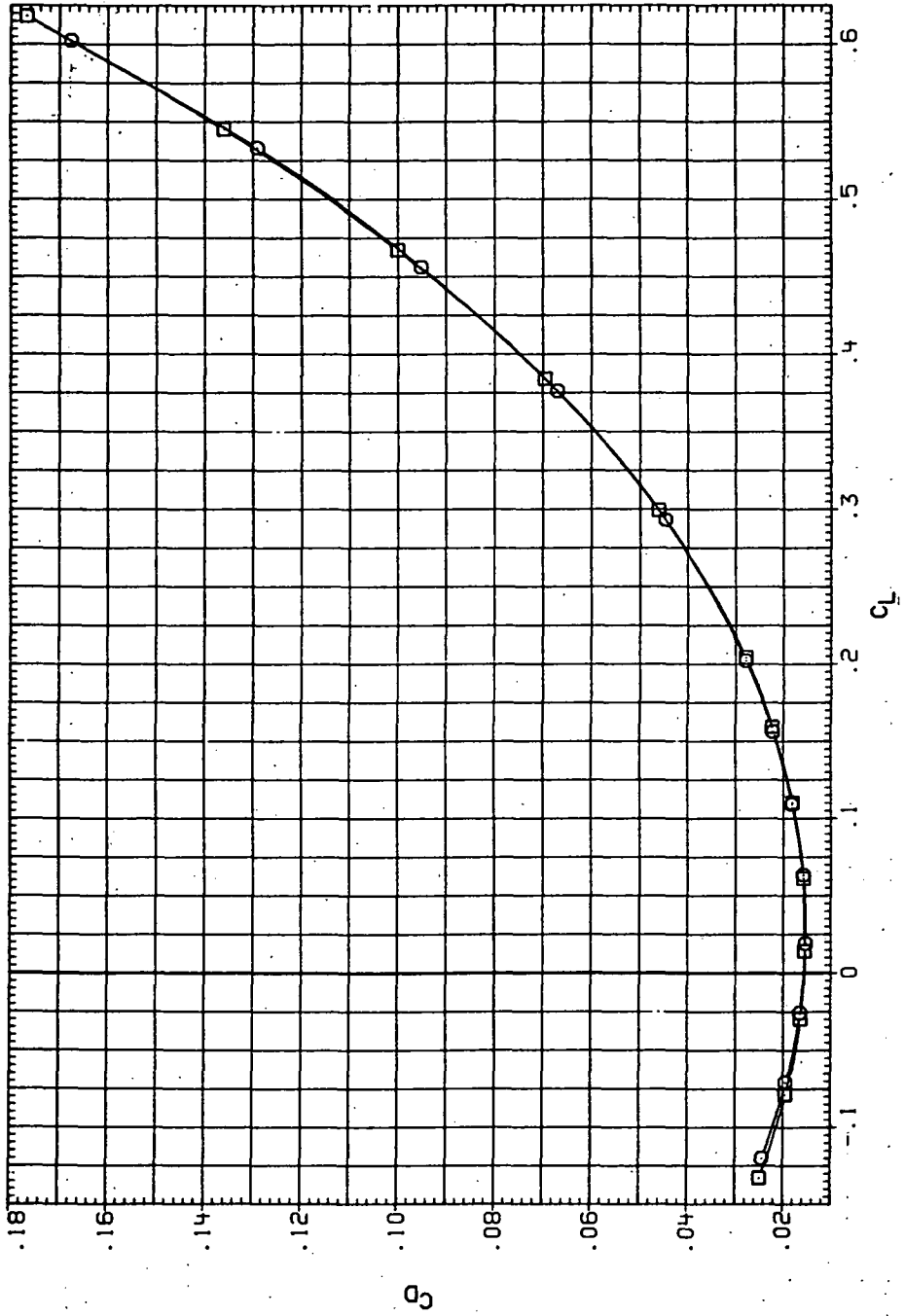


Figure 66.—Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 50^\circ$ ,  $M = 2.0$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R4R181 O 74508 (STEEL)  
 R4R237 □ 74508 (STEEL)

RV/L Q(NSM)  
 6.230 18.500  
 8.200 24.700



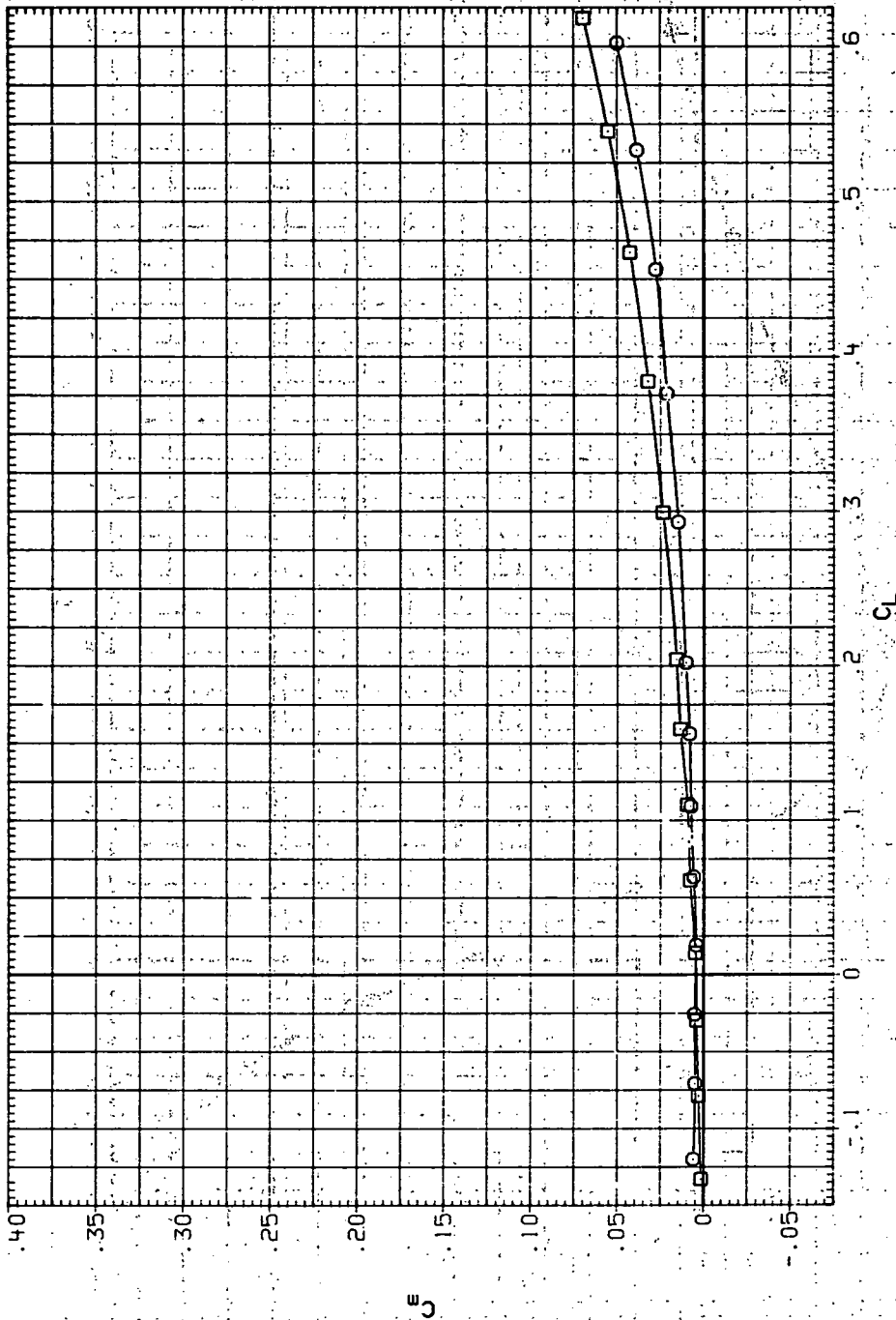
(b)  $C_D$  vs  $C_L$ .

Figure 66. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR191 ○ 7450B (STEEL)  
 RJR237 □ 7450B (STEEL)

RV/L Q (INCH)  
 6.230 18.500  
 8.200 24.700

10. 30. 40. 50.

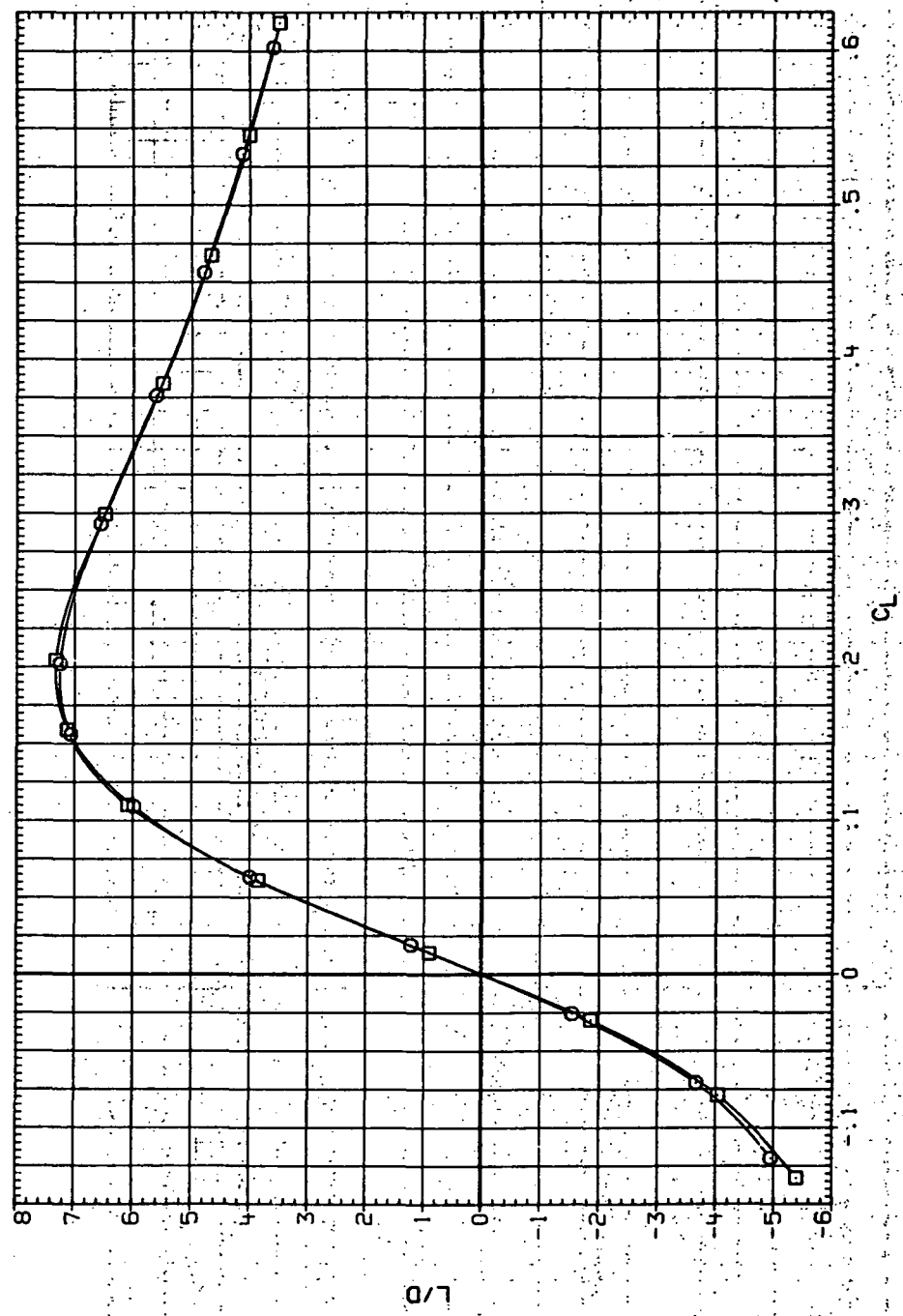


(c)  $C_m$  vs  $C_L$

Figure 66.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR191 ○ 7M50B (STEEL)  
 RJR237 □ 7M50B (STEEL)

RN/L Q(NSH)  
 6.230 16.500  
 8.200 24.700

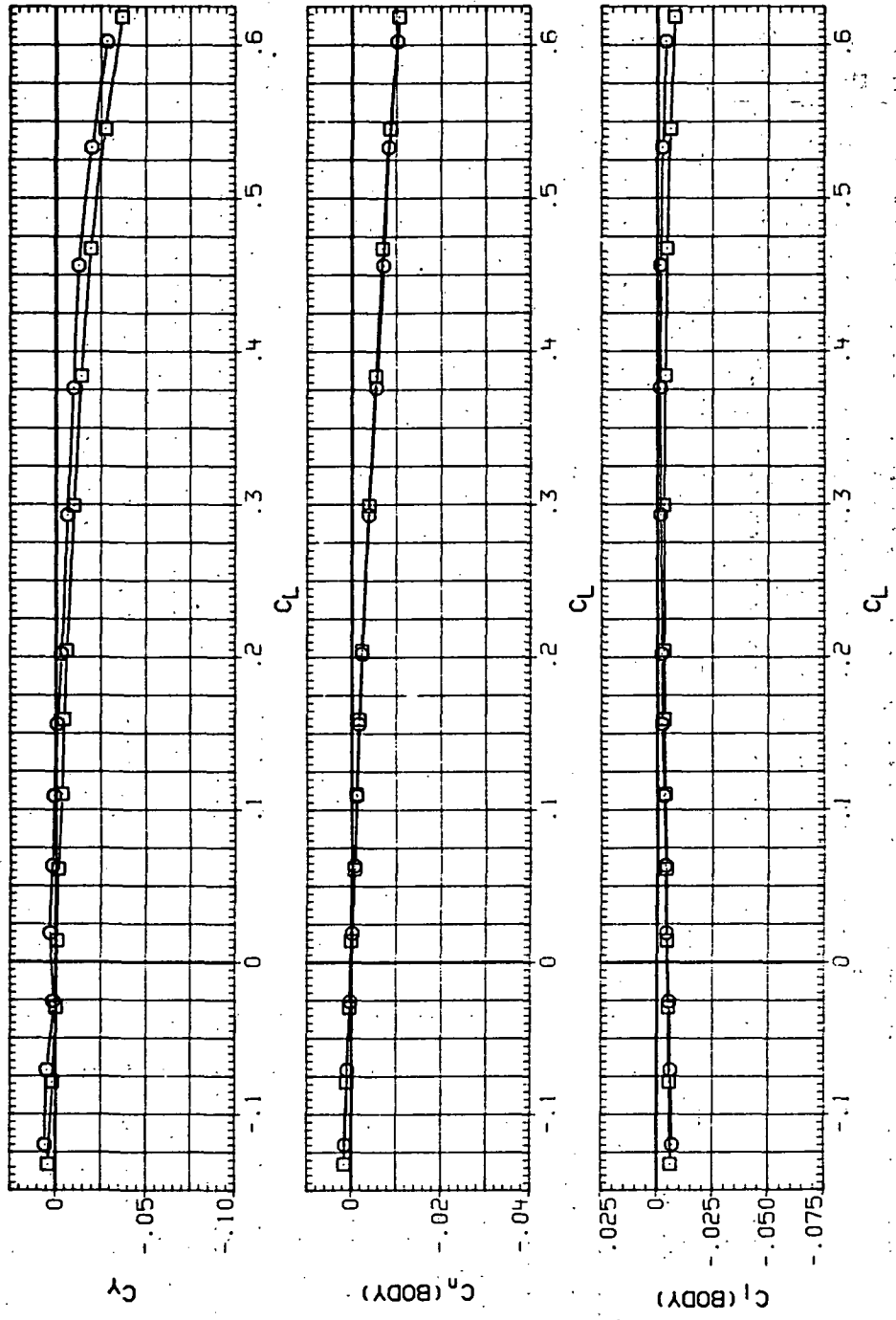


(d)  $L/D$  vs  $C_L$

Figure 66. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR191 ○ 7M50B (STEEL)  
 RJR237 □ 7M50B (STEEL)

RV/L Q(NSM)  
 6.230 18.500  
 8.200 24.700

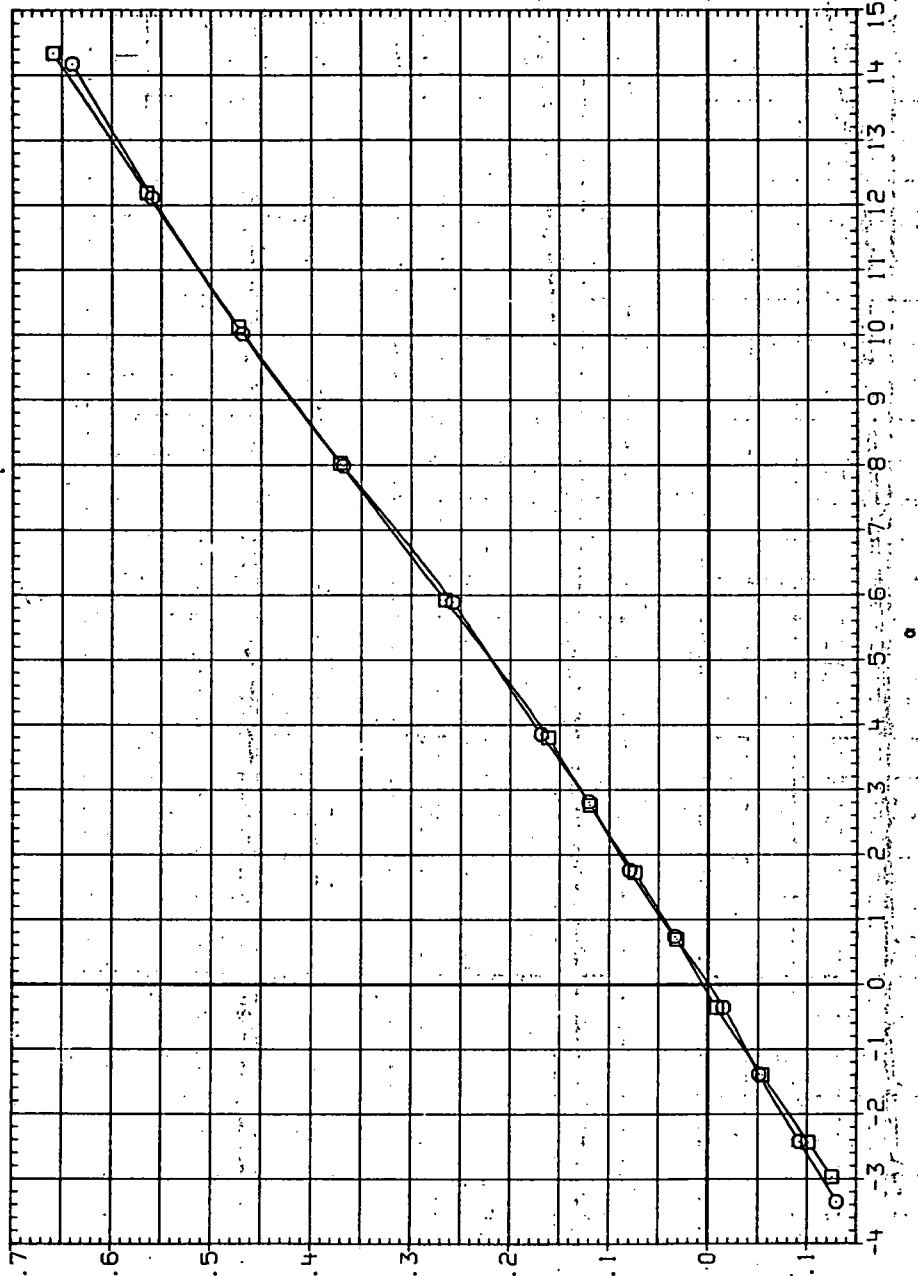


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 66.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR193 ○ 74558 (STEEL)  
 RJR239 □ 74558 (STEEL)

RN/L -0.1(NSM)  
 6.230 7.480  
 8.200 9.900

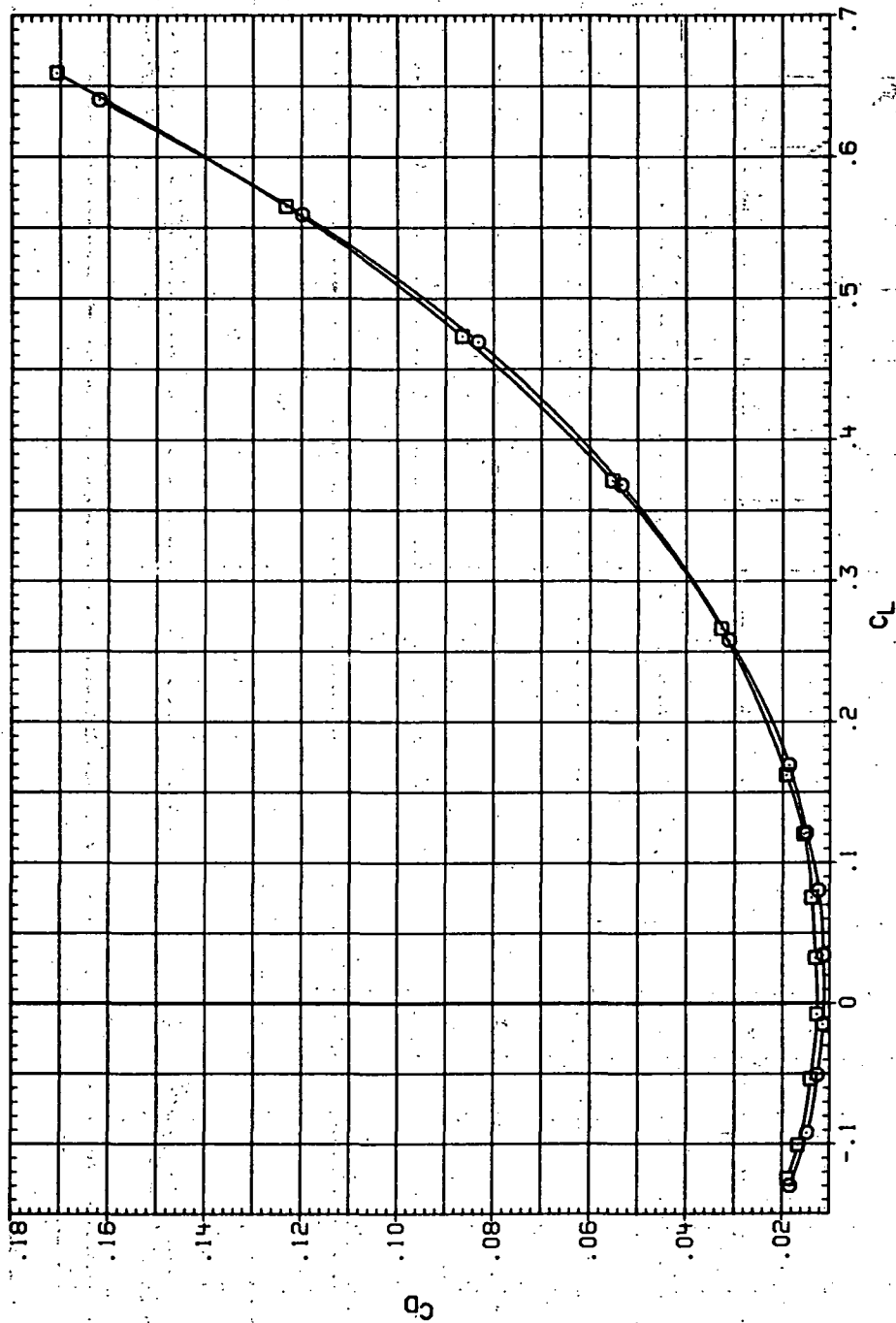


(a)  $C_L$  vs  $\alpha$ .

Figure 67. — Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 0.4$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R19183 ○ 74558 (STEEL)  
 R19239 □ 74558 (STEEL)

RV/L (INCH)  
 6.230 7.480  
 8.200 9.900



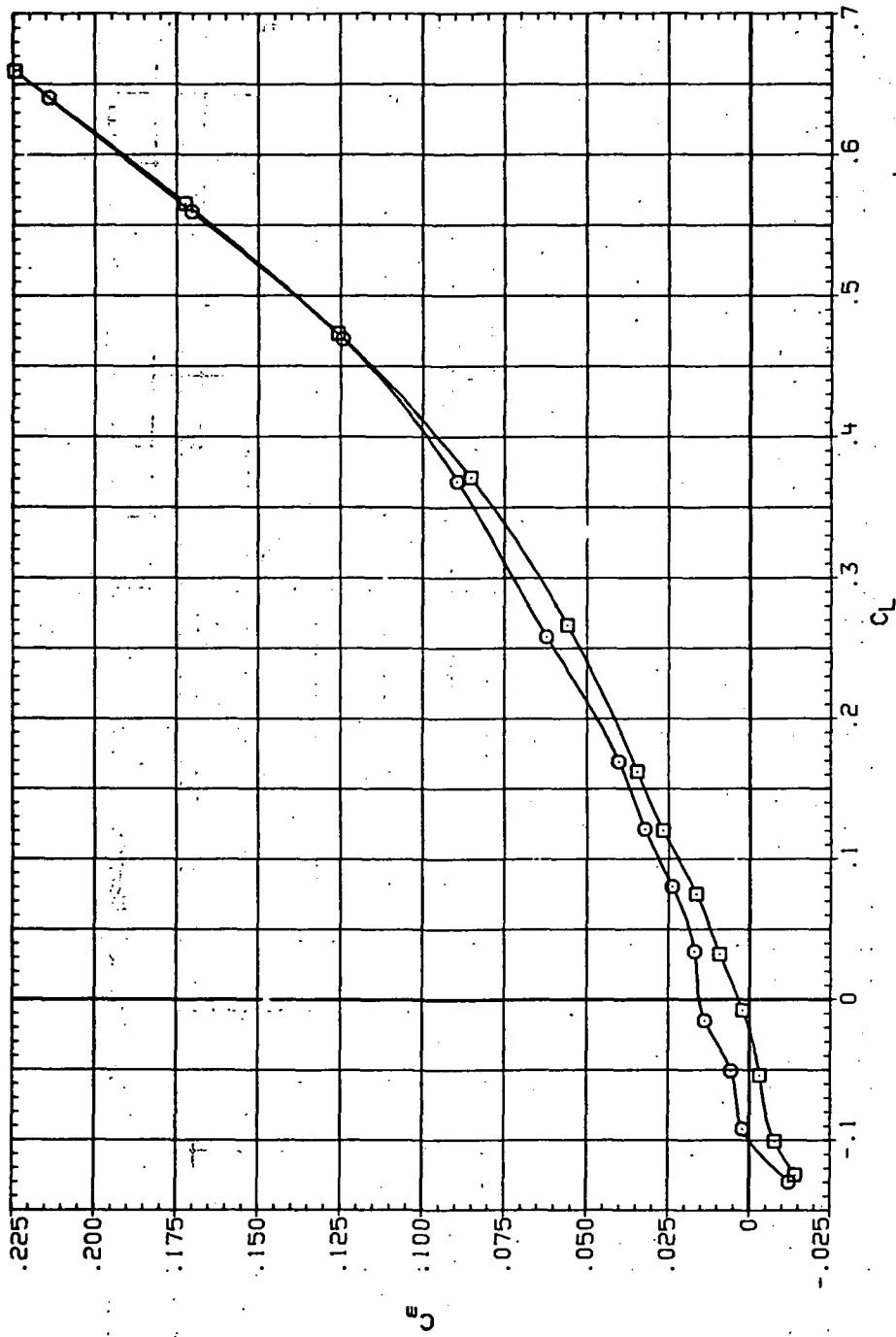
(b)  $C_D$  vs  $C_L$

Figure 67. - Continued.



DATA SET SYMBOL    CONFIGURATION  
 RJR193            O    74P58 (STEEL)  
 RJR239            □    74P58 (STEEL)

RV/L            Q (INSH)  
 6.230           7.480  
 8.200           9.900

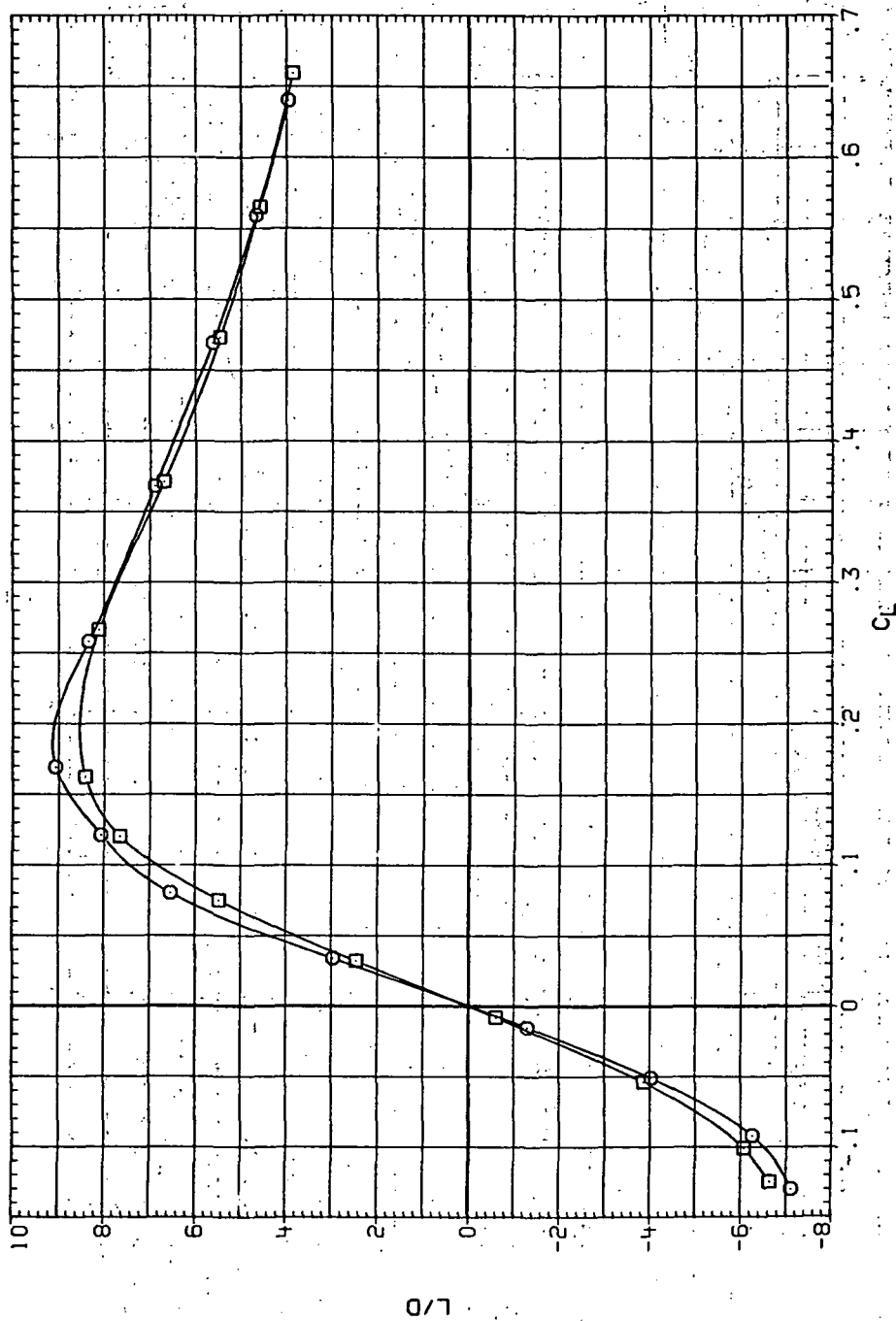


(c)  $C_m$  vs  $C_L$ .

Figure 67.—Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR193 ○ 7M55B (STEEL)  
 RJR239 □ 7M55B (STEEL)

RN/L Q (NSM)  
 6.230 7.480  
 8.200 9.900

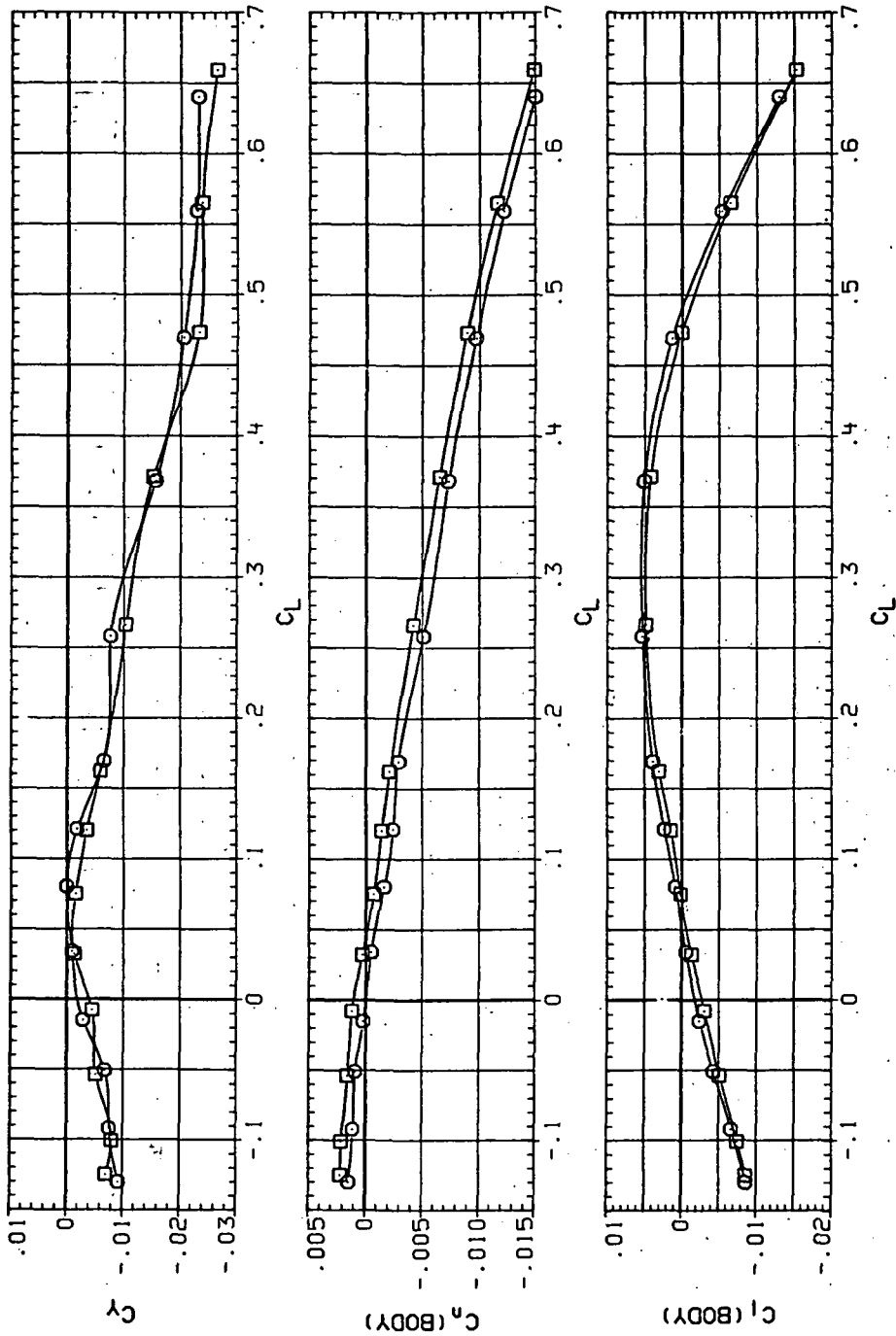


(d)  $L/D$  vs  $C_L$ .

Figure 67. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR193 74558 (STEEL) ○  
 RJR239 74558 (STEEL) □

RR/L Q(INSH)  
 6.230 7.480  
 8.200 9.900

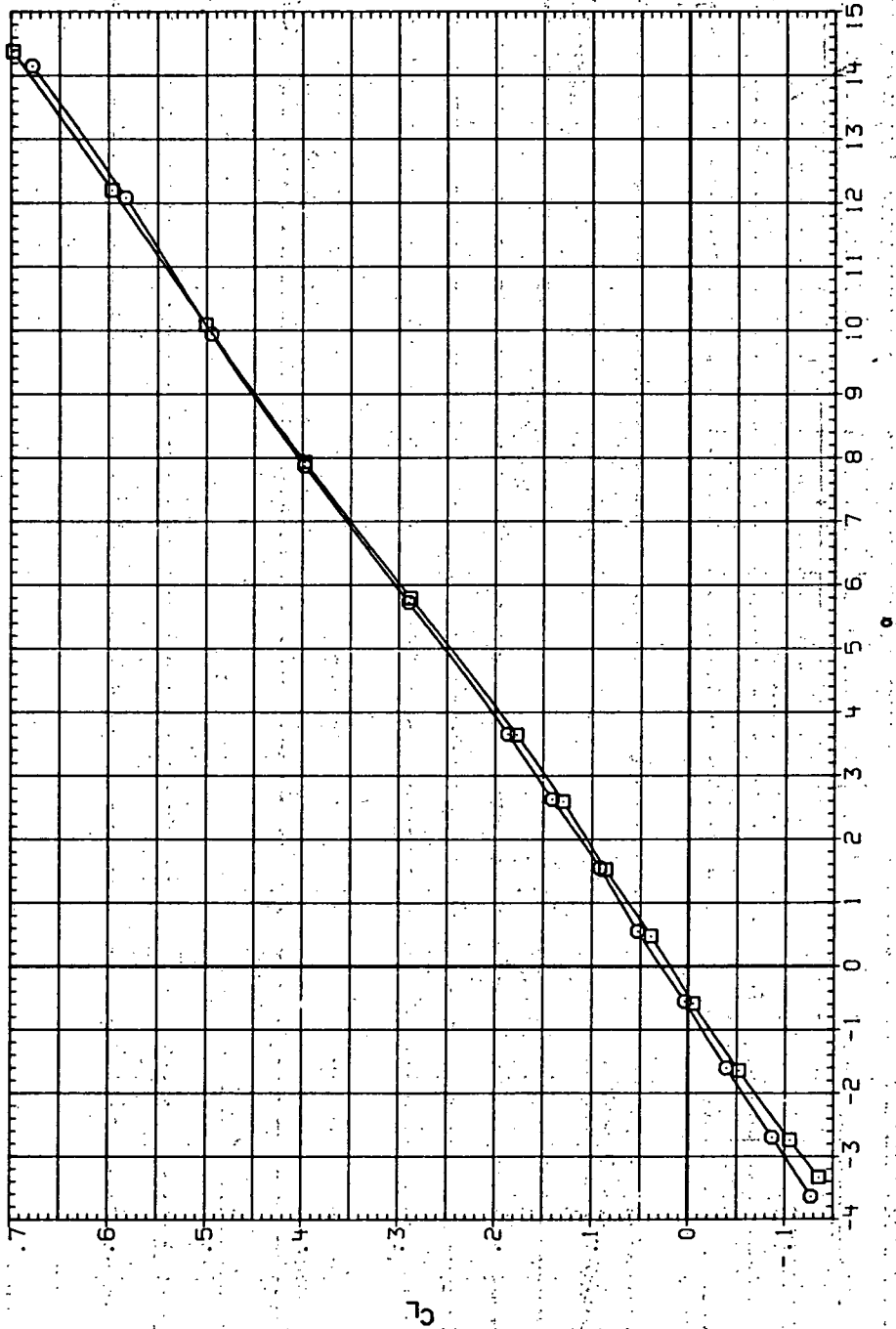


(e)  $C_\gamma$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 67.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR194 ○ 7465B (STEEL)  
 RJR240 □ 7465B (STEEL)

RV/L Q (NSH)  
 6.230 10.600  
 6.200 14.100

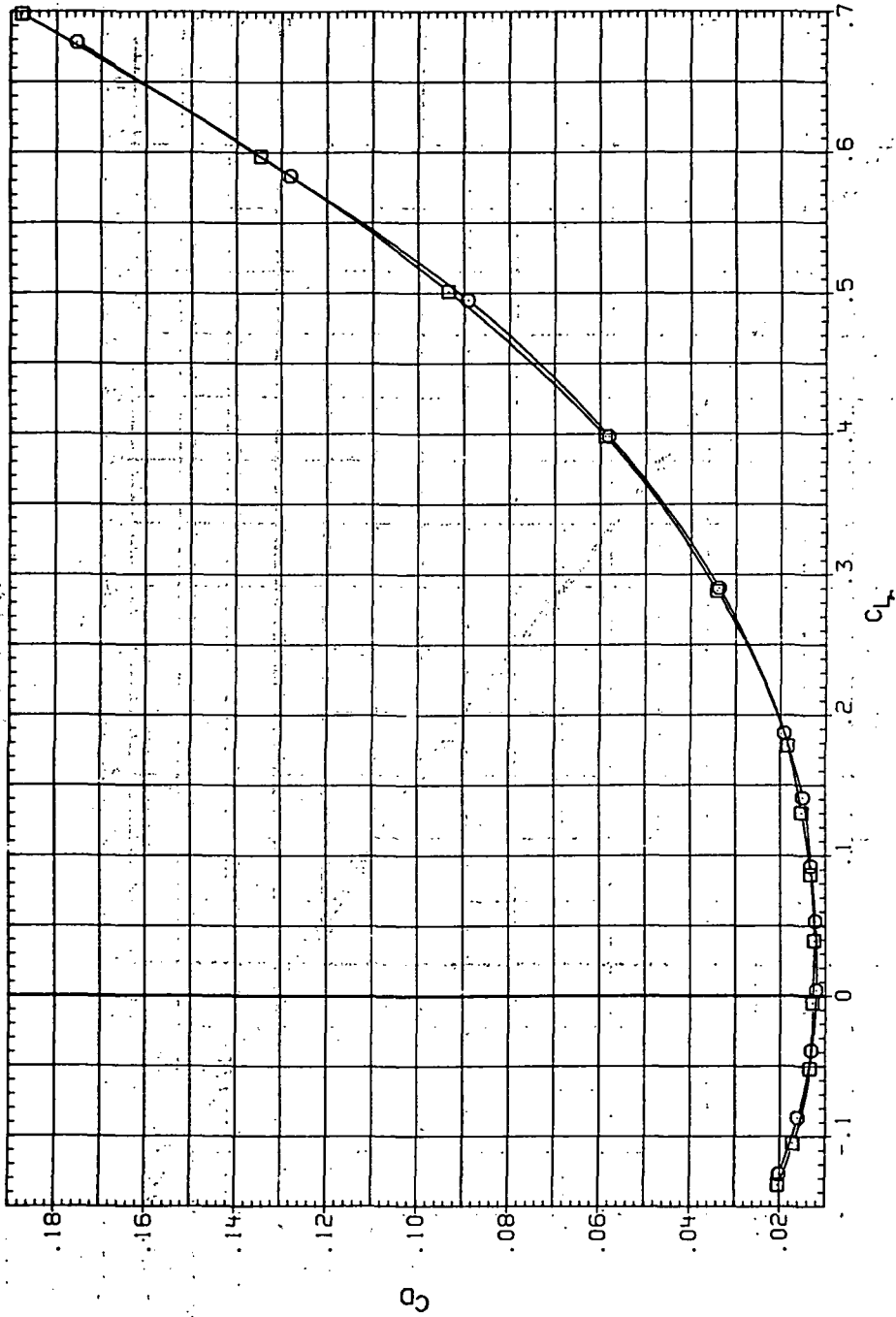


(a)  $C_L$  vs  $\alpha$ .

Figure 68.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 0.6$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R1R15M ○ 7H55B (STEEL)  
 R1R20M □ 7H55B (STEEL)

RN/L C (INCH)  
 6.230 10.600  
 8.200 14.100

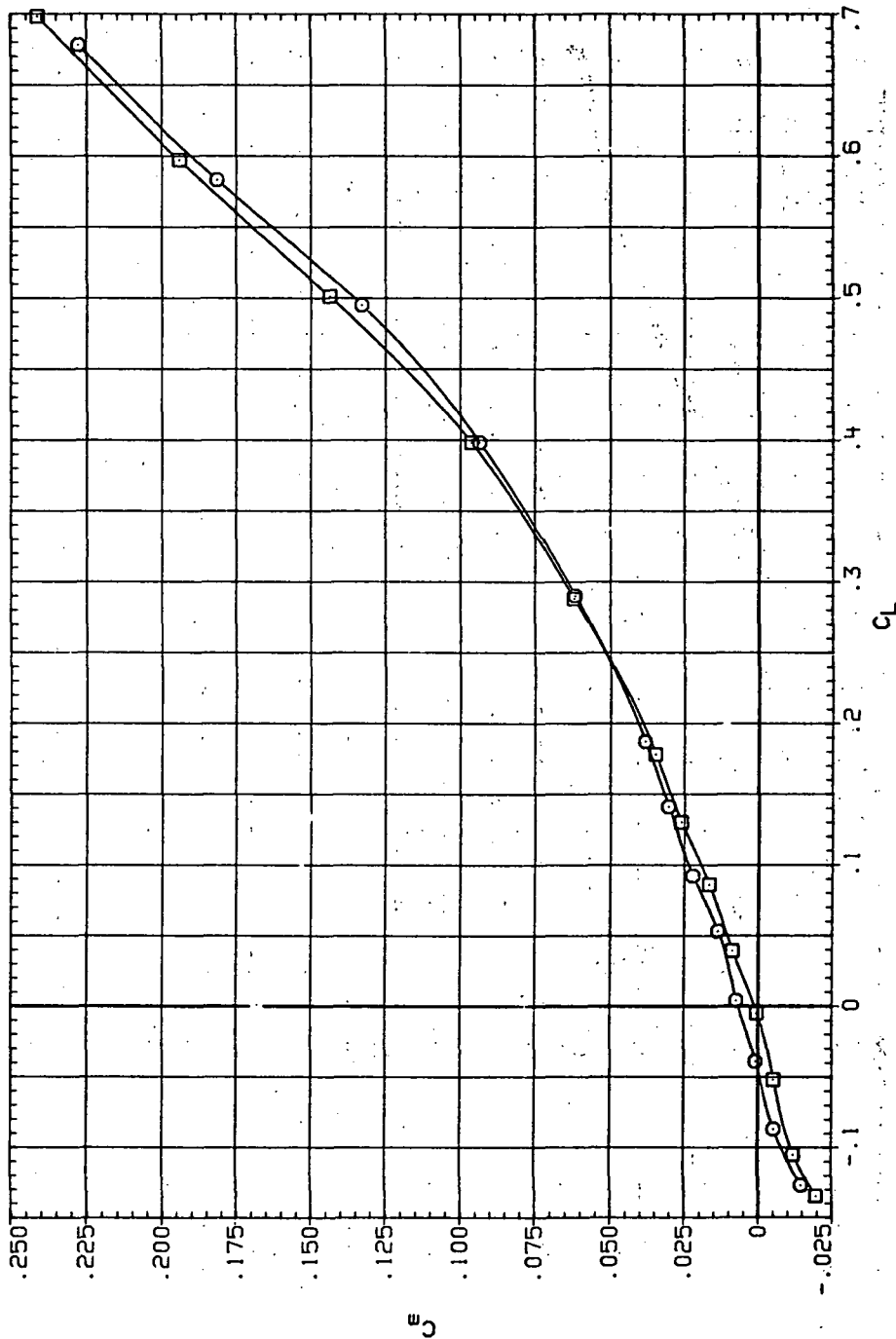


(b)  $C_D$  vs  $C_L$ .

Figure 68.—Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR194            7N558 (STEEL)  
 RJR240            7N558 (STEEL)

RN/L            Q (NSM)  
 6.230          10.500  
 8.200          14.100

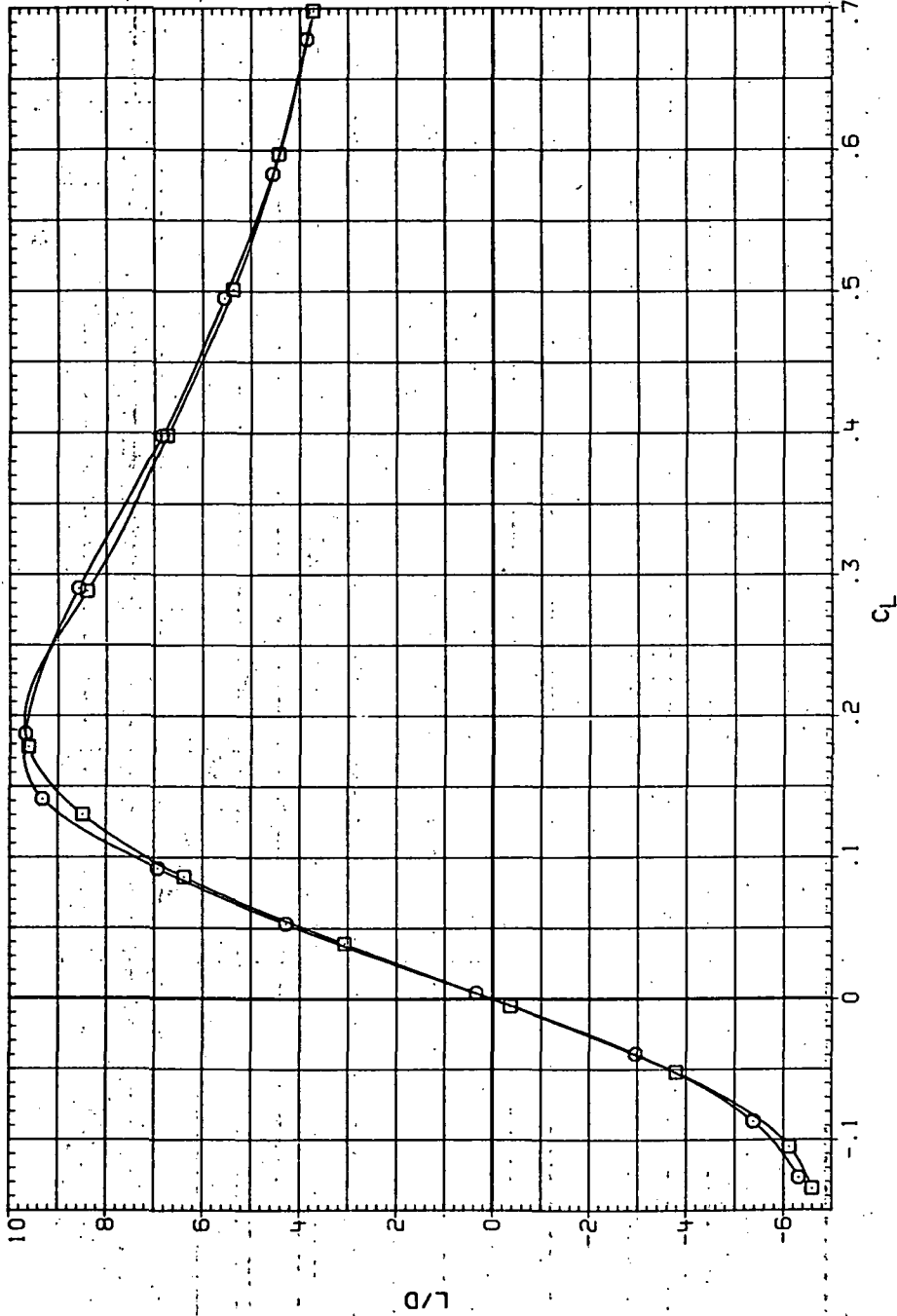


(c)  $C_m$  vs  $C_L$ .

Figure 68. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR194 ○ 7455B (STEEL)  
 RJR240 □ 7455B (STEEL)

RN/L Q(NSH)  
 6.230 10.600  
 8.200 14.100

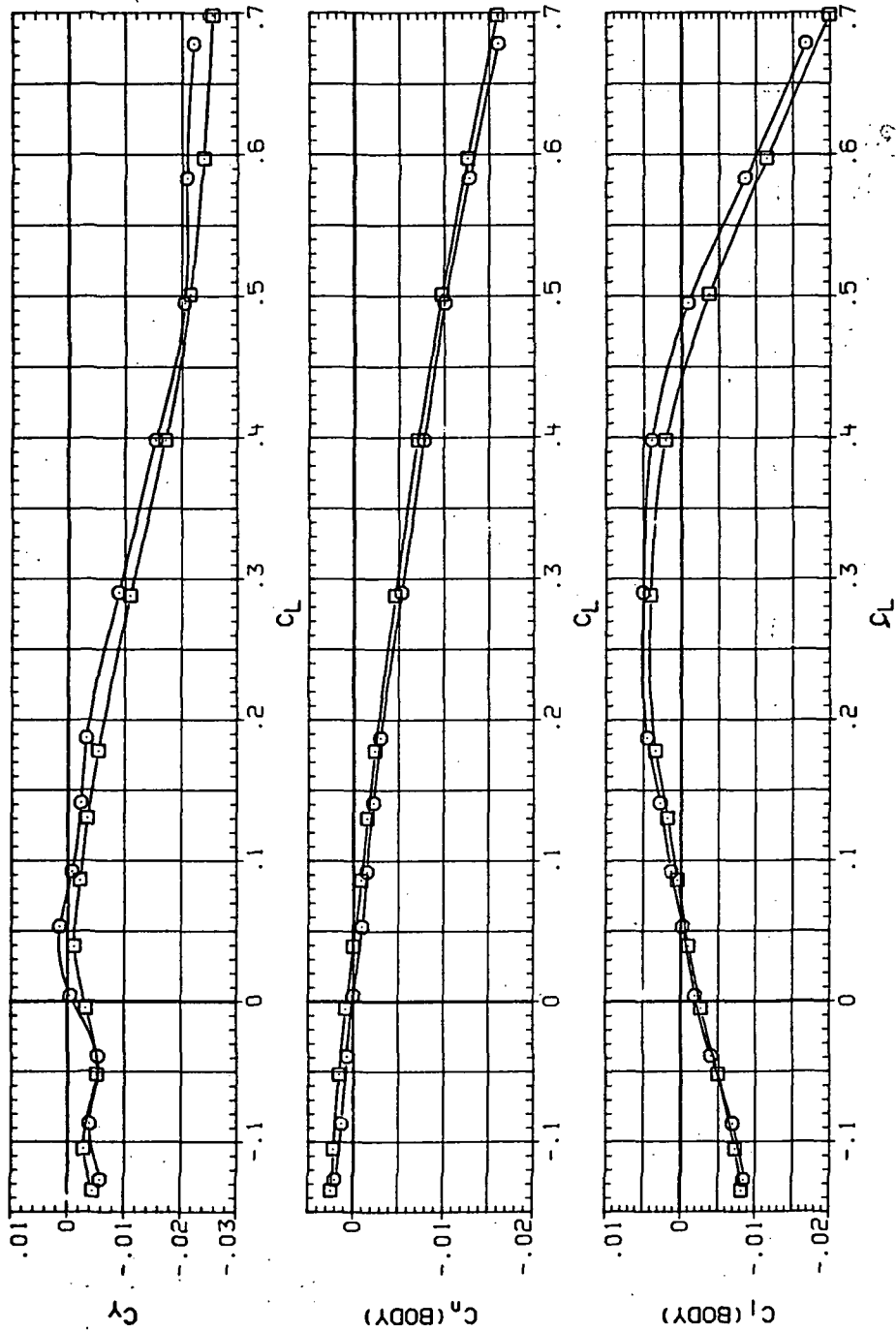


(d)  $L/D$  vs  $C_L$ .

Figure 68. — Continued.

DATA SET SYMBOL CONFIGURATION  
 R4R15N 74555 (STEEL)  
 R4R24O 74556 (STEEL)

RN/L Q(NSM)  
 8.230 10.600  
 8.200 14.100



(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$

Figure 68.— Concluded.



DATA SET SYMBOL CONFIGURATION  
 RJR195 74558 (STEEL)  
 RJR241 74558 (STEEL)

RN/L Q (INSH)  
 6.250 13.400  
 8.200 17.800

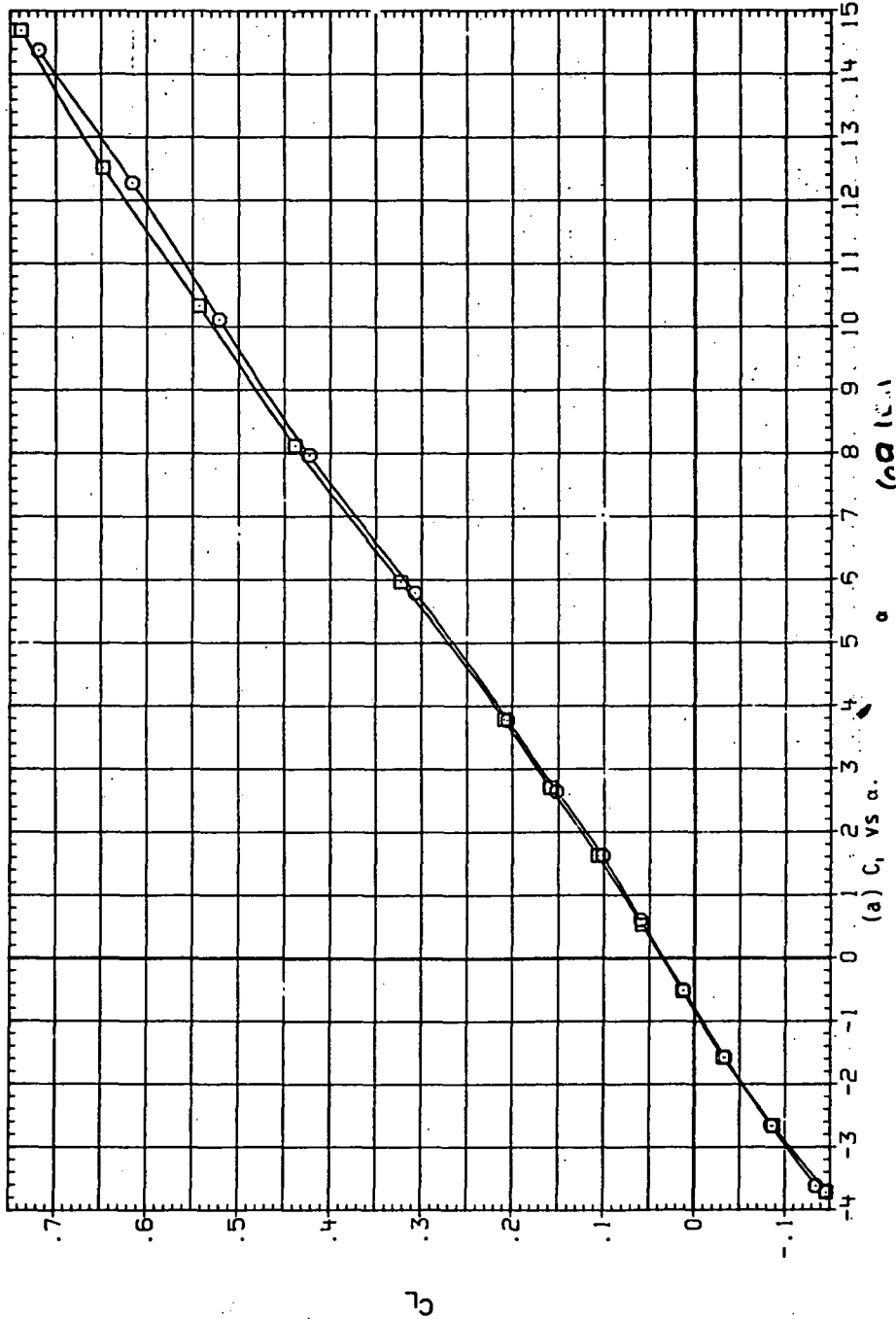
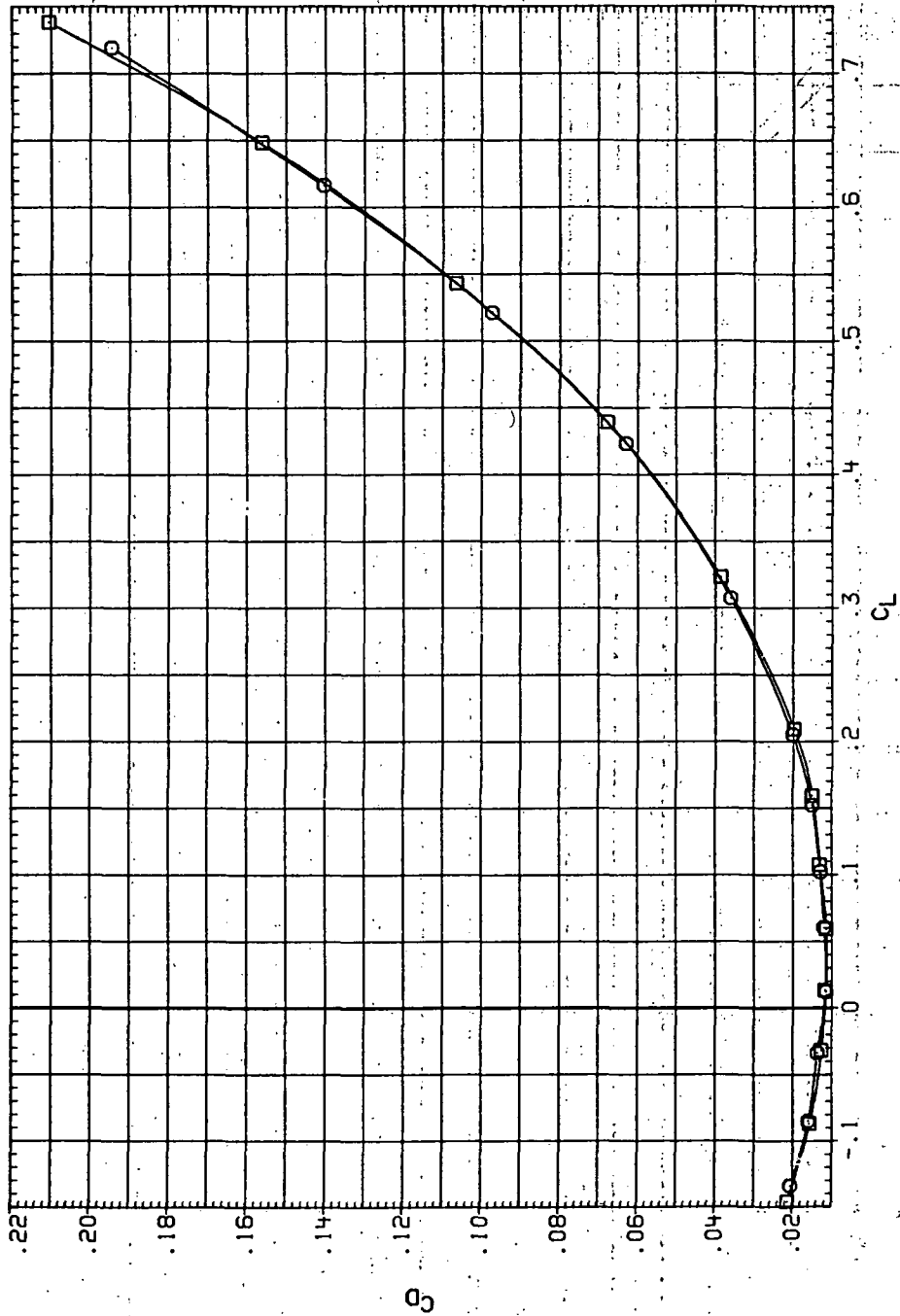


Figure 69.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 0.8$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R/JR195 ○ 7M55B (STEEL)  
 R/JRE41 □ 7M55B (STEEL)

RN/L Q(NSM)  
 6.230 13.400  
 8.200 17.800

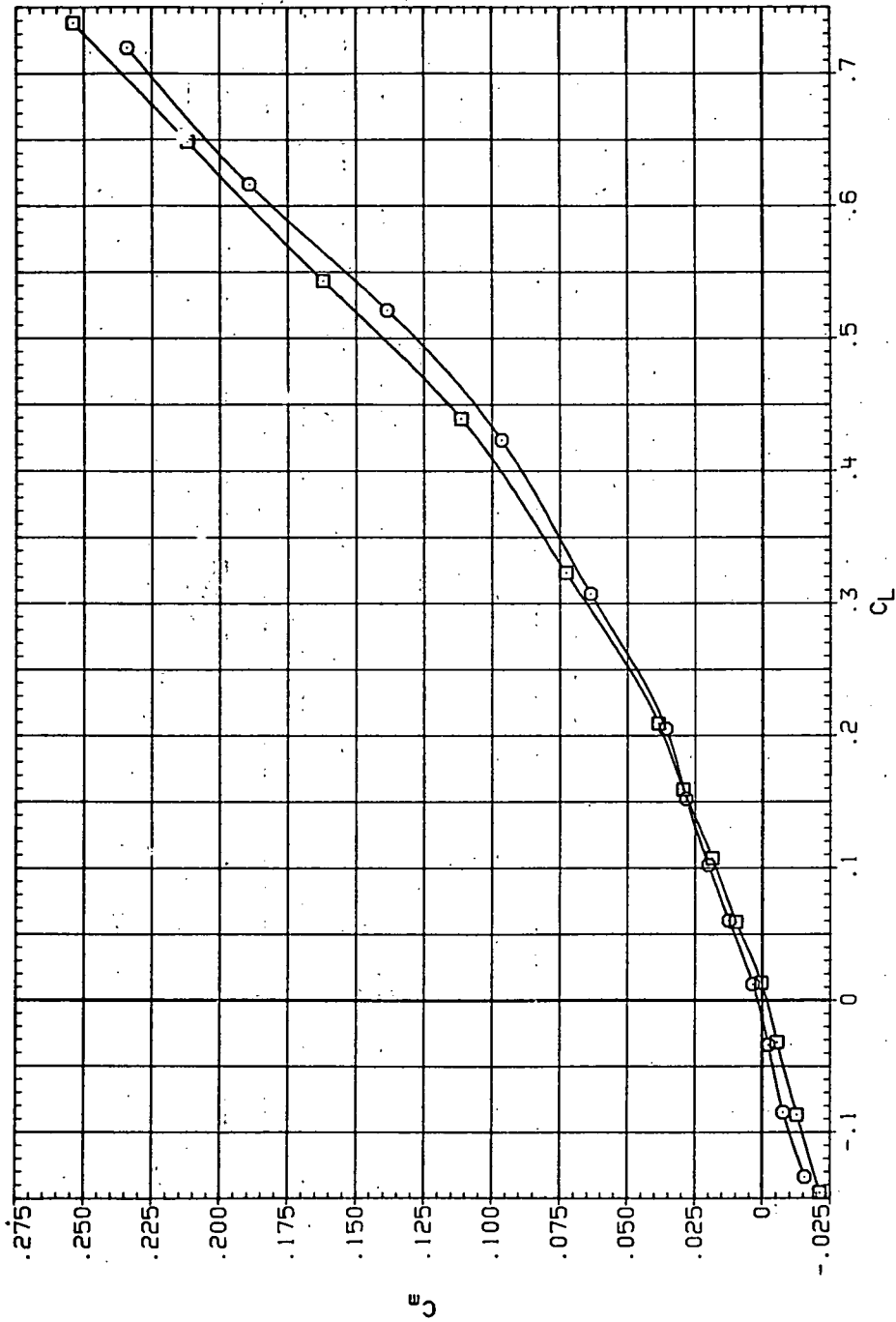


(b)  $C_D$  vs  $C_L$ .

Figure 69.—Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR195 O 74658 (STEEL)  
 RJR241 □ 74658 (STEEL)

RV/L Q (INSH)  
 : 6.230 13.400  
 : 8.200 17.800

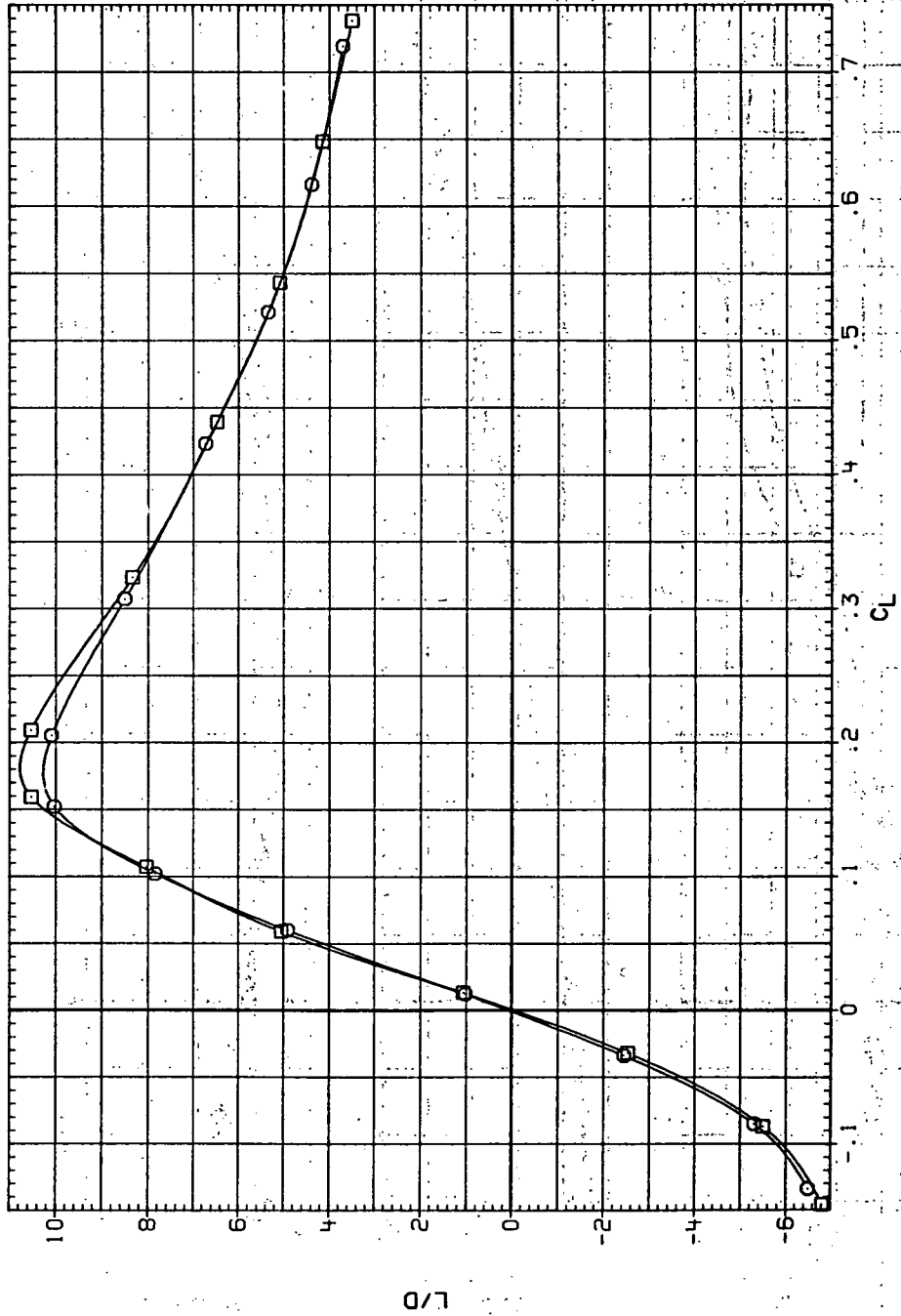


(c)  $C_m$  vs  $C_L$ .

Figure 69. - Continued.

JATA SET SYMBOL CONFIGURATION  
 RJR195 ○ 7/1558 (STEEL)  
 RJR241 □ 7/1558 (STEEL)

RN/L ○ (NSM)  
 6.230 13.400  
 8.200 17.800

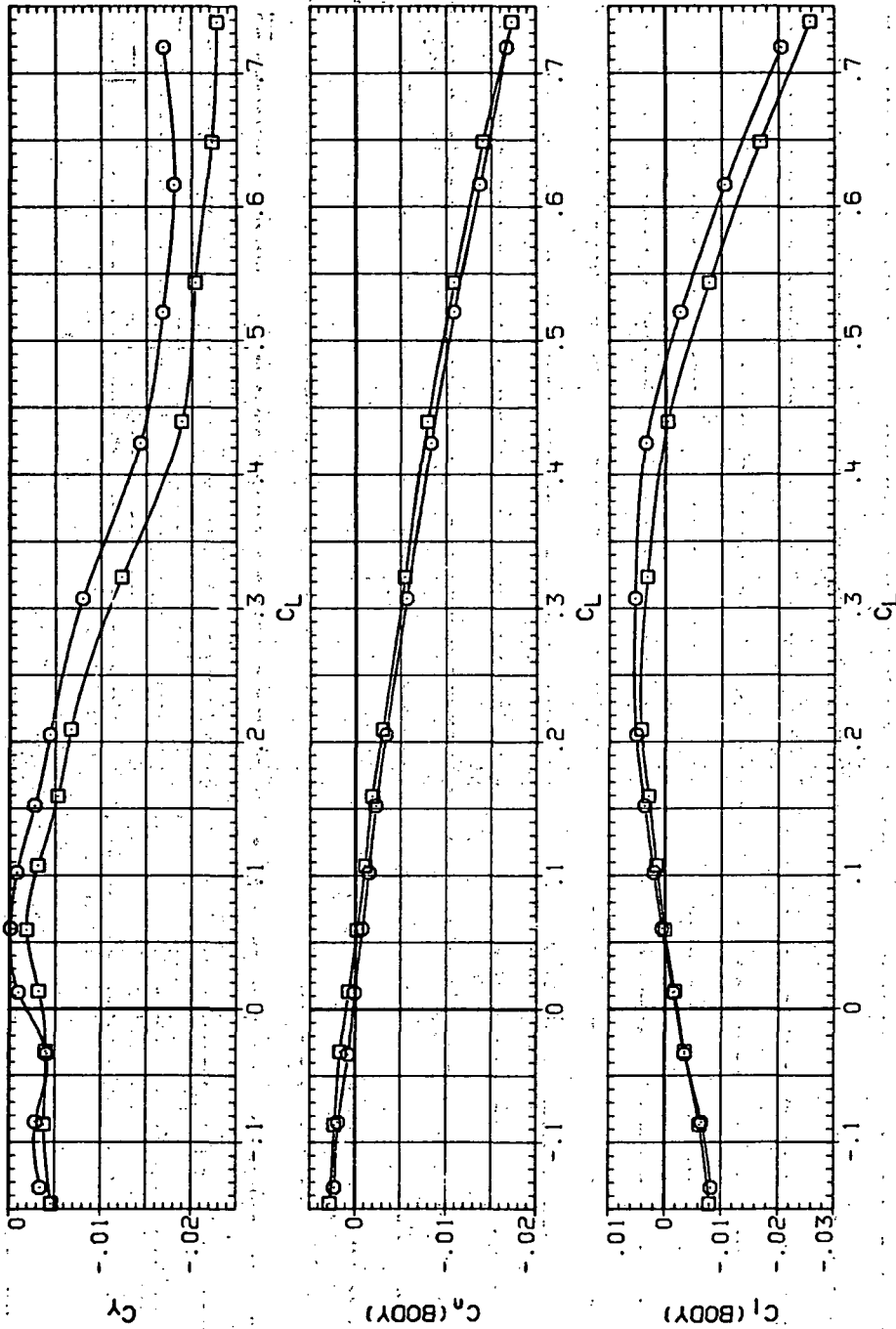


(d)  $L/D$  vs  $C_L$

Figure 69. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RUP195 74558 (STEEL) ○  
 RUP241 74558 (STEEL) □

RV/L Q(NSH)  
 6.250 13.400  
 8.200 17.900

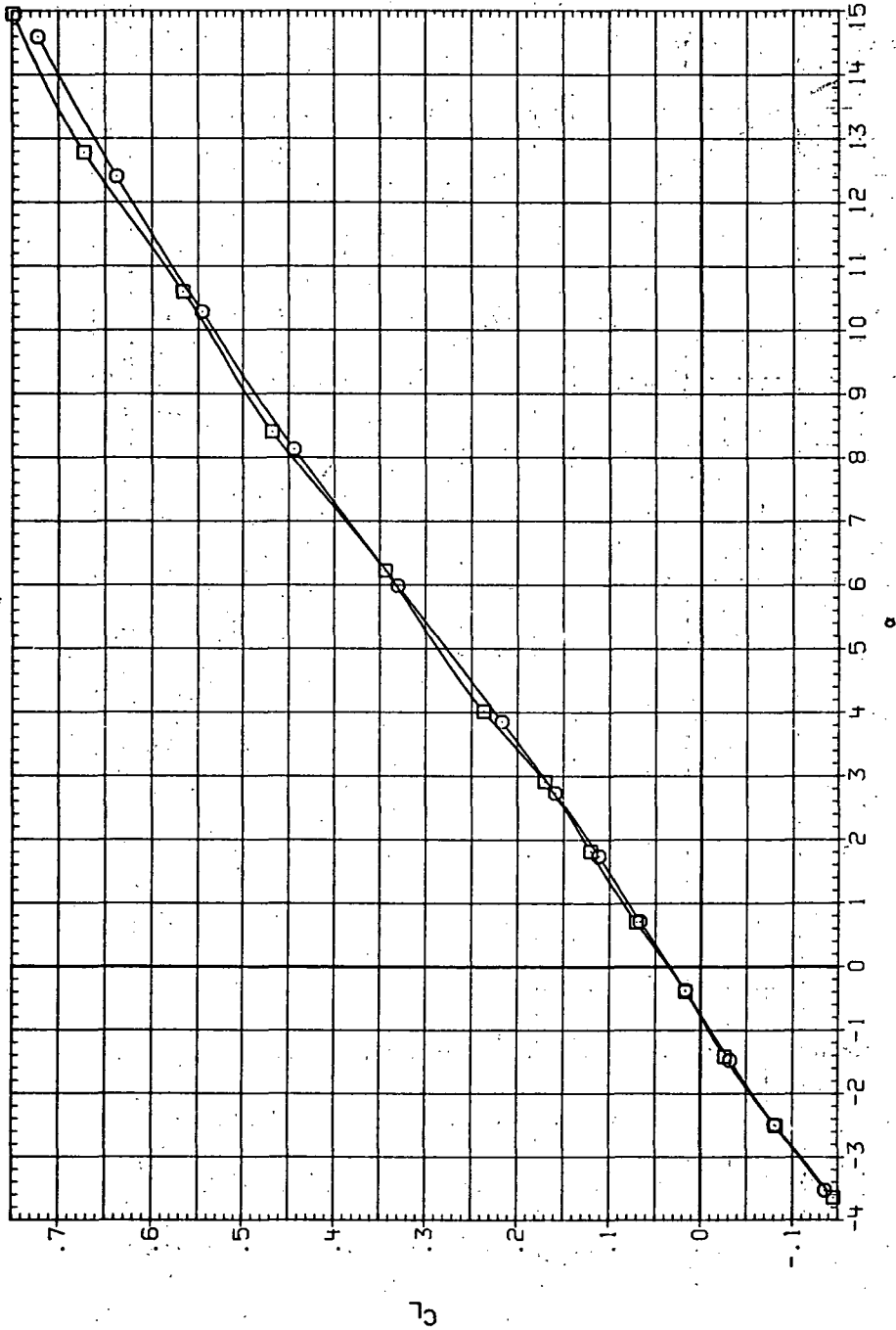


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 69. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR196 ○ 7A55B (STEEL)  
 RJR242 □ 7A55B (STEEL)

RN/L Q (NSH)  
 6.230 14.500  
 8.200 19.200

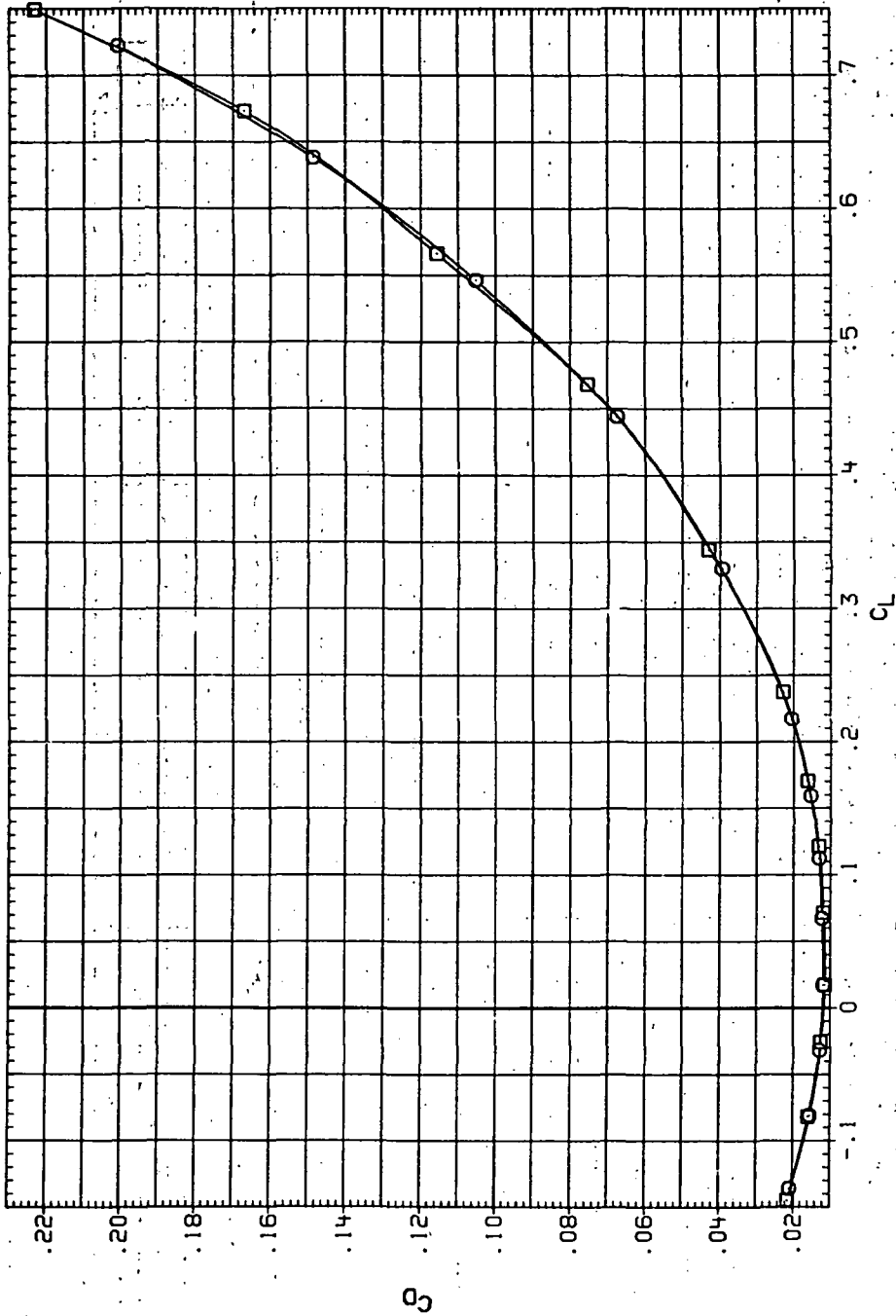


(a)  $C_L$  vs  $\alpha$ .

Figure 70.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal-oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 0.9$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR196 ○ 7M558 (STEEL)  
 RJR242 □ 7M558 (STEEL)

RN/L Q(NSH)  
 6.230 14.500  
 8.200 19.200

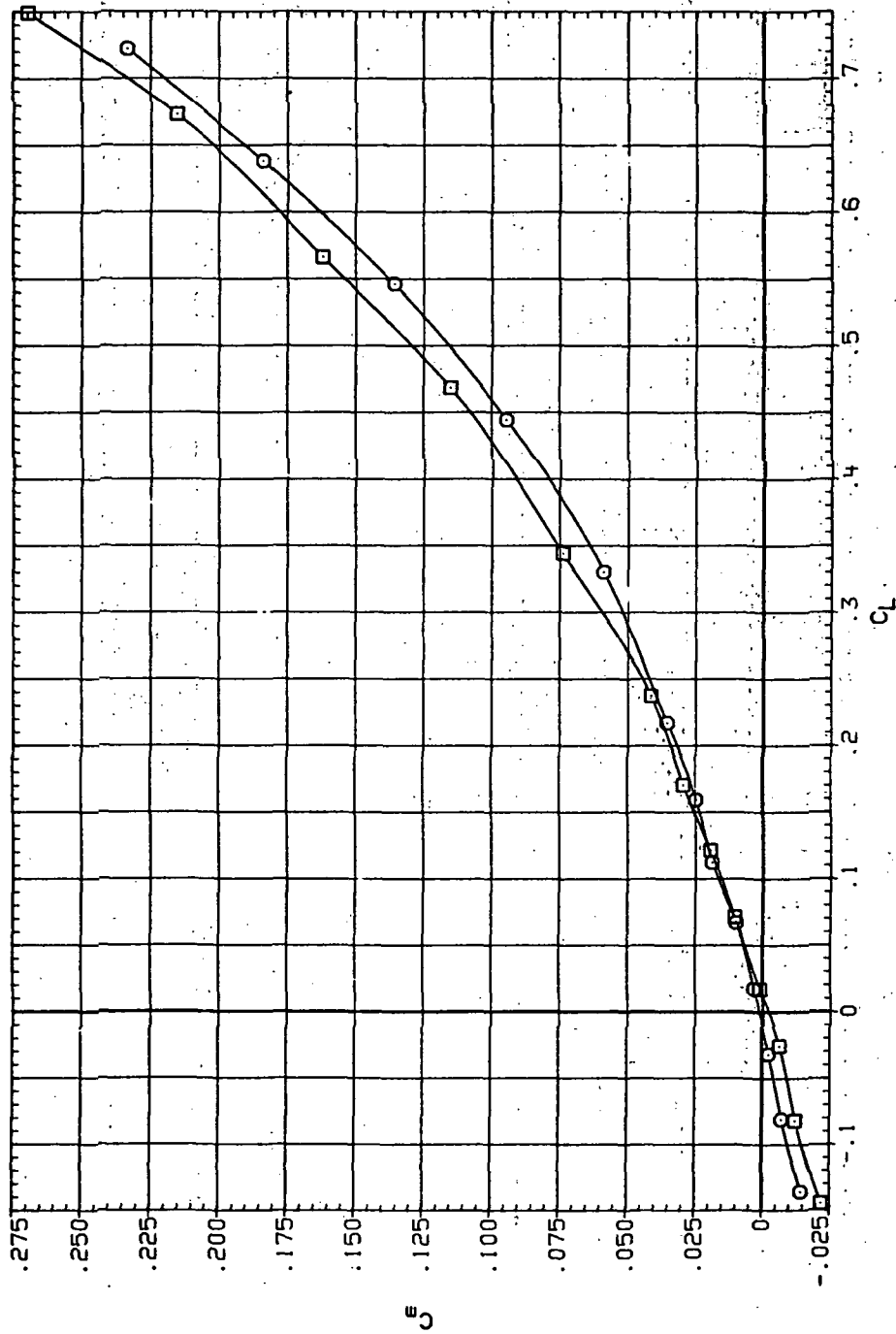


(b)  $C_D$  vs  $C_L$ .

Figure 70.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RUP106 ○ 74558 (STEEL)  
 RUP242 □ 74558 (STEEL)

RV/L Q (INSH)  
 6.230 14.500  
 8.200 19.200



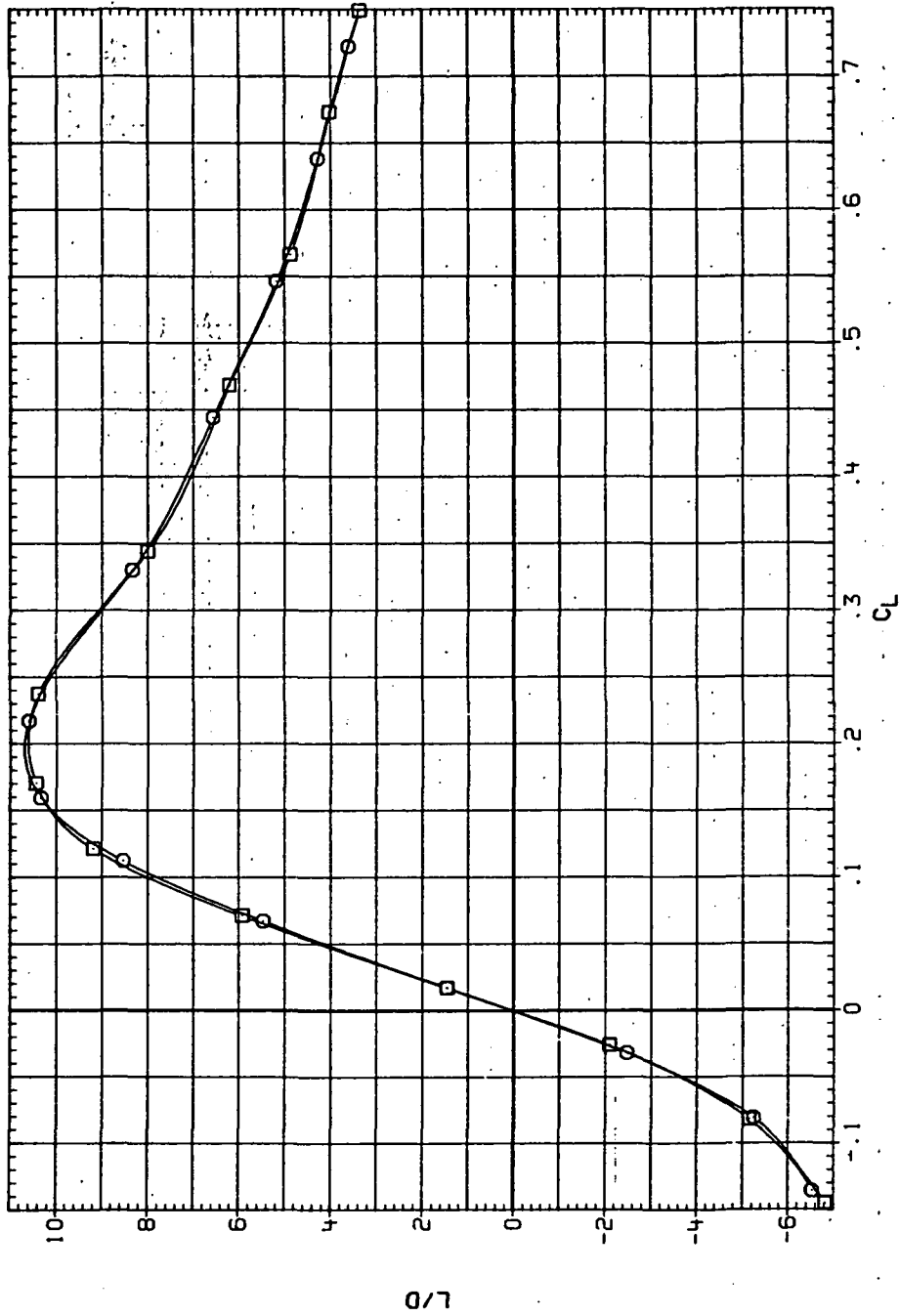
(c)  $C_m$  vs  $C_L$

Figure 70.- Continued



DATA SET SYMBOL CONFIGURATION  
 RJR195 74558 (STEEL)  
 RJR242 74558 (STEEL)

RN/L 0 (NSH)  
 6.230 14.500  
 8.200 19.200



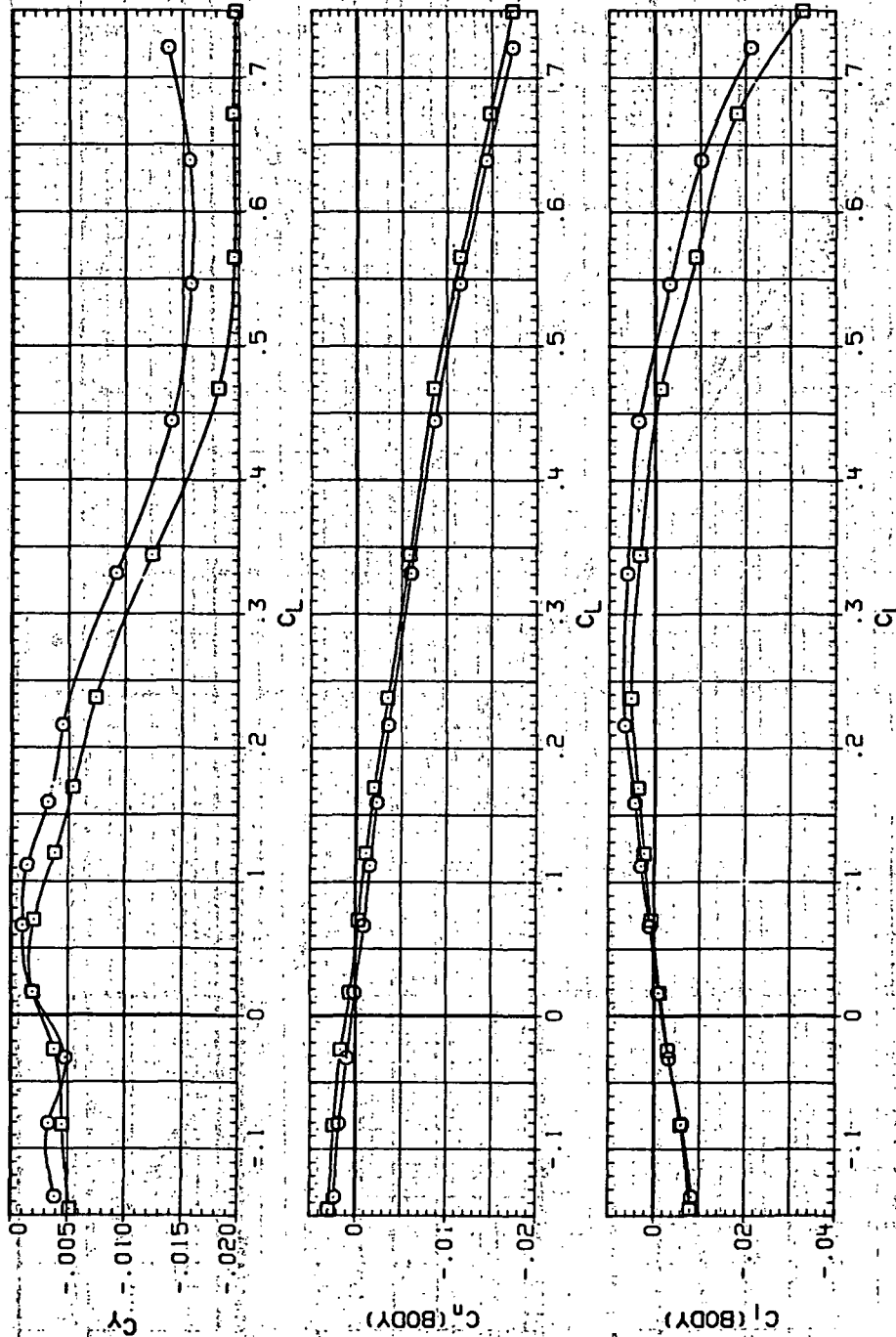
(d)  $L/D$  vs  $C_L$ .

Figure 70. - Continued.

DATA SET SYMBOL CONFIGURATION  
 R1R196 74558 (STEEL)  
 R1R242 74558 (STEEL)

RV/L (G/INSH)  
 6.250 14:500  
 6.200 19:200

1-10-58 10:24

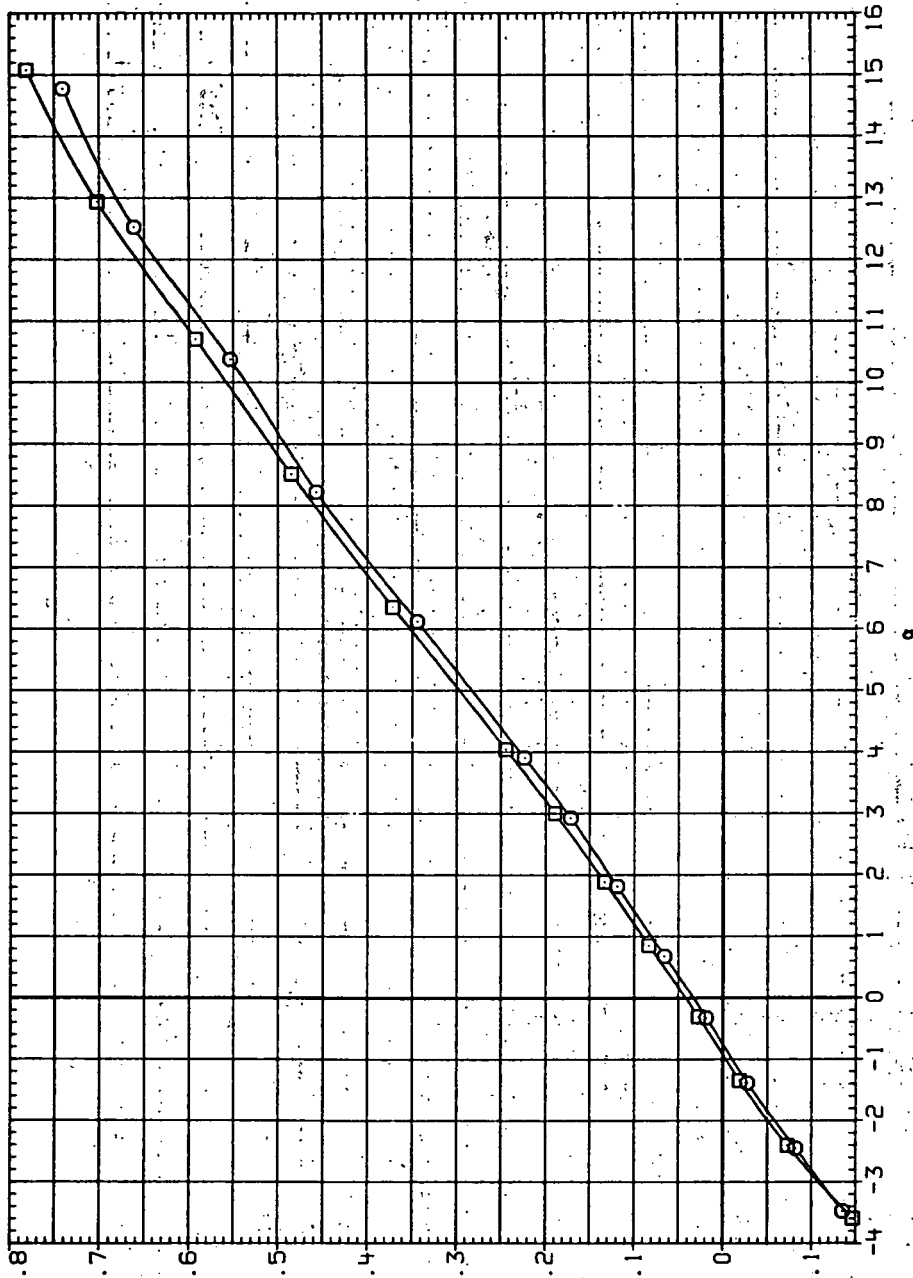


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 70. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 R1R187 74558 (STEEL)  
 R1R243 74558 (STEEL)

RN/L 0 (NSM)  
 6.230 15.000  
 6.200 19.500

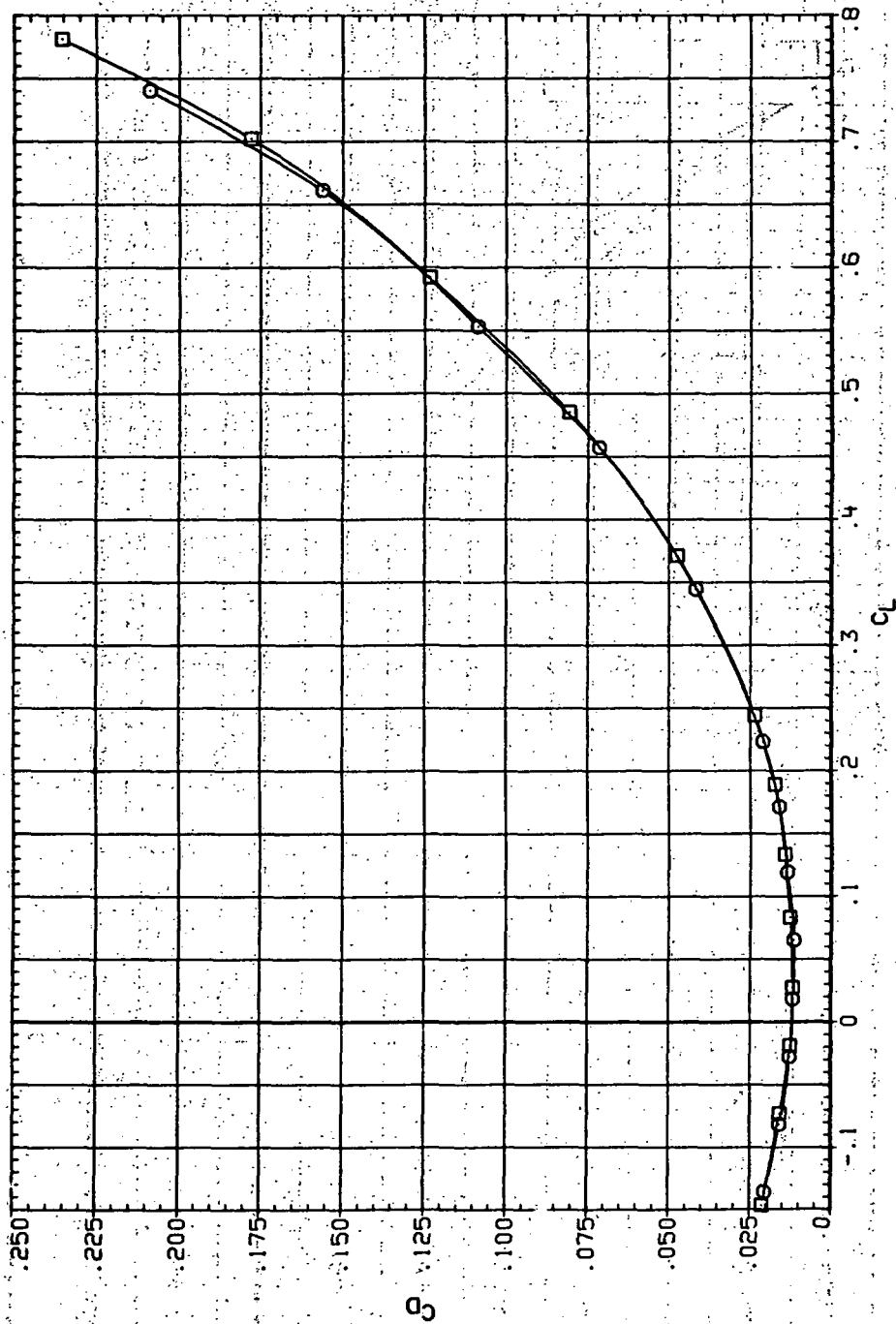


(a)  $C_L$  vs  $\alpha$ .

Figure 71.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 0.95$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R1R187 74558 (STEEL) ○  
 R1R243 74558 (STEEL) □

RN/L 0 (NSM)  
 6.230 15.000  
 8.200 19.900



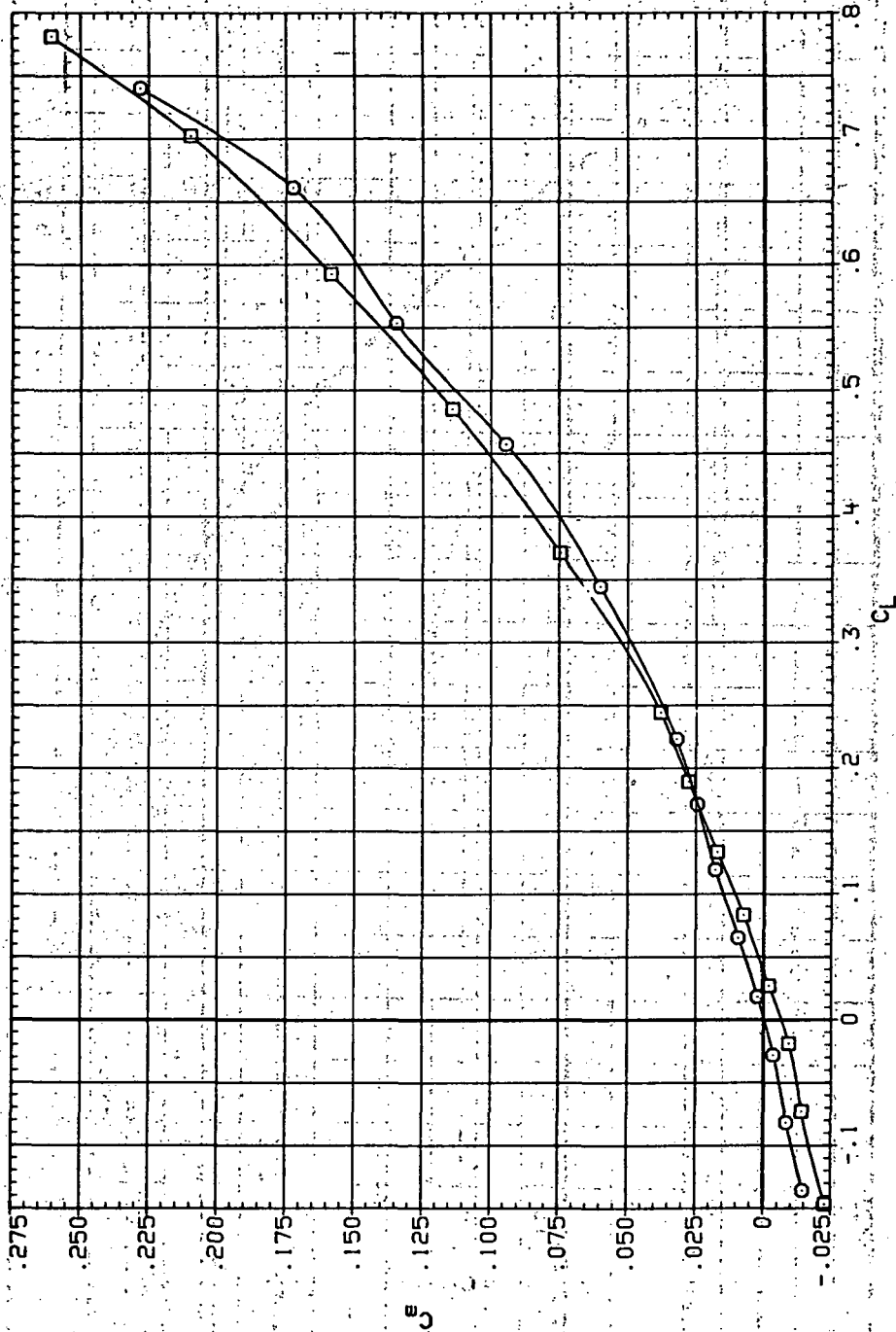
(b)  $C_D$  vs  $C_L$ .

Figure 71. - Continued.

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RN/L Q(NSM)  
 6.300 15.000  
 8.500 19.500

DATA SET SYMBOL CONFIGURATION  
 RJR197 O 7455B (STEEL)  
 RJR243 □ 7455B (STEEL)

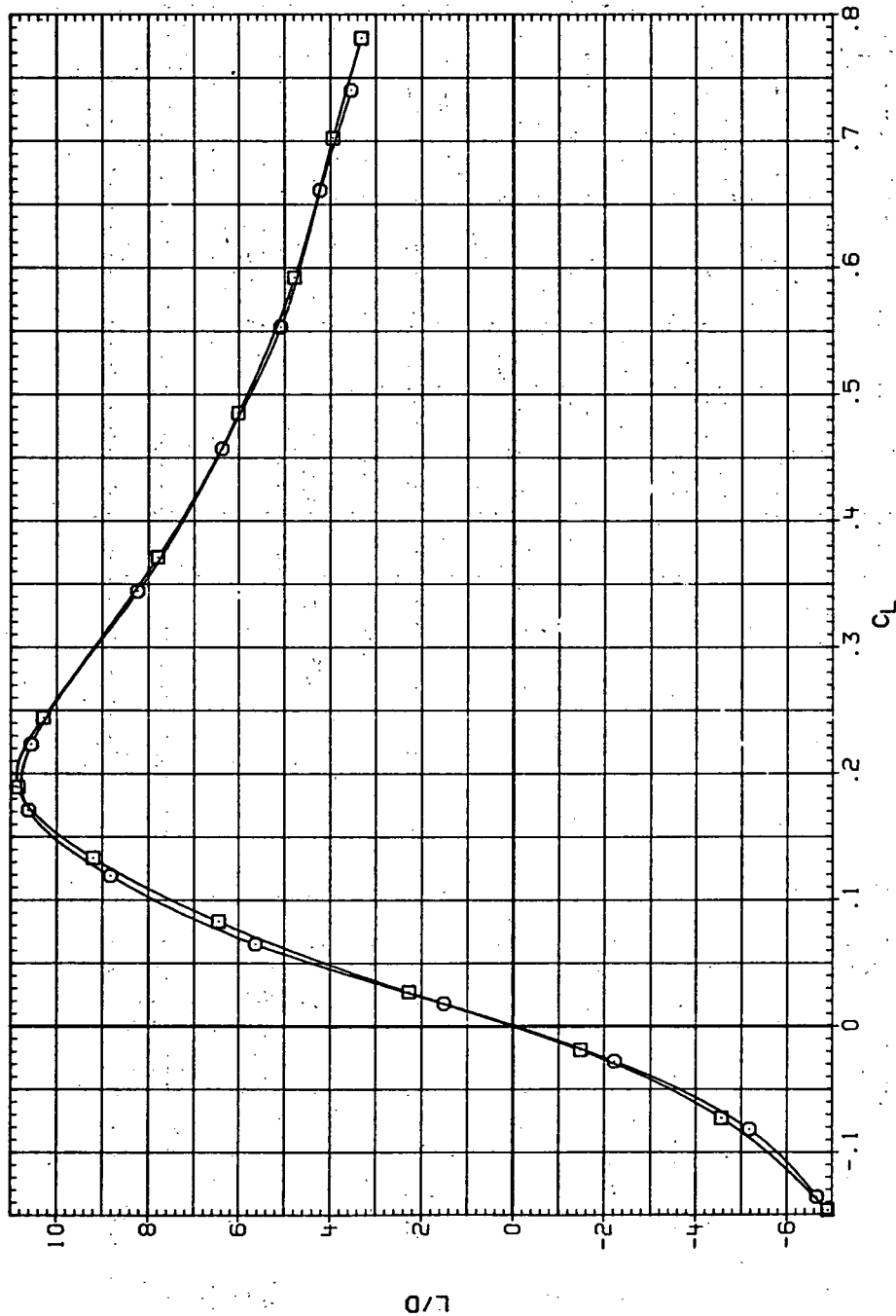


(c)  $C_m$  vs  $C_L$

Figure 71 - Continued.

DATA SET SYMBOL CONFIGURATION  
 R4R197 ○ 74958 (STEEL)  
 R4R243 □ 74558 (STEEL)

RV/L Q (NSM)  
 6.230 15.000  
 8.200 19.900

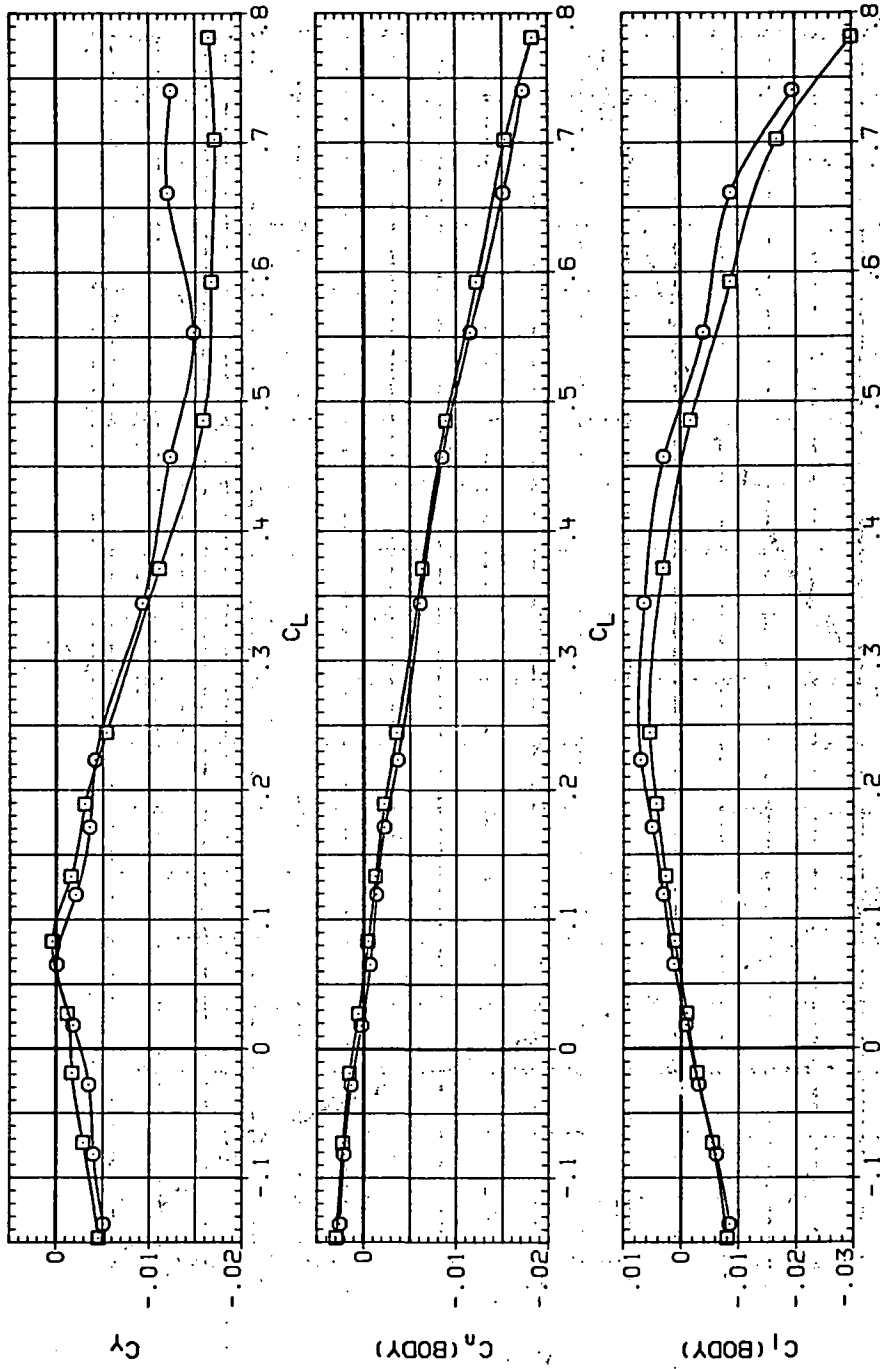


(d)  $L/D$  vs  $C_L$ .

Figure 71.- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR197  $\square$  7455B (STEEL)  
 RJR243  $\circ$  7455B (STEEL)

RN/L Q(NSM)  
 6.230 15.000  
 8.200 19.900

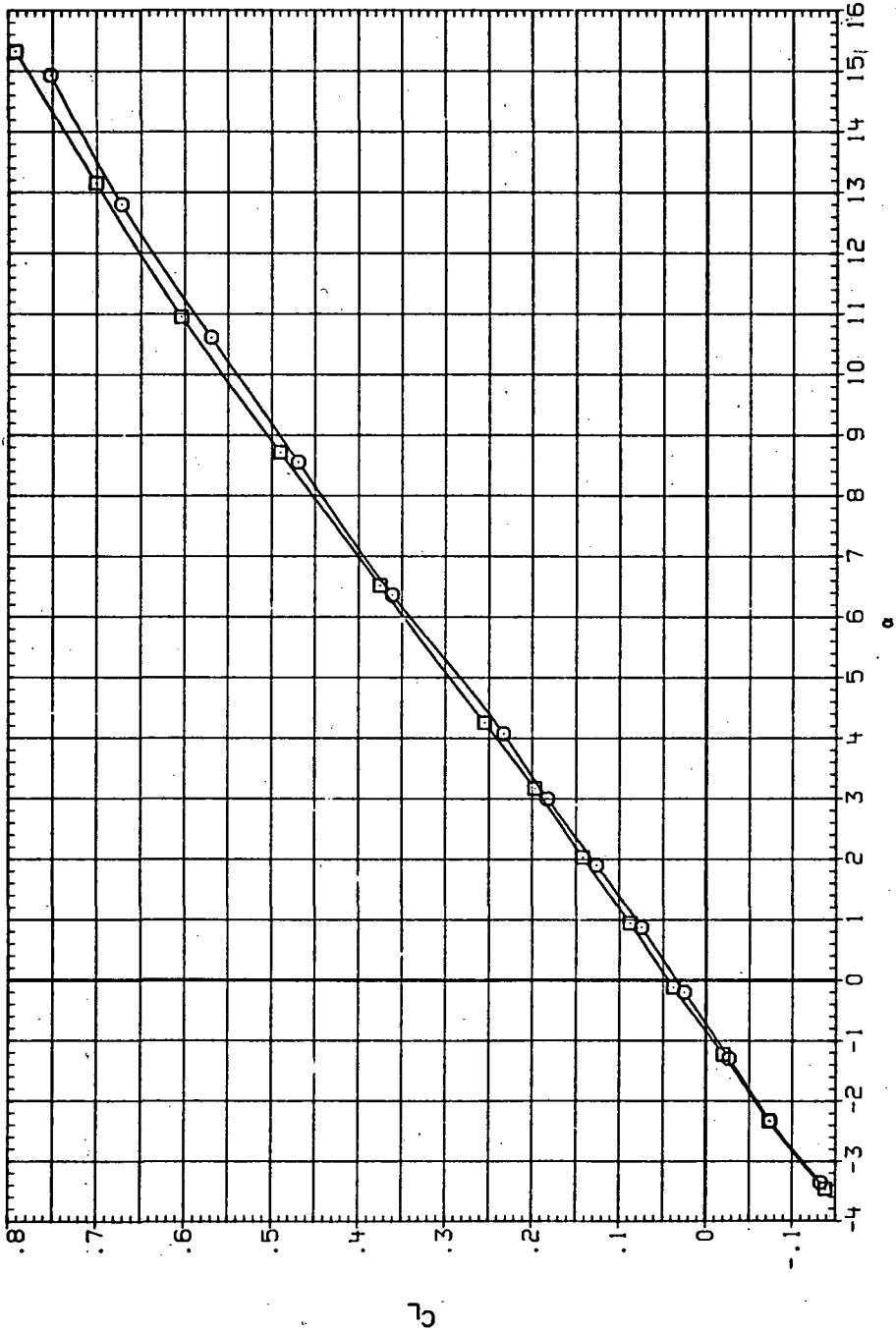


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 71. Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR198 7455B (STEEL)  
 RJR244 7455B (STEEL)

RN/L Q (NSM)  
 6.230 16.400  
 8.200 21.200



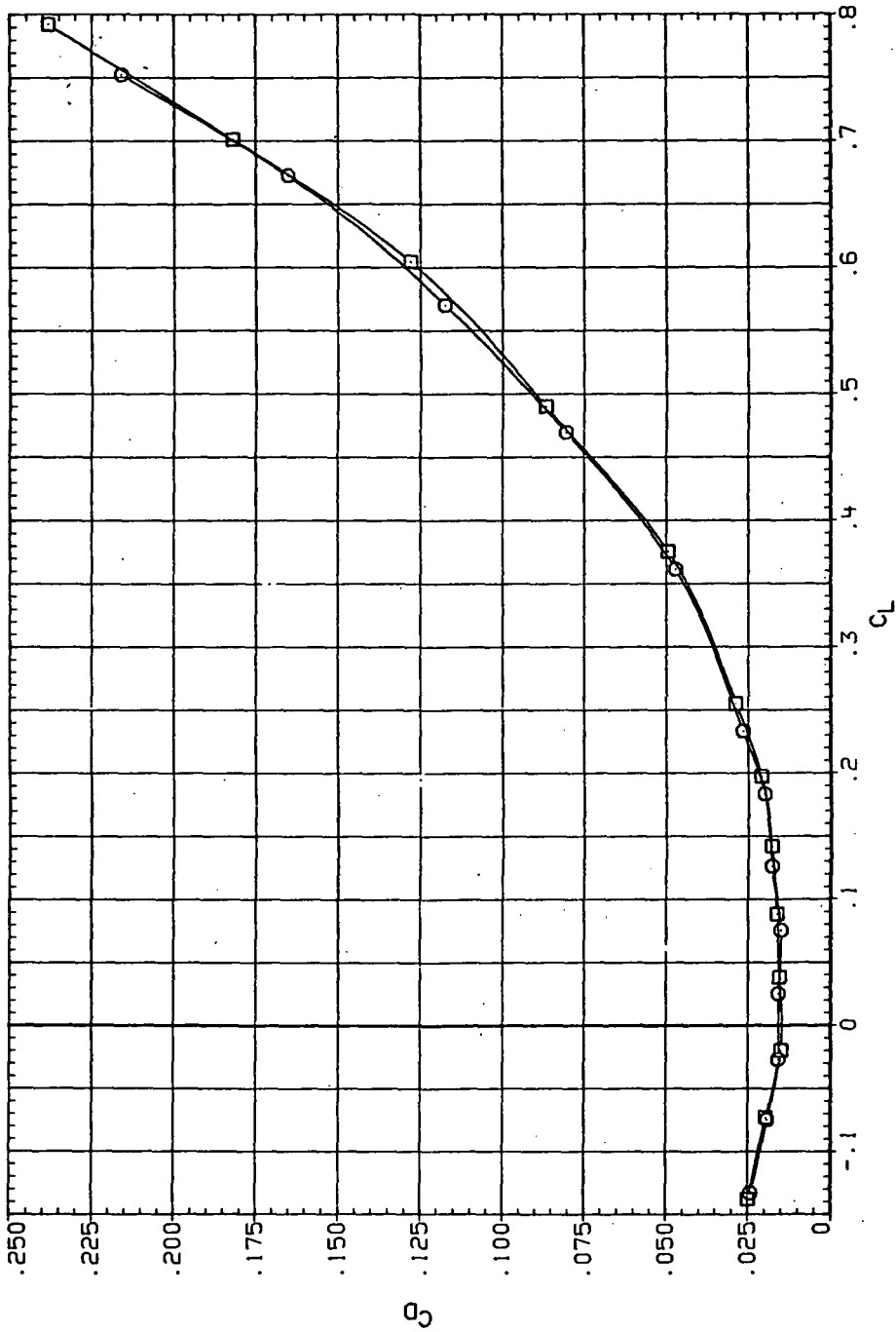
(a)  $C_L$  vs  $\alpha$ .

Figure 72.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal-oblique wing-body combination ( $\Lambda = 55^\circ, M = 1.1$  and the NACA 65A204 airfoil).



DATA SET SYMBOL    CONFIGURATION  
 RJR198    7455B (STEEL)  
 RJR244    7455B (STEEL)

RM/L    Q (INSH)  
 6.230    11.400  
 8.200    21.200

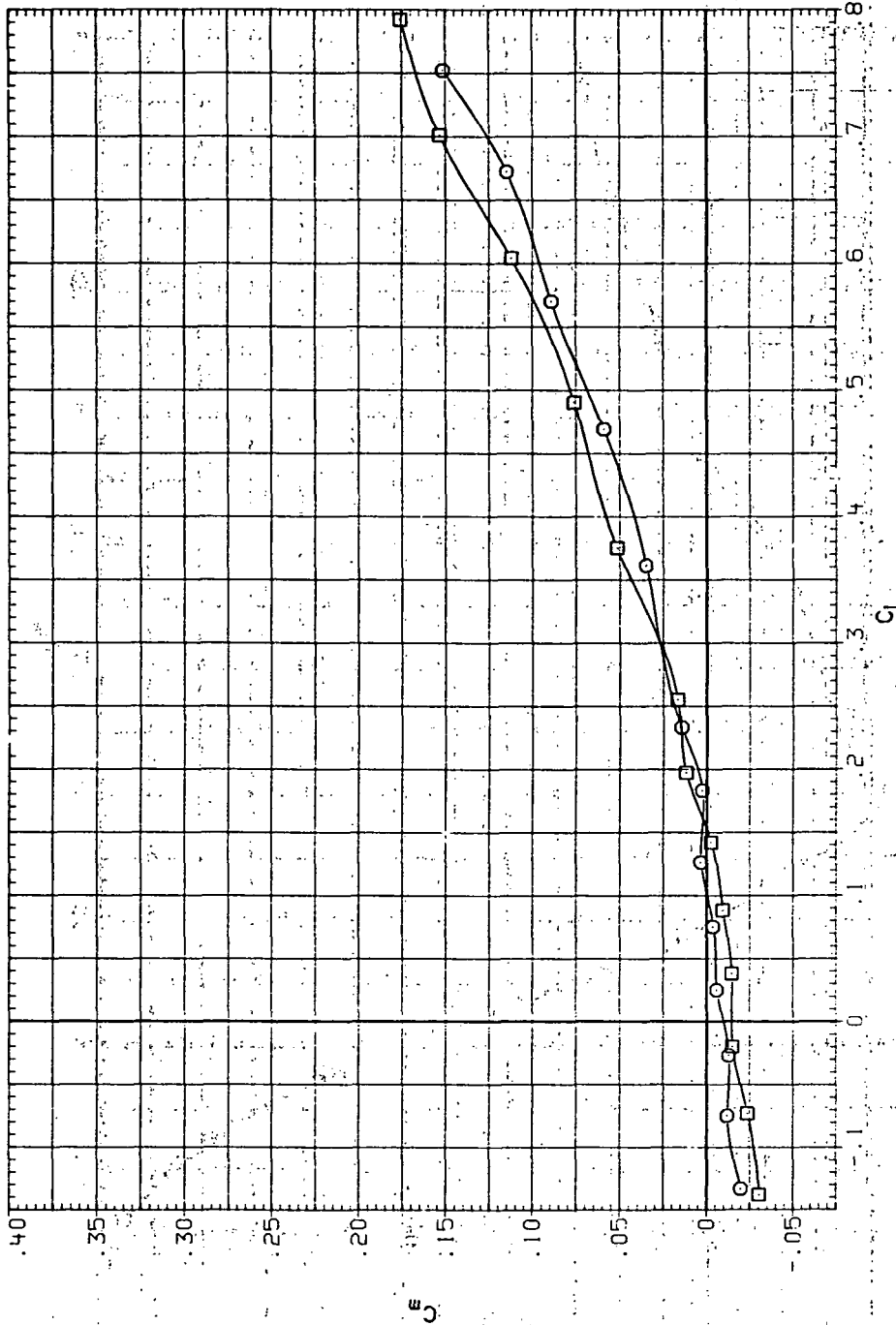


(b)  $C_D$  vs  $C_L$ .

Figure 72.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR198 ○ 7H55B (STEEL)  
 RJR244 □ 7H55B (STEEL)

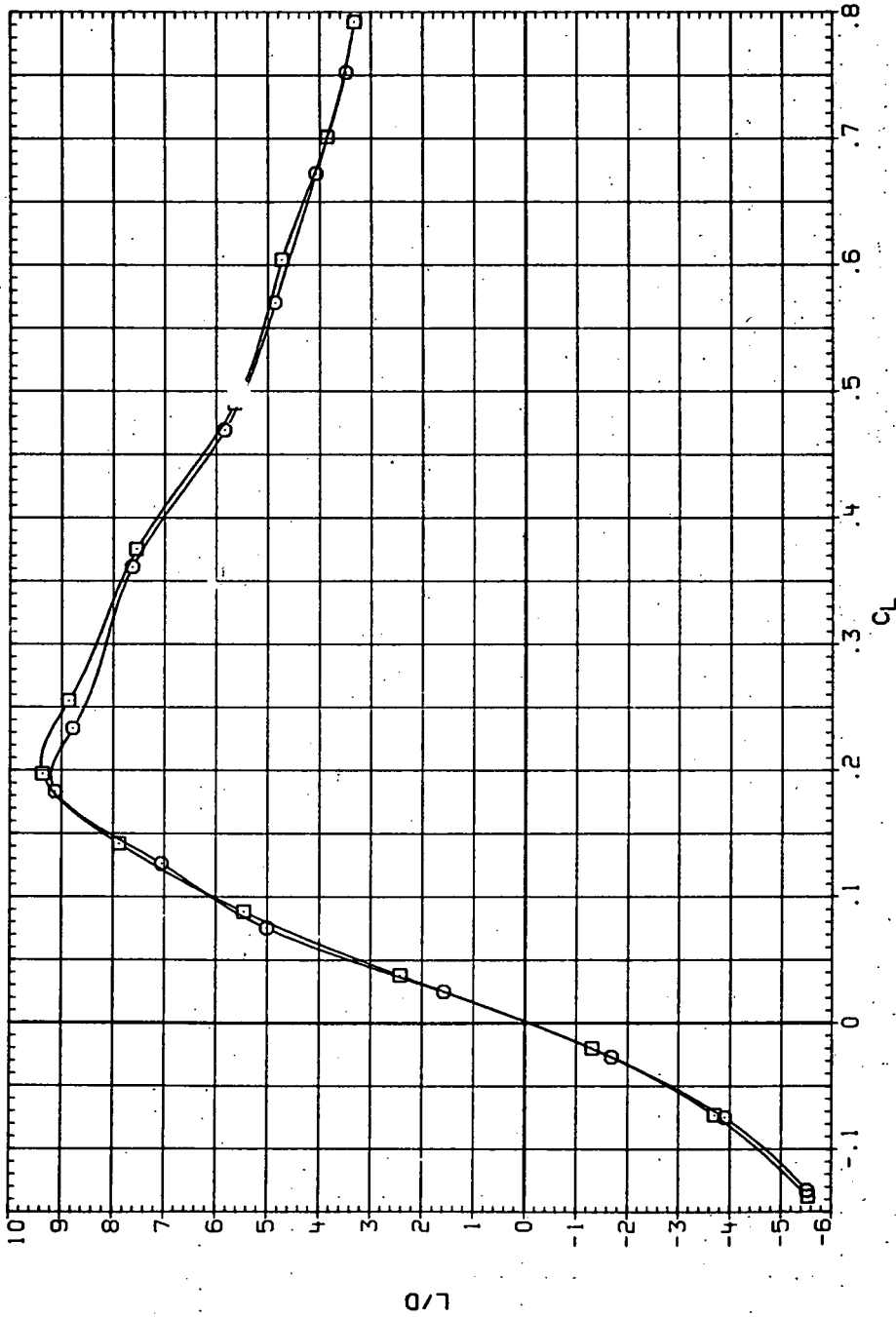
RN/L ○ (NSM) 6.230 (16.400)  
 8.200 21.200



(c)  $C_m$  vs  $C_L$ .  
 Figure 72: - Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR198            7M558 (STEEL)  
 RJR244            7M558 (STEEL)

FN/L            Q (NSM)  
 6.230           16.400  
 8.200           21.200

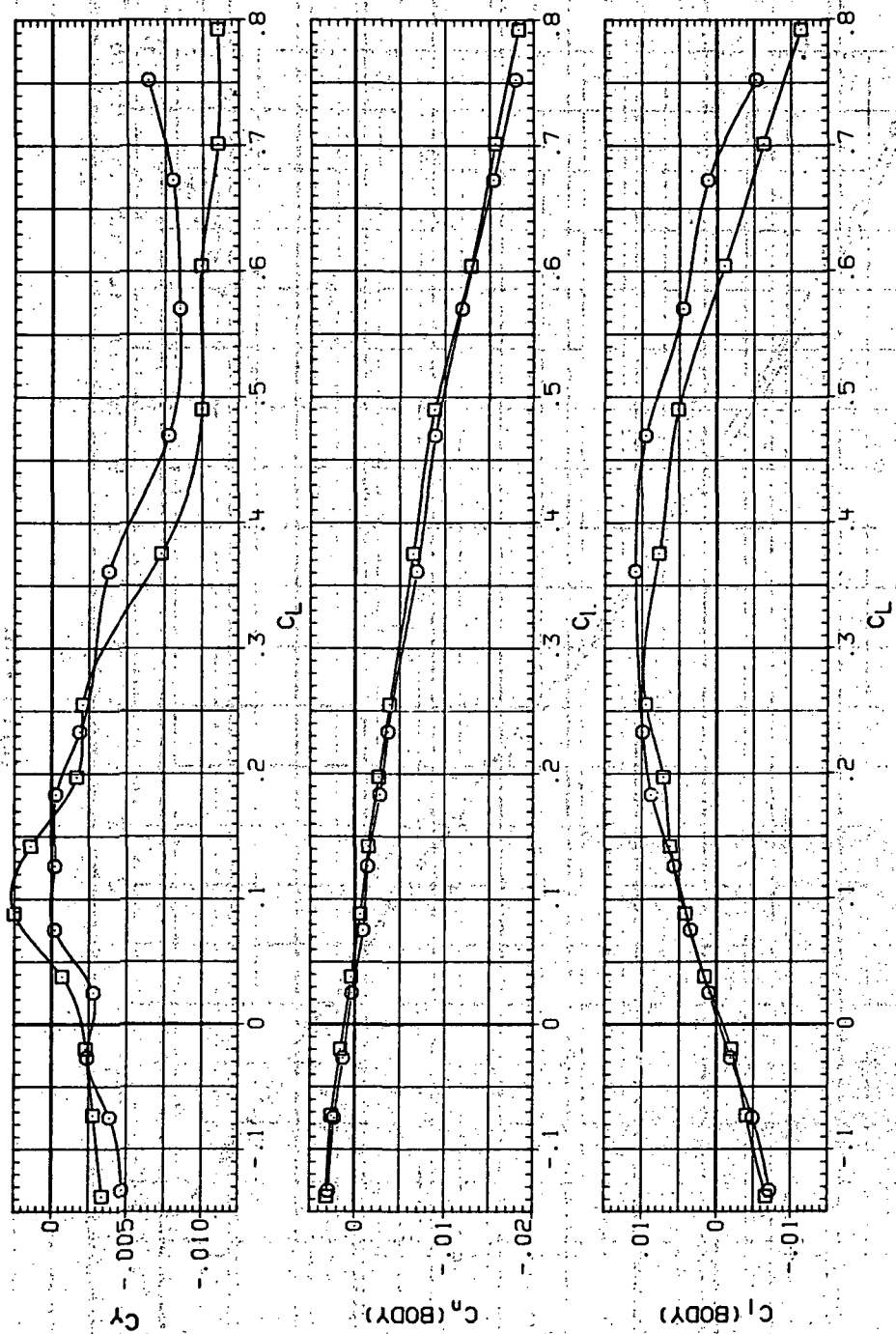


(d)  $L/D$  vs  $C_L$ .

Figure 72.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR198 ○ 7M558 (STEEL)  
 RJR244 □ 7M558 (STEEL)

RVL Q (INSH)  
 6.230 16.400  
 8.200 21.200



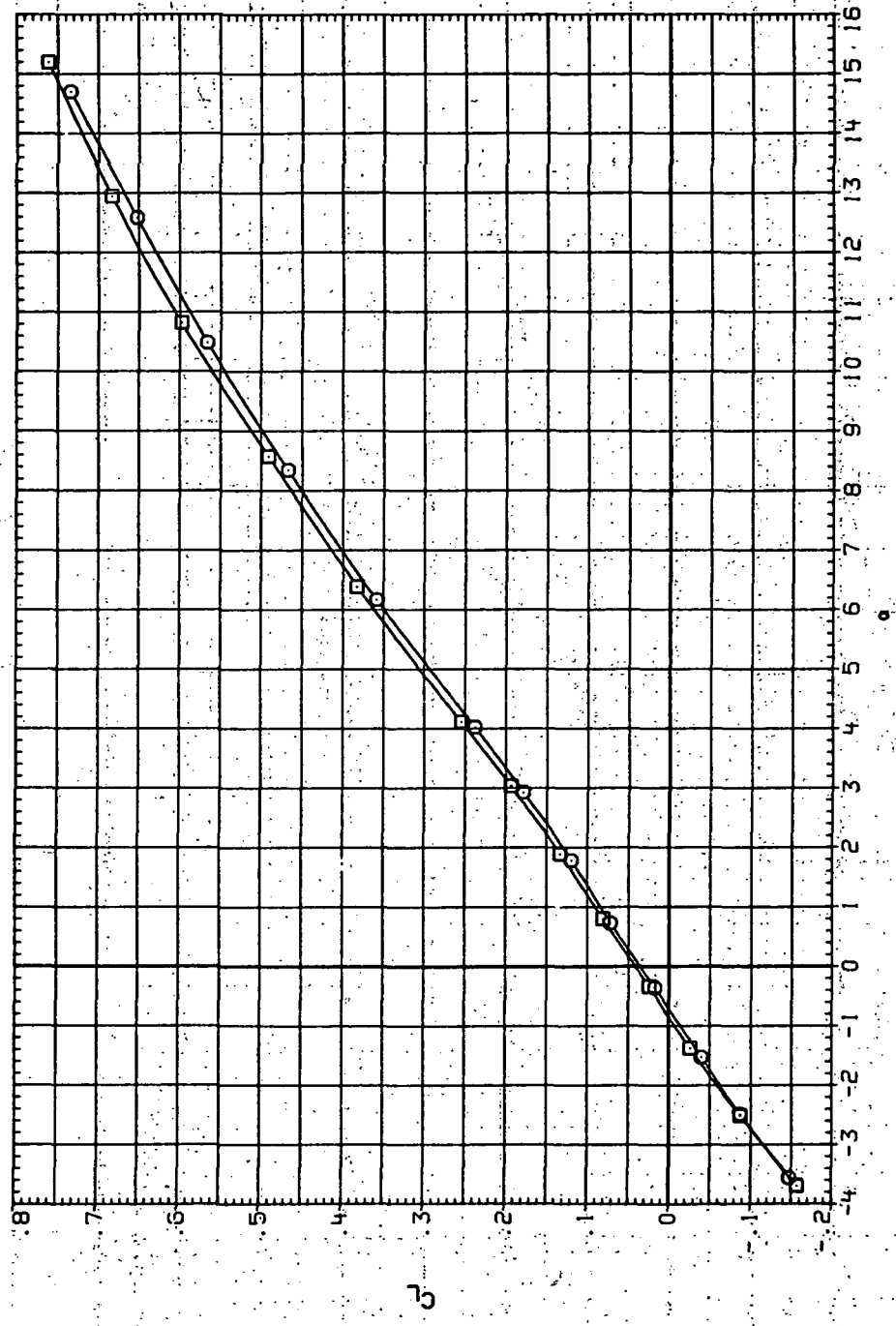
(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 72. Concluded.

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DATA SET SYMBOL CONFIGURATION  
 RUP199 ○ 7M55B (STEEL)  
 RUP245 □ 7M55B (STEEL)

RV/L Q(NSH)  
 6.230 17.000  
 8.200 22.800

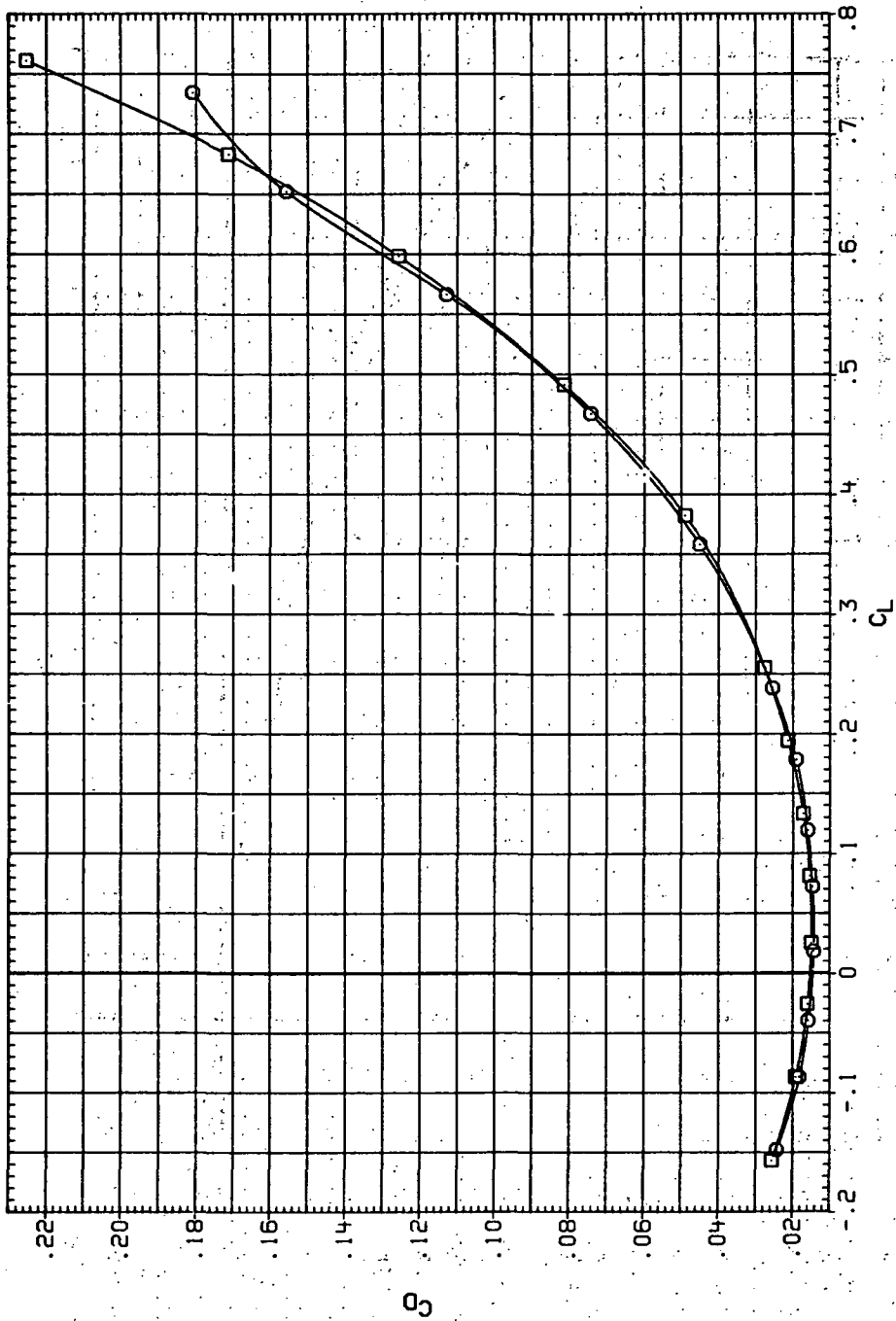


(a)  $C_L$  vs  $\alpha$ .

Figure 73.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination. ( $\Lambda = 55^\circ$ ,  $M = 1.2$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR199 74558 (STEEL) □  
 RJR205 74558 (STEEL) ○

RV/L Q(NSH)  
 6.230 17.000  
 8.200 22.800

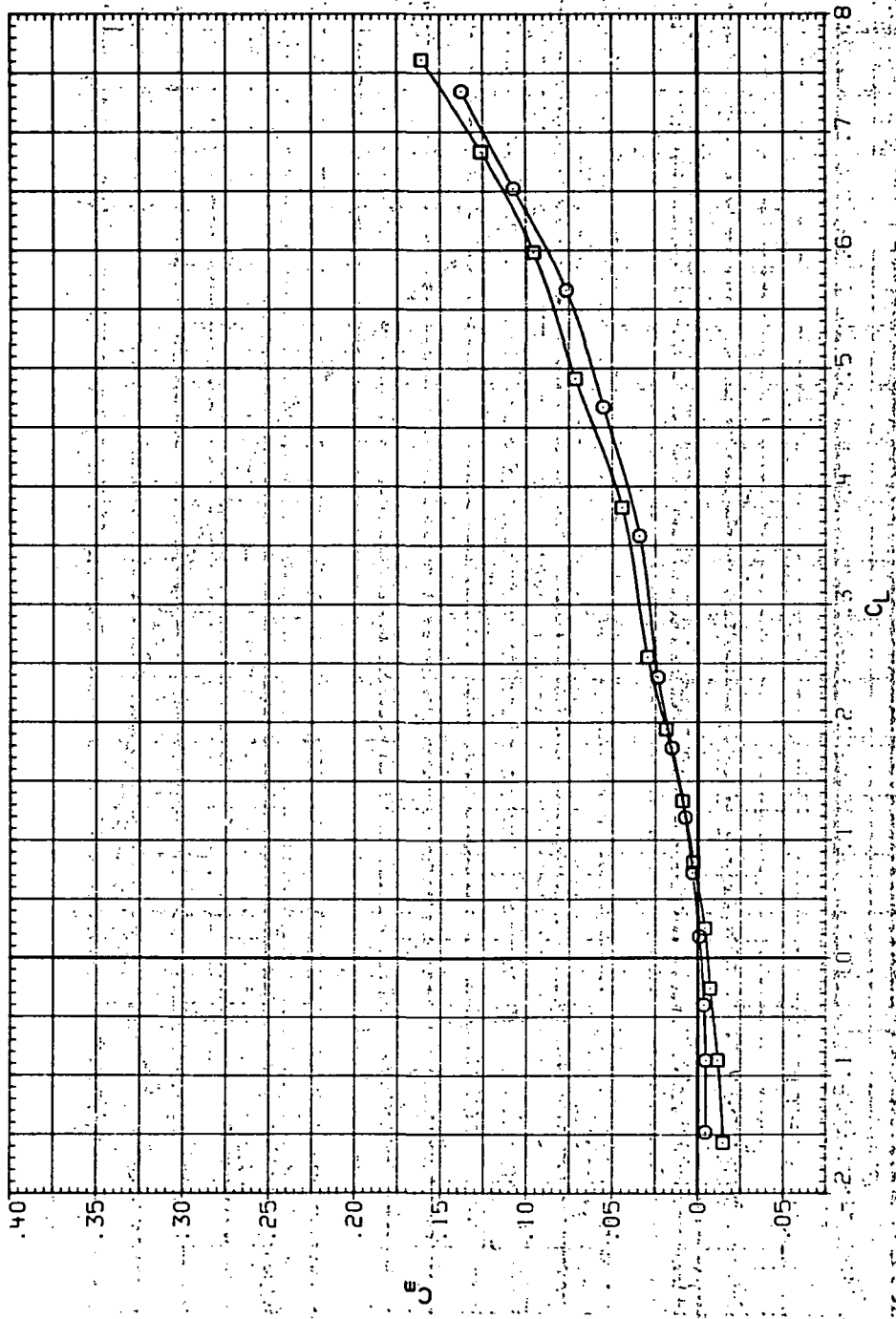


(b)  $C_D$  vs  $C_L$ .

Figure 73.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR199 O 7M558 (STEEL)  
 RJR245 □ 7M558 (STEEL)

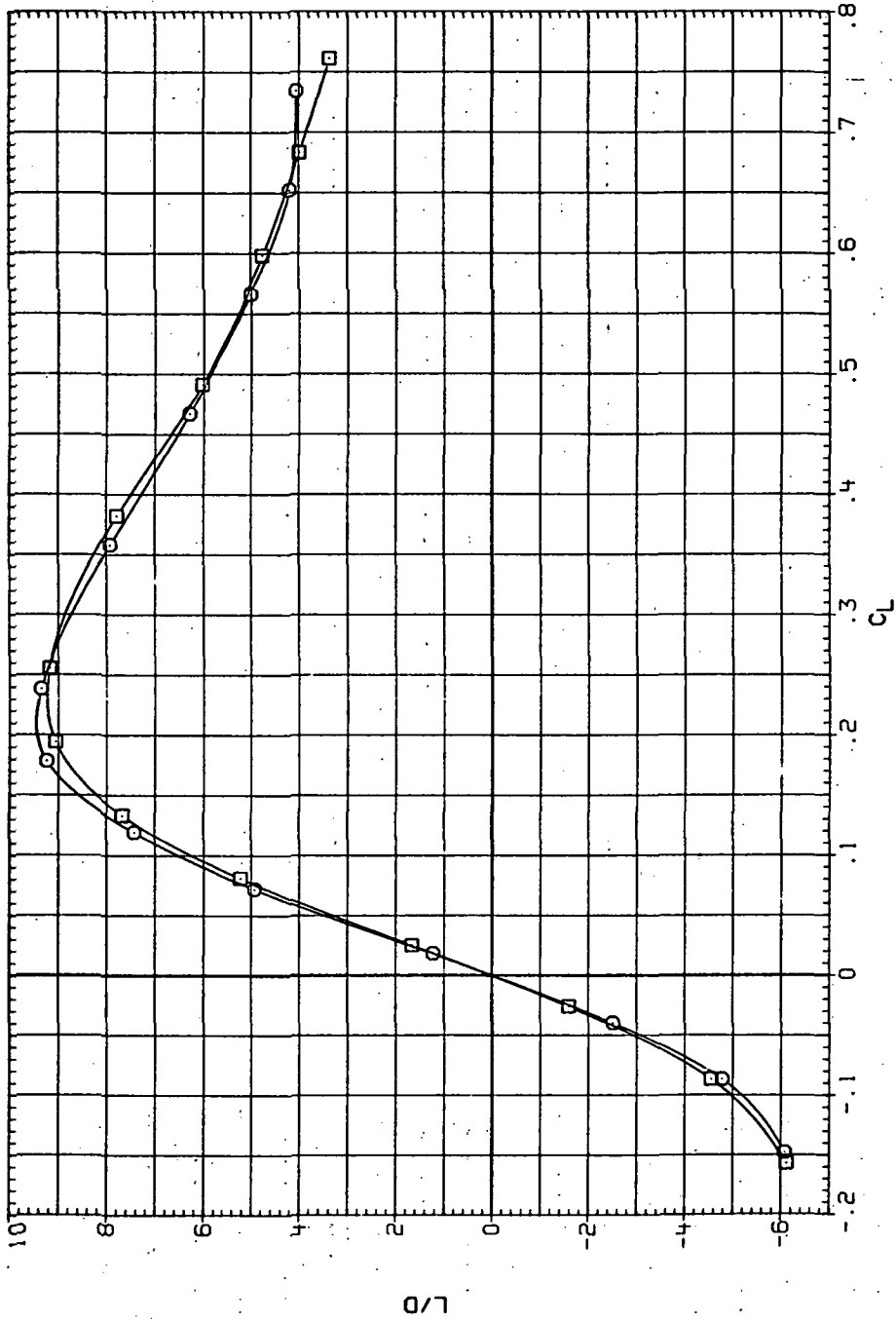
RN/L Q(NSH)  
 6:230 17,000  
 8:200 22,800



(c)  $C_m$  vs  $C_L$ .  
 Figure 7.3 - Continued

DATA SET SYMBOL CONFIGURATION  
 RJR199 ○ 7M55B (STEEL)  
 RJR245 □ 7M55B (STEEL)

RV/L 0 (NSM)  
 6.230 17.000  
 8.200 22.800



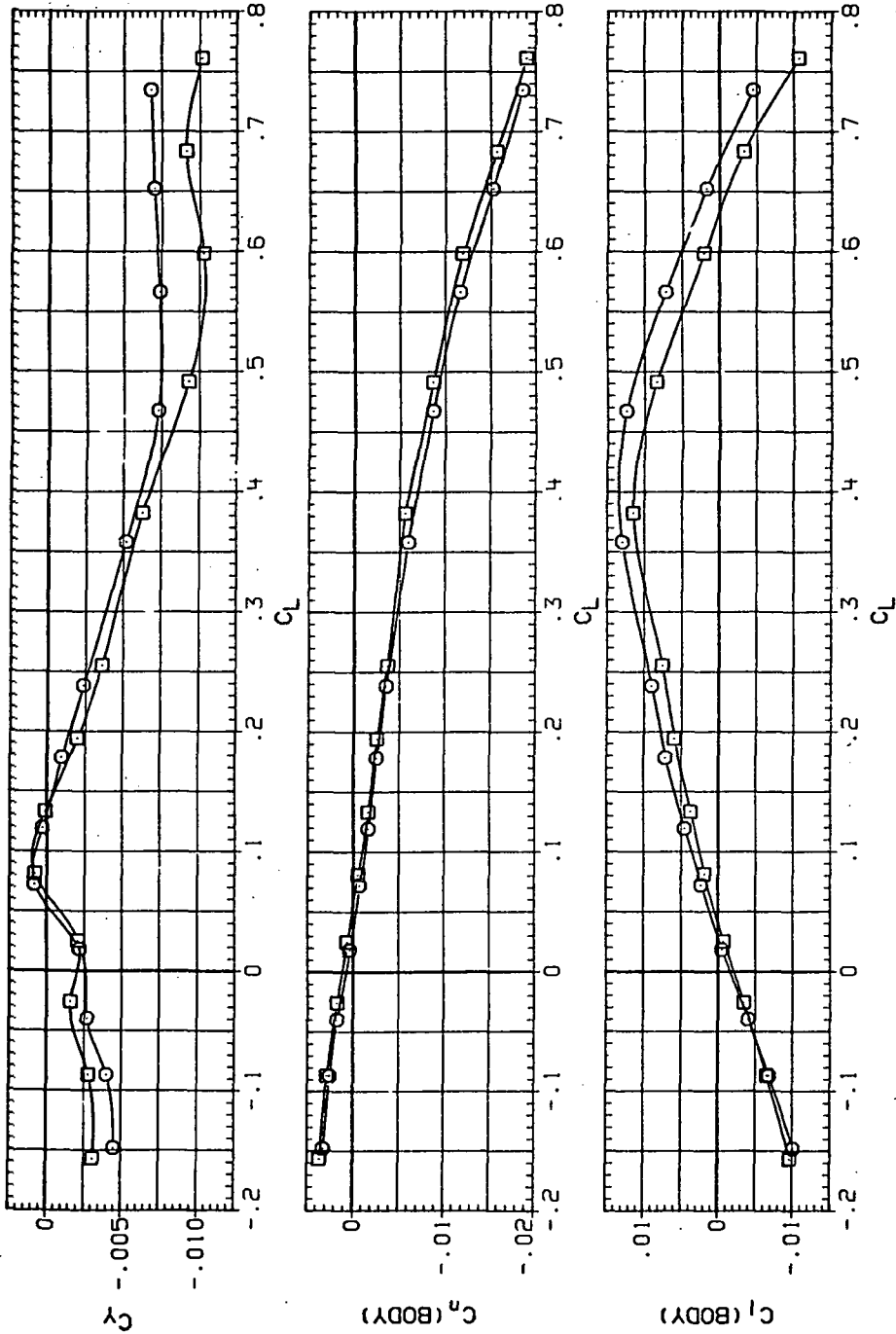
(d)  $L/D$  vs  $C_L$ .

Figure 73.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR199 O 74558 (STEEL)  
 RJR205 □ 74558 (STEEL)

RN/L Q(NSH)  
 5.230 17.000  
 8.200 22.800

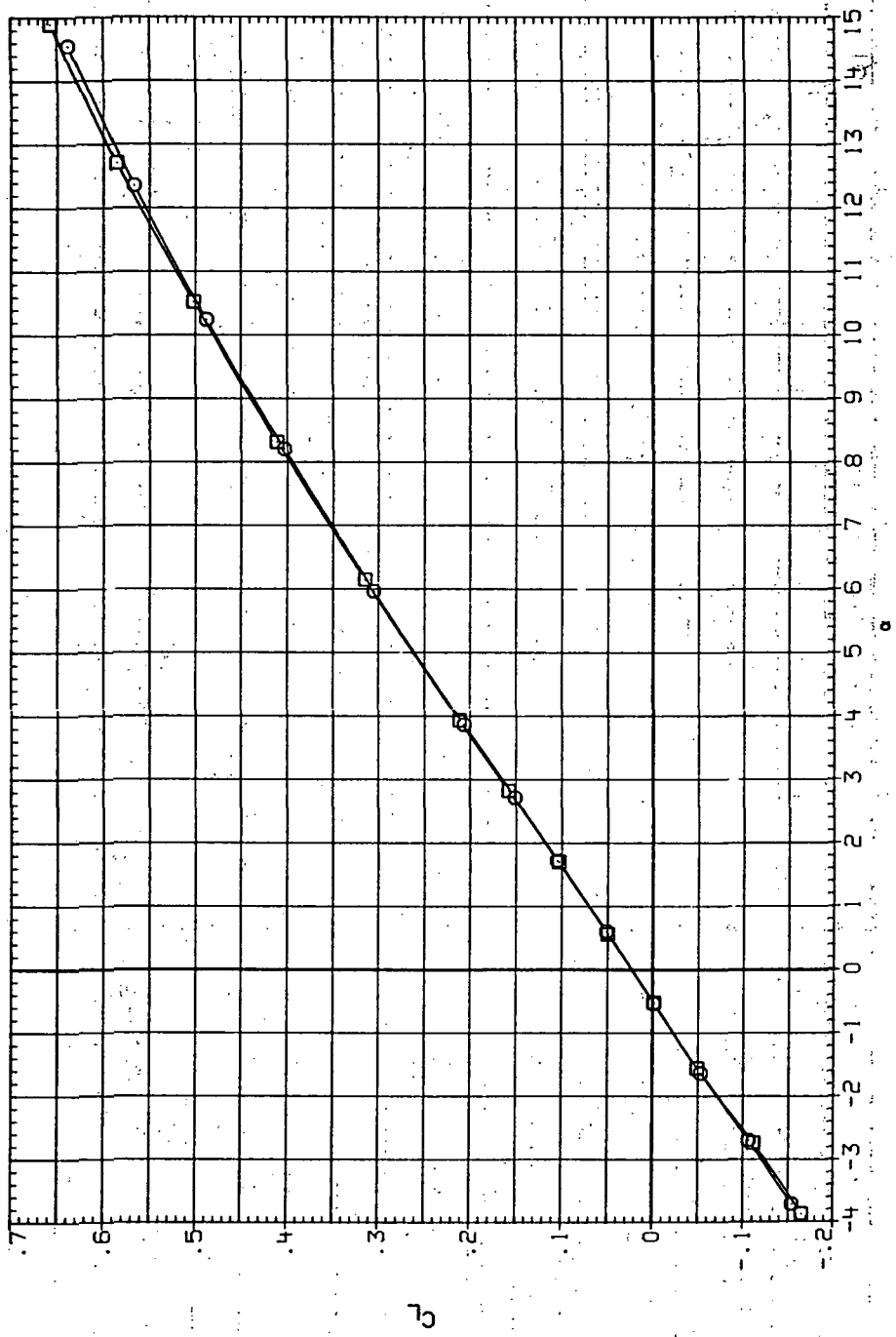


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 73.— Concluded.

DATA SET SYMBOL    CONFIGURATION  
 RJR200    7455B (STEEL)  
 RJR246    7455B (STEEL)

RM/L    Q(NSM)  
 6.230    18,600  
 8.200    24,400

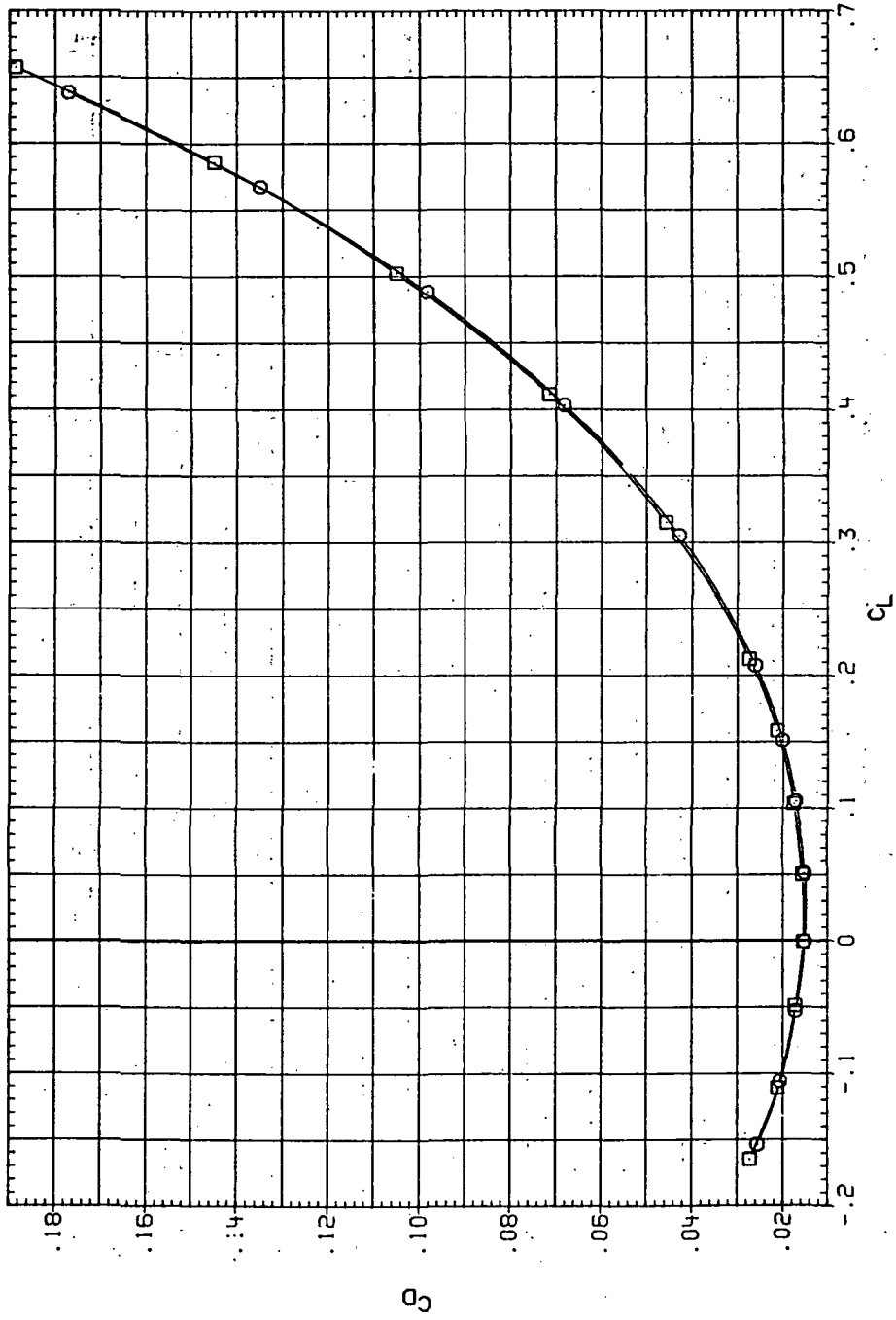


(a)  $C_L$  vs  $\alpha$ .

Figure 74. — Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 1.6$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR200 ○ 7M55B (STEEL)  
 RJR296 □ 7M55B (STEEL)

RV/L Q(NSM)  
 6.230 18.600  
 8.200 24.400

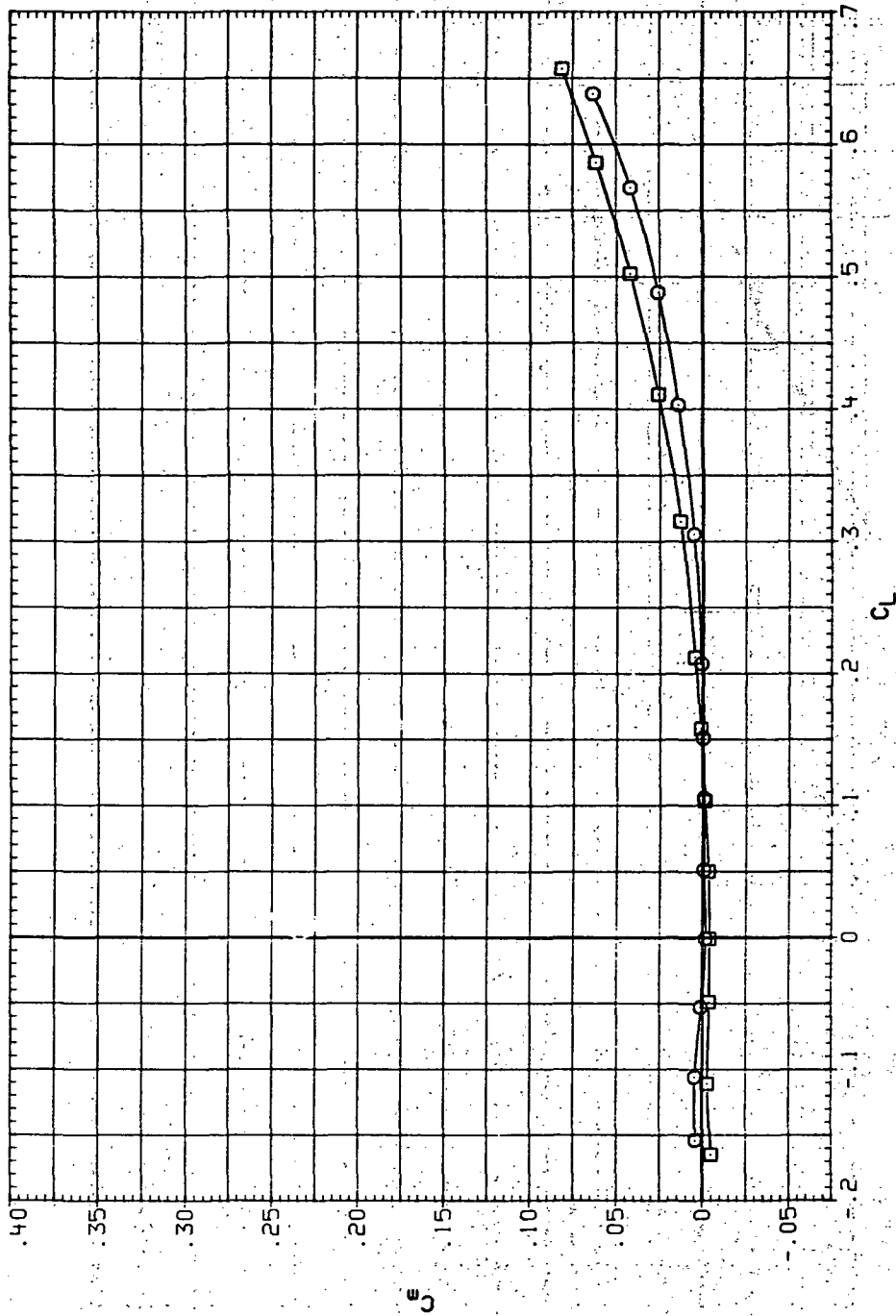


(b)  $C_D$  vs  $C_L$ .

Figure 74. — Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR200    ○    74E5B (STEEL)  
 RJR246    □    74E5B (STEEL)

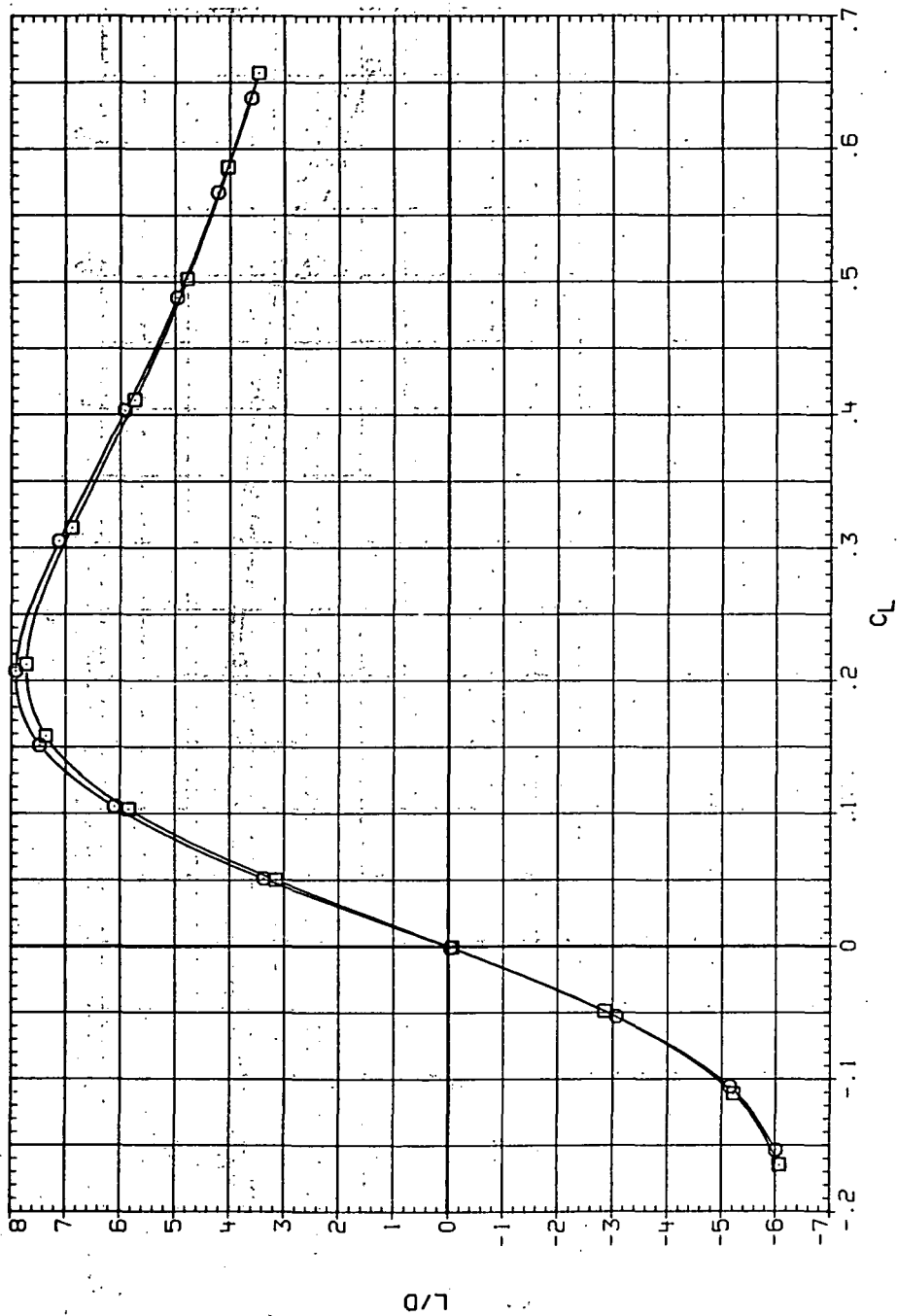
RV/L    Q(NSM)  
 6.230    18.600  
 8.200    24.400



(c)  $C_m$  vs  $C_L$ .  
 Figure 74. - Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR200    7N558 (STEEL)  
 RJR2N6    7N558 (STEEL)

RY/L    Q(NSM)  
 6.230    18,600  
 8.200    24,400

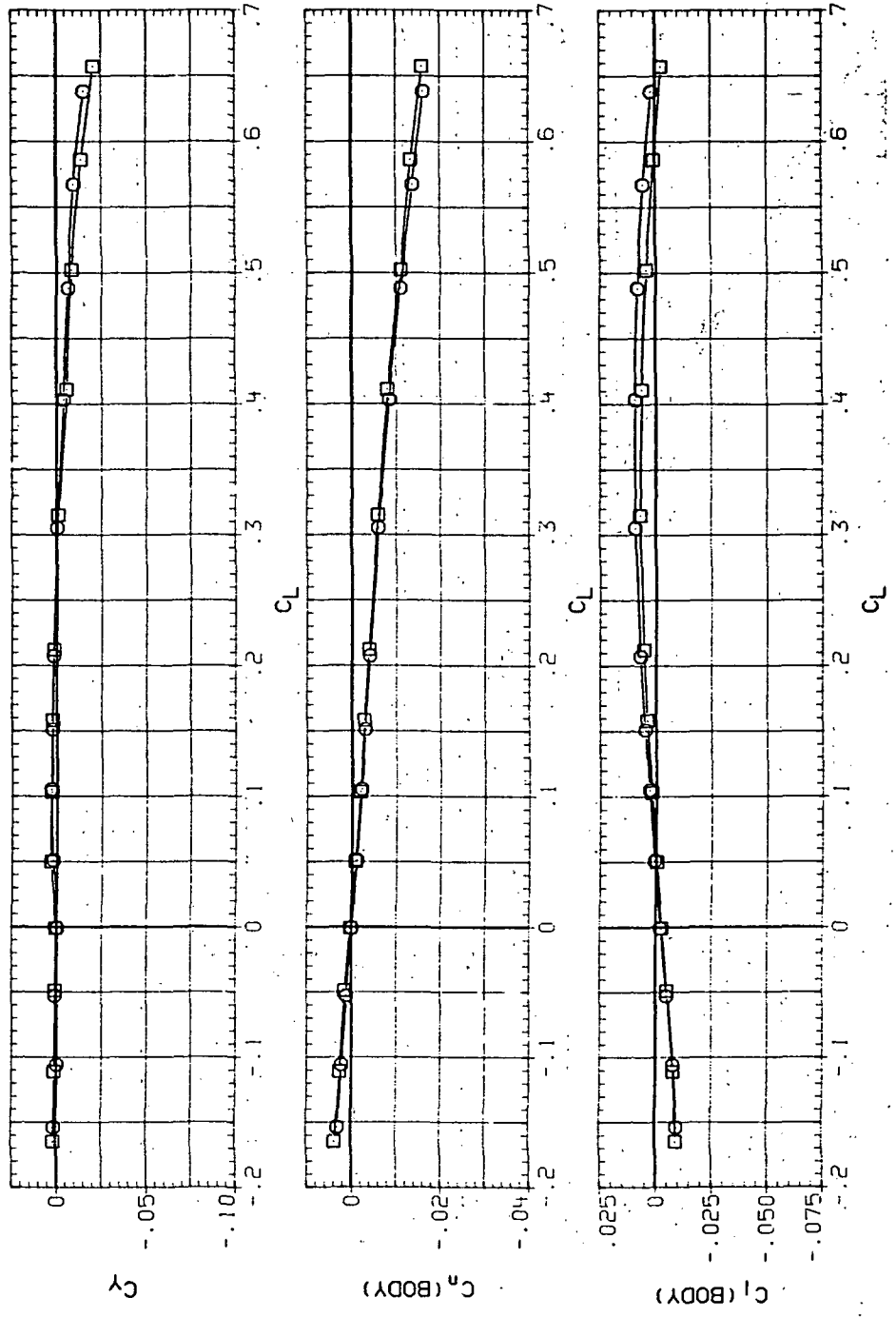


(d)  $L/D$  vs  $C_L$ .

Figure 74.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR200 7455B (STEEL)  
 RJR246 7455B (STEEL)

RN/L Q(NSH)  
 6.230 18,600  
 8.200 24,400

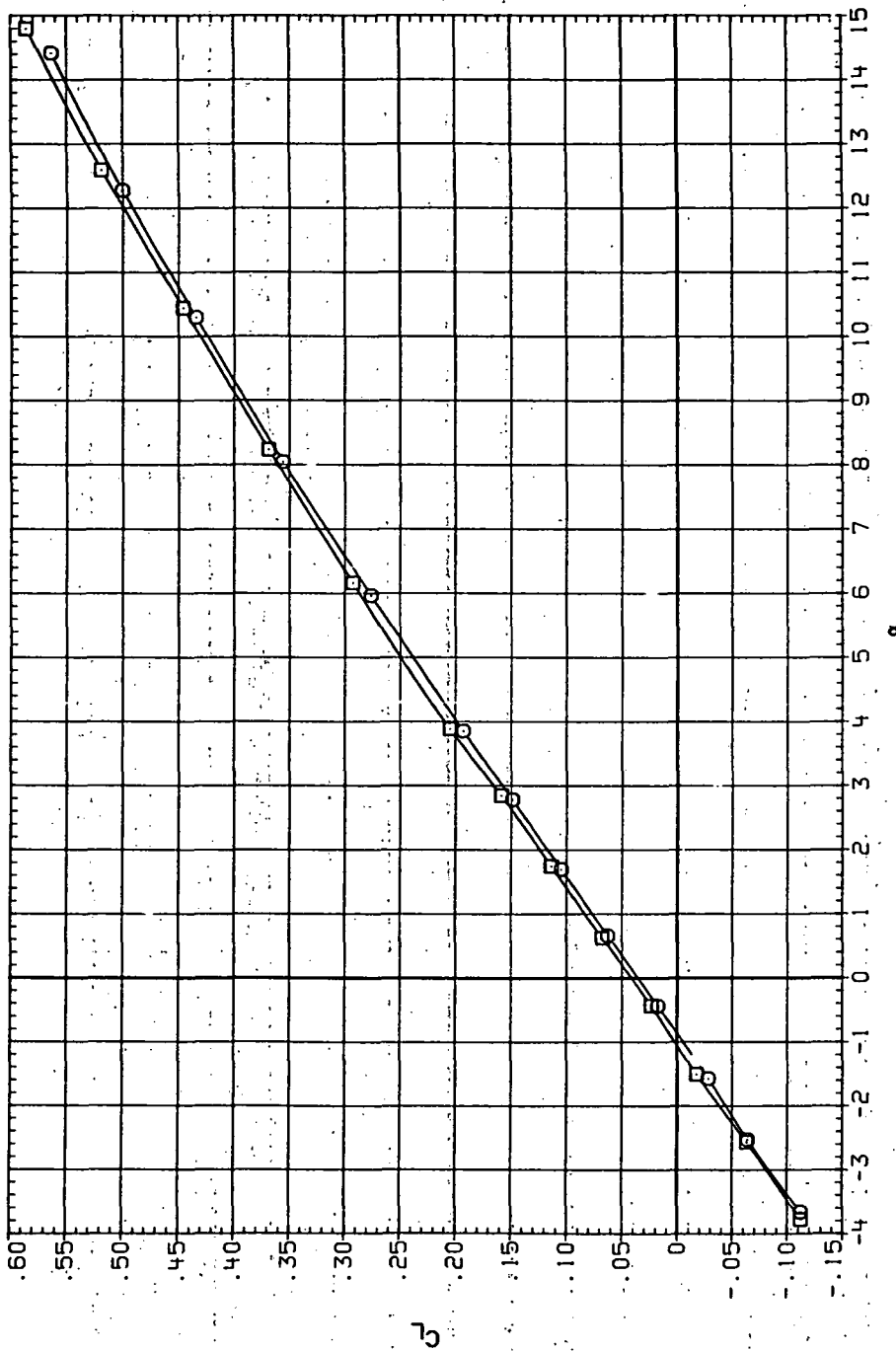


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 74. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR201 C 7455B (STEEL)  
 RJR247 C 7455B (STEEL)

RN/L (QINSH)  
 6.230 18.500  
 8.200 24.700

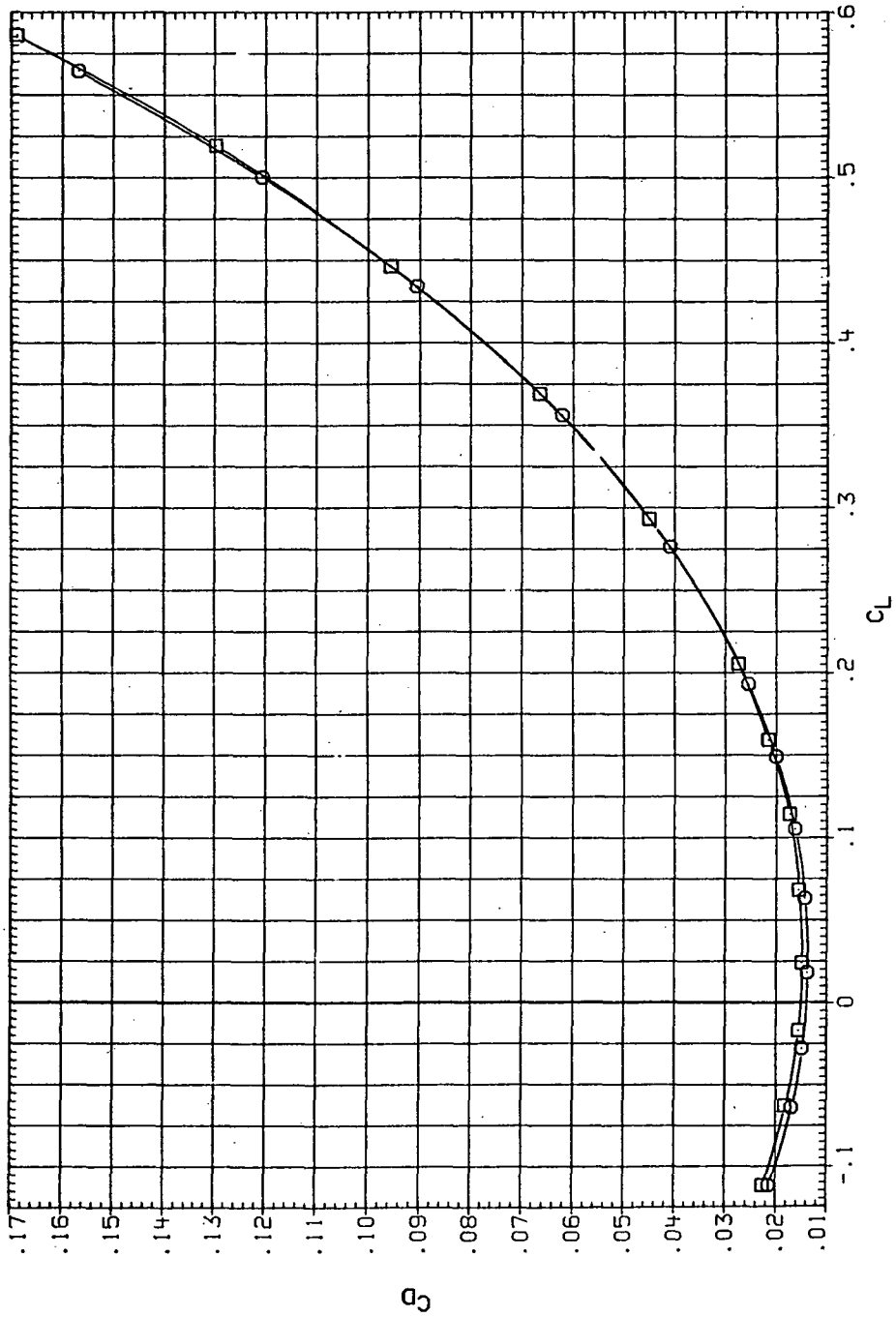


(a)  $C_L$  vs  $\alpha$ .

Figure 75.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 55^\circ$ ,  $M = 2.0$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR201 O 7M55B (STEEL)  
 RJR247 □ 7M55B (STEEL)

RN/L Q(NSM)  
 6.230 18.500  
 8.200 24.700



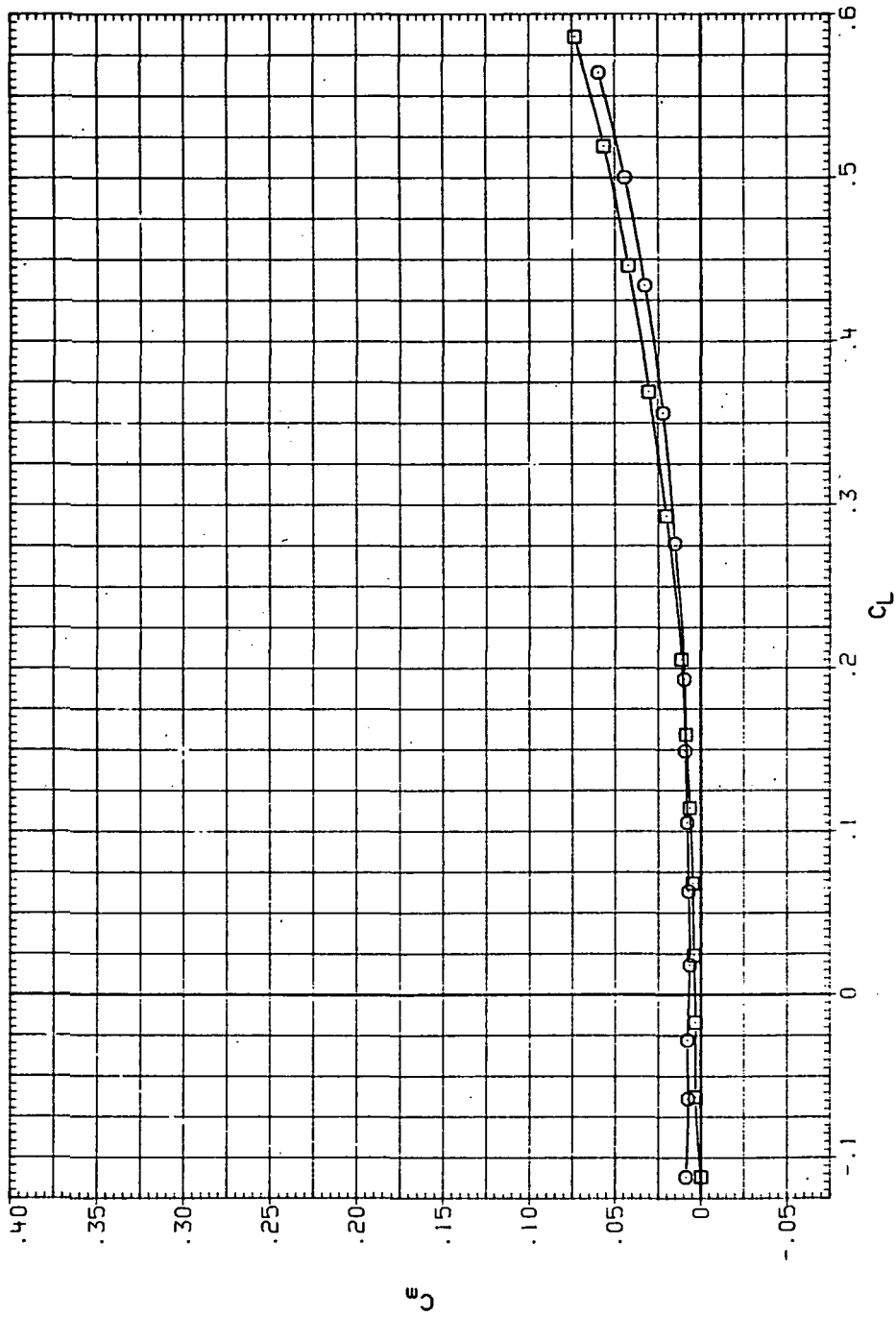
(b)  $C_D$  vs  $C_L$ .

Figure 75.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR201 ○ 7455B (STEEL)  
 RJR247 □ 7455B (STEEL)

RN/L Q(NSH)  
 6.230 16.500  
 8.200 24.700

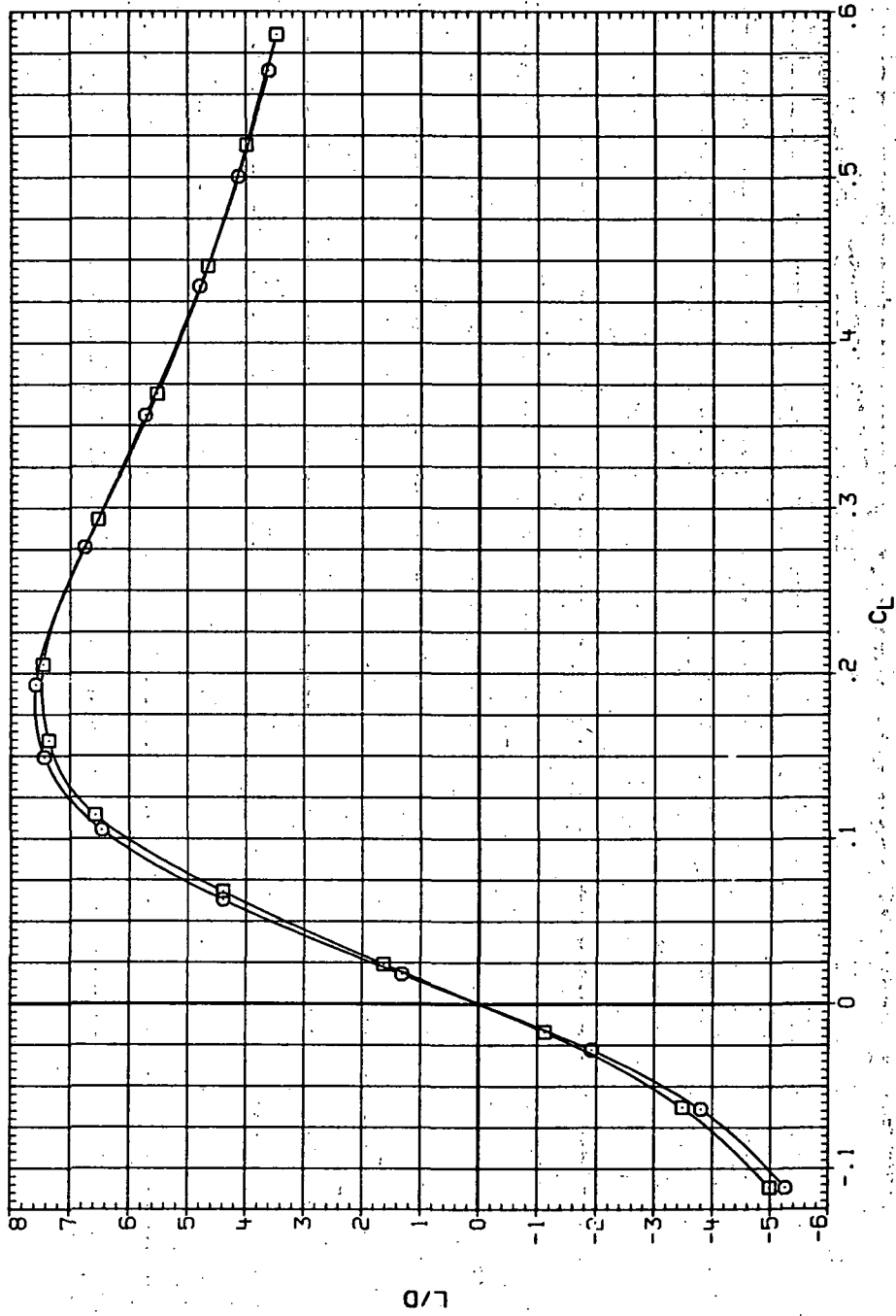


(c)  $C_m$  vs  $C_L$ .

Figure 75.— Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR201    □    7MS5B (STEEL)  
 RJR247    ○    7MS5B (STEEL)

RV/L    Q (INSH)  
 6.230    18.500  
 8.200    24.700

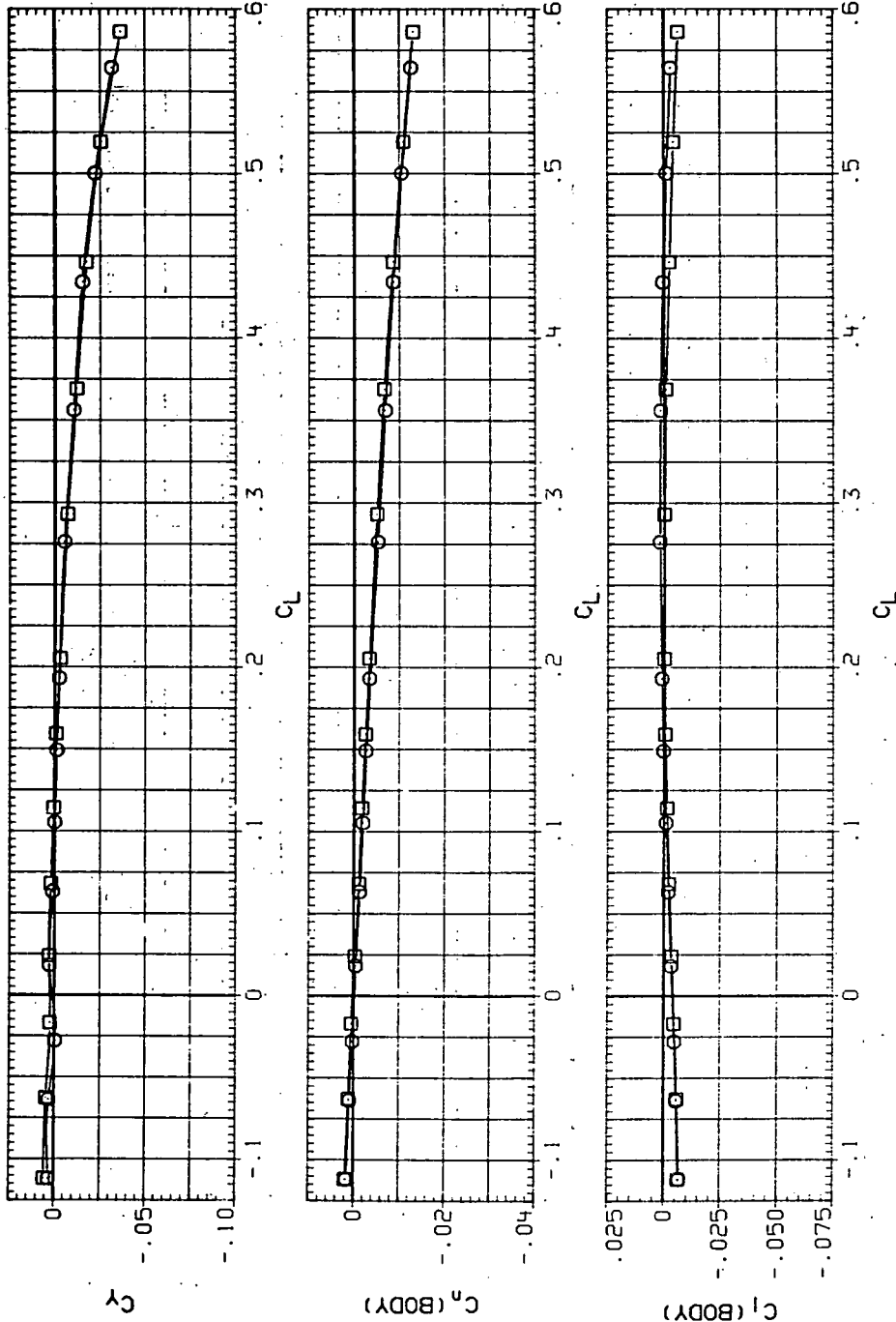


(d)  $L/D$  vs  $C_L$ .

Figure 75.—Continued.

DATA SET SYMBOL CONFIGURATION  
 RJB01 7MS5B (STEEL)  
 RJB47 7MS5B (STEEL)

RN/L O(NSM)  
 8.230 18.500  
 8.200 24.700

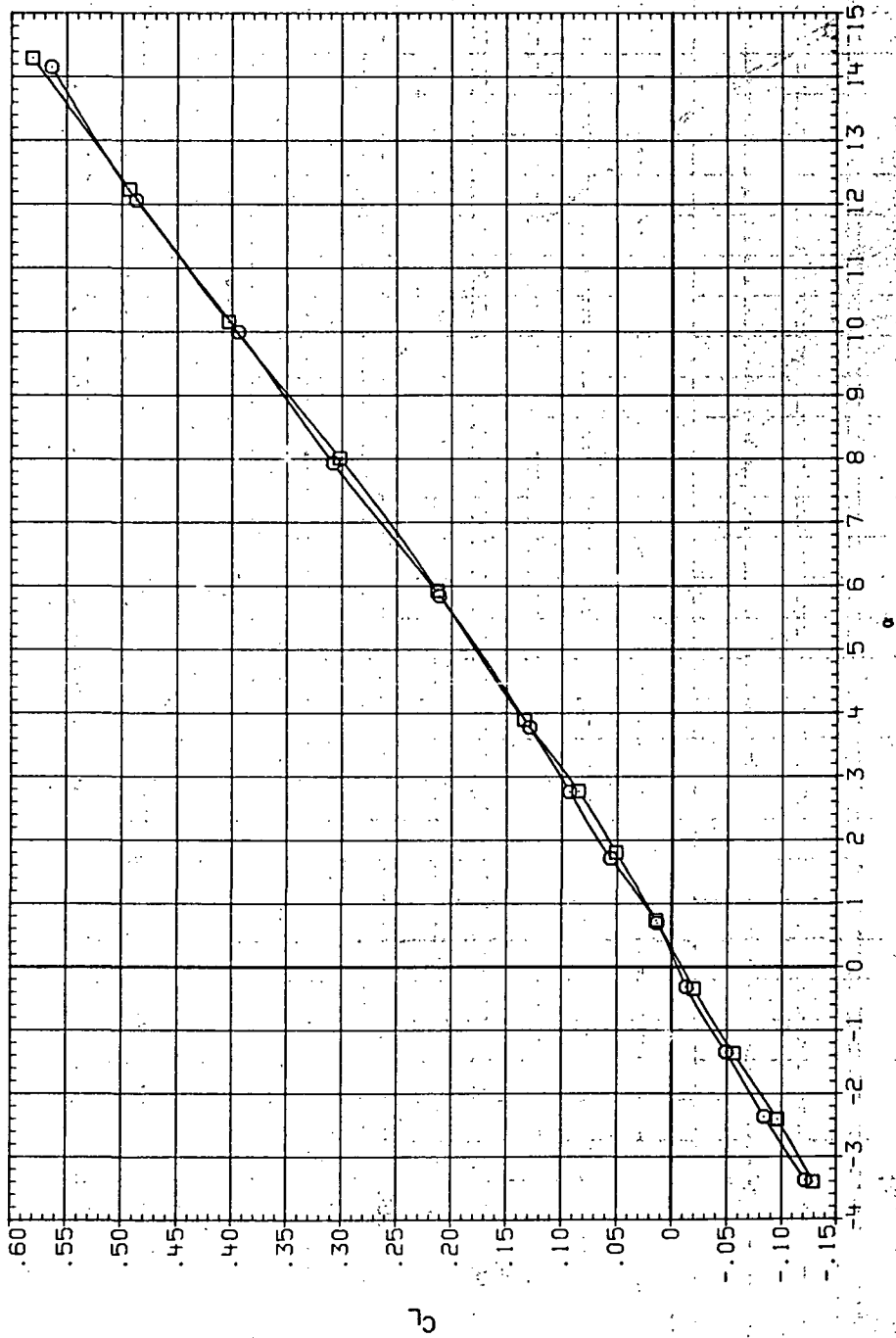


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 75.— Concluded.

DATA SET SYMBO. CONFIGURATION  
 RJR203 □ 7460B (STEEL)  
 RJR249 ○ 7460B (STEEL)

RN/L Q(NSM)  
 6.250 7.480  
 8.200 9.900

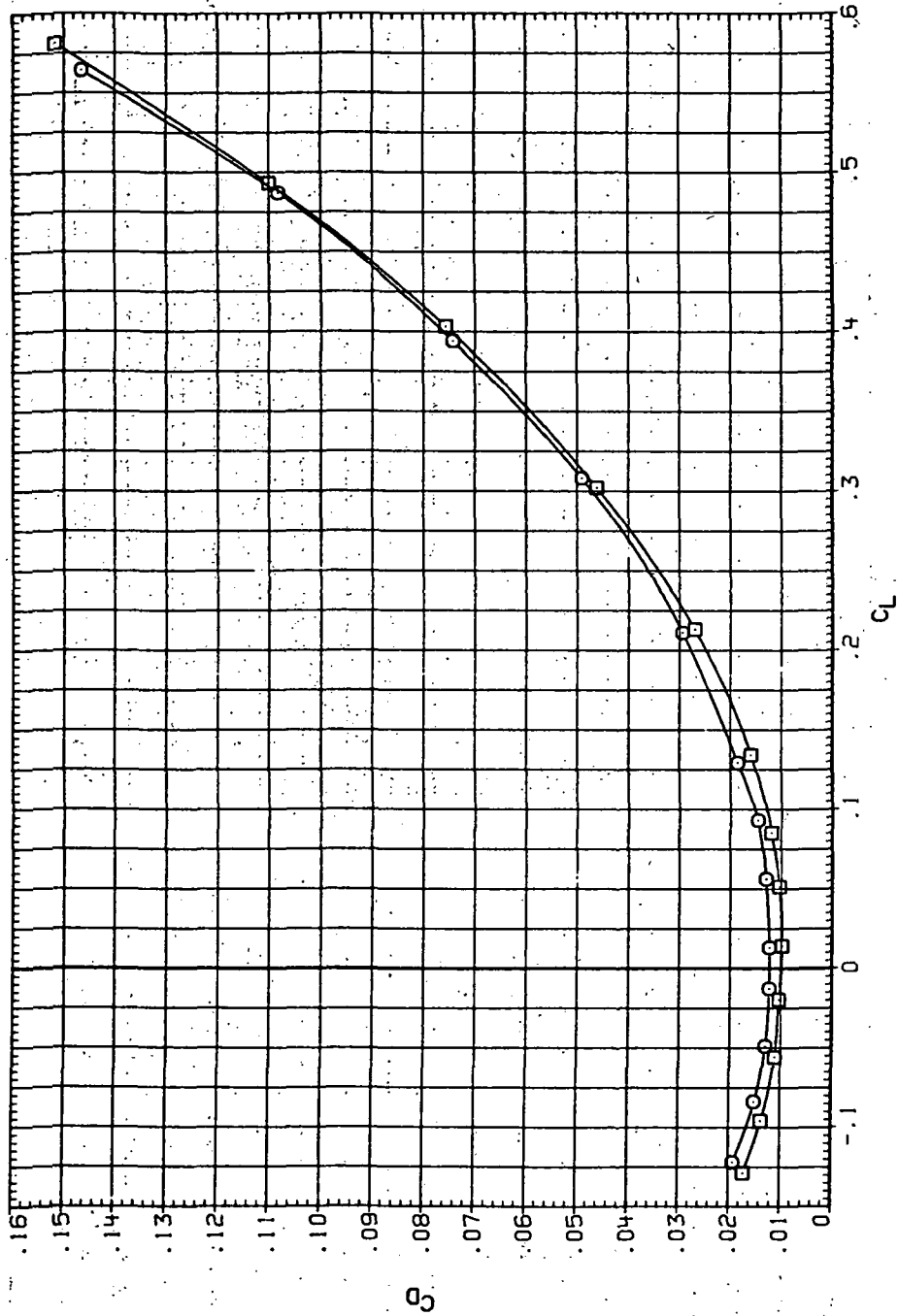


(a)  $C_L$  vs  $\alpha$ .

Figure 76. — Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.4$  and the NACA.65A204 airfoil).

DATA SET SYMBOL CONFIGURATION:  
 RJR203 ○ 74608 (STEEL)  
 RJR249 □ 74608 (STEEL)

RN/L Q(NSH)  
 6.230 7.480  
 8.200 9.900

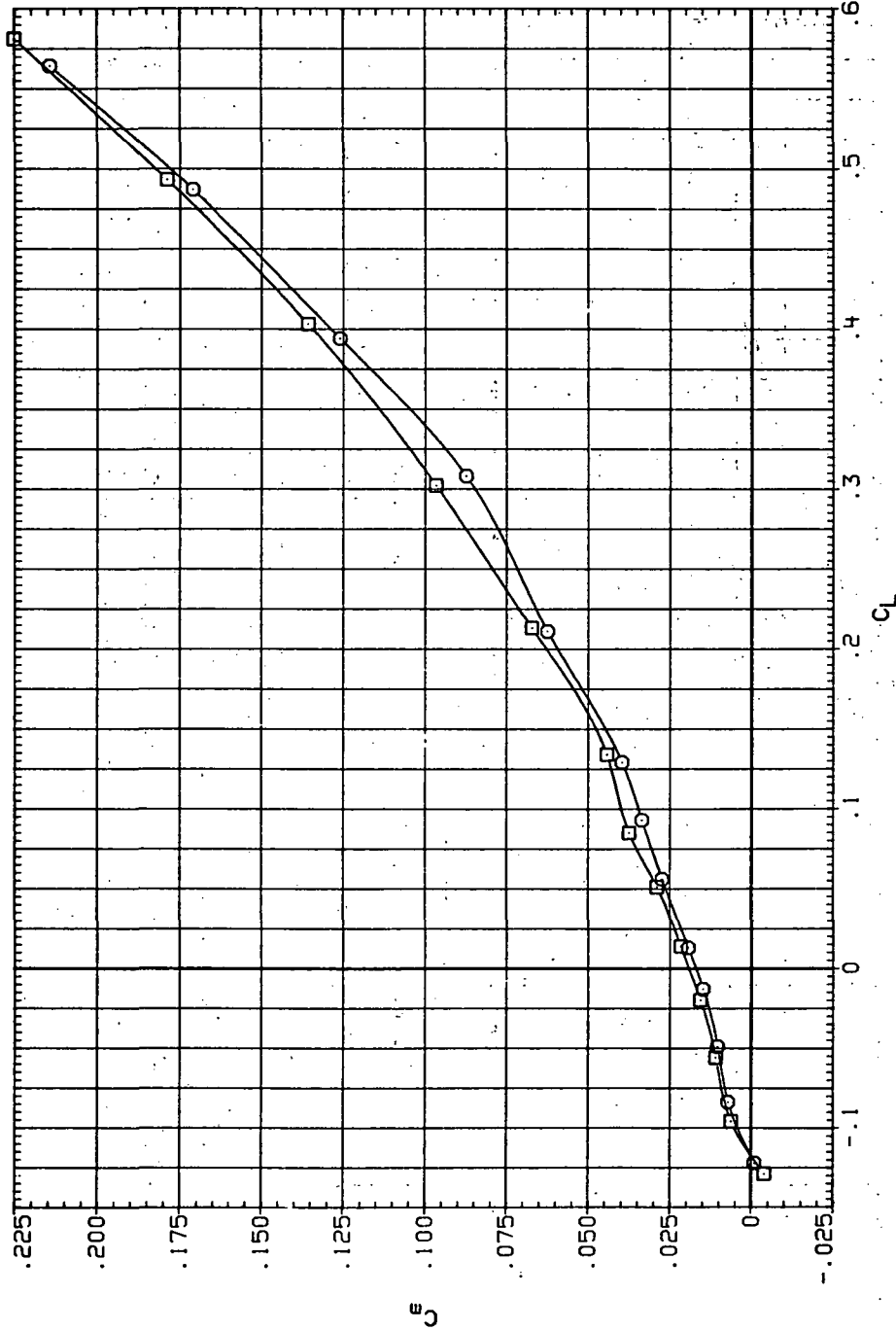


(b)  $C_D$  vs  $C_L$

Figure 76.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR203 ○ 7M50B (STEEL)  
 RJR249 □ 7M50B (STEEL)

RN/L Q(NSH)  
 6.230 7.48°  
 8.200 9.900

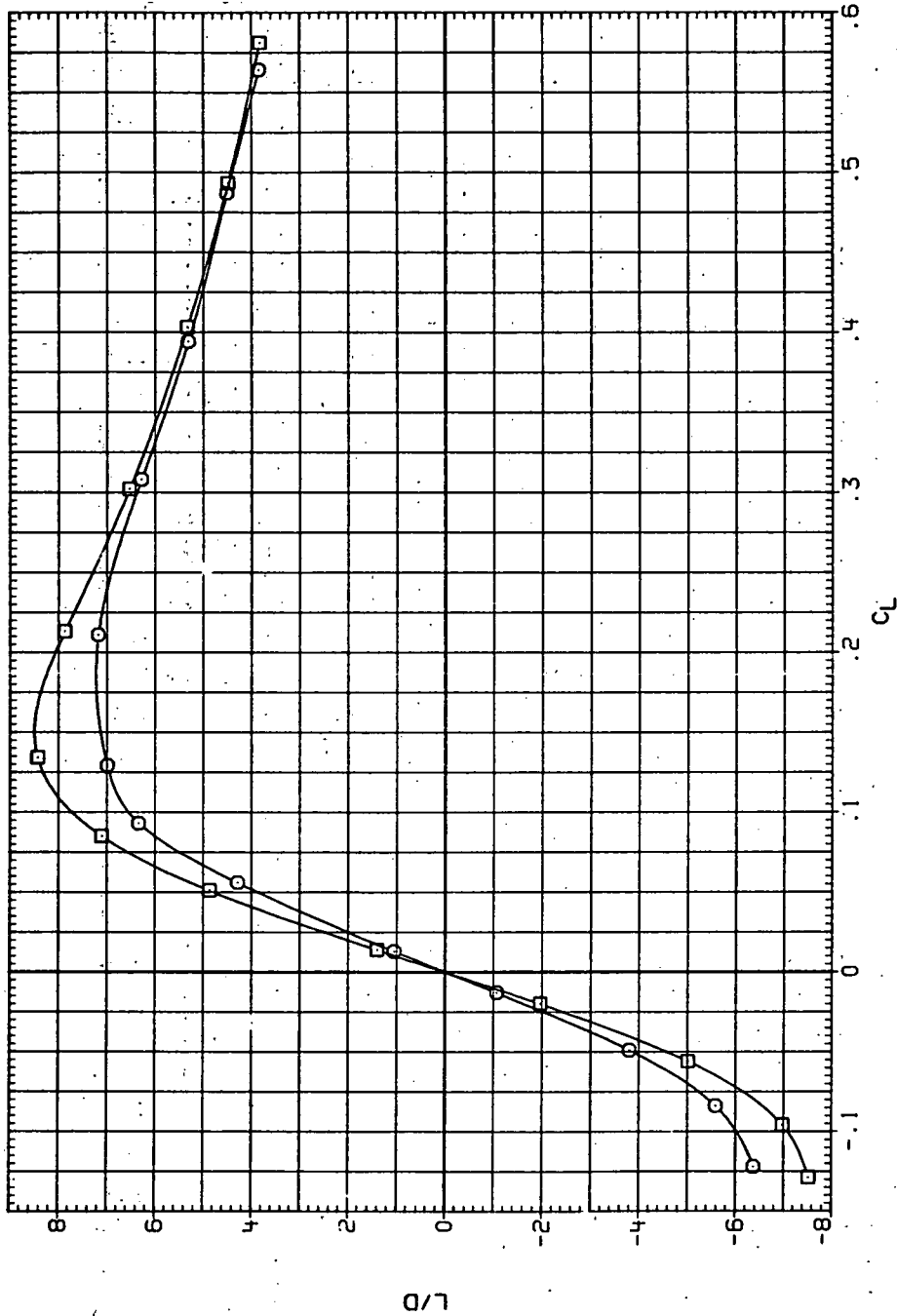


(c)  $C_m$  vs  $C_L$ .

Figure 76.— Continued.

DATA SET SYMBOL CONFIGURATION  
 R4R203 7450B (STEEL)  
 R4R249 7450B (STEEL)

RV/L Q(NSK)  
 6.230 7.480  
 8.200 9.900

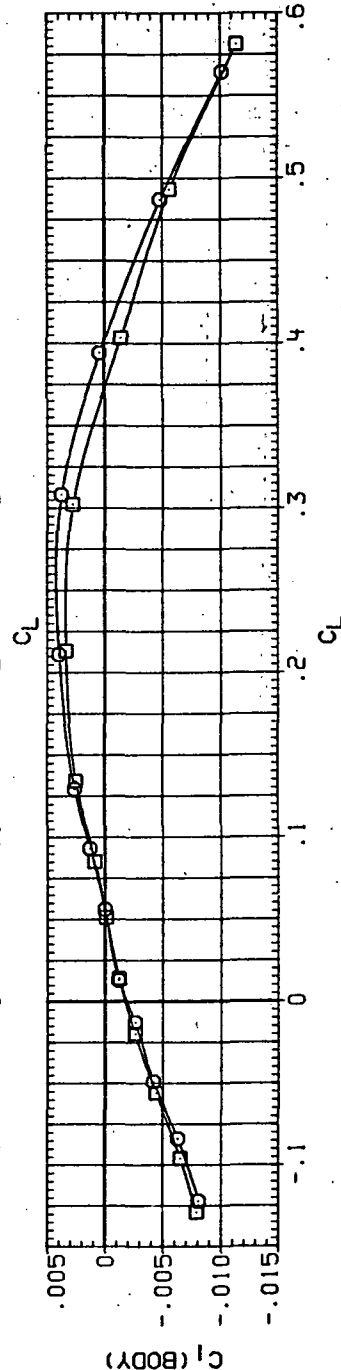
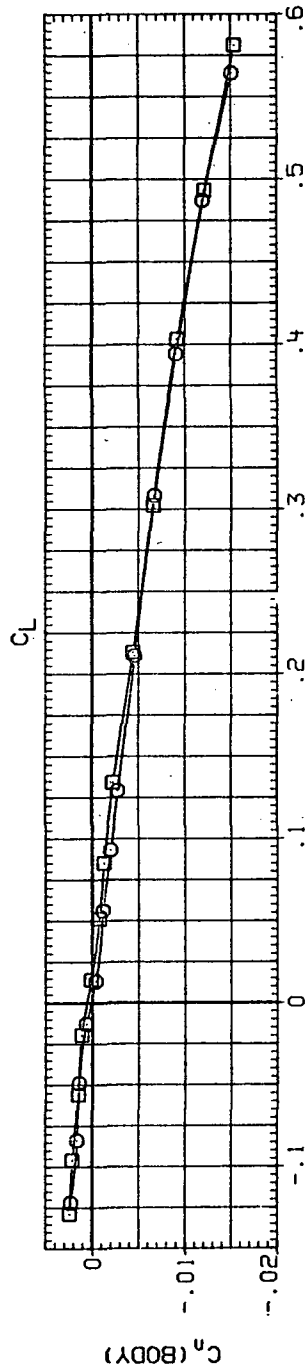
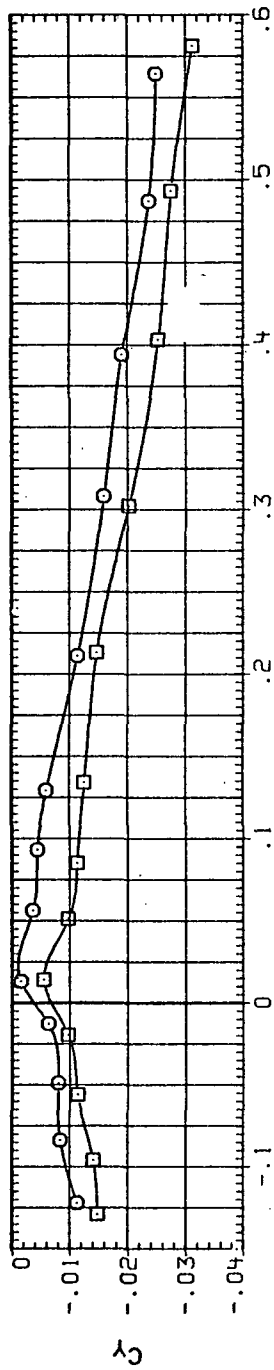


(d) L/D vs C<sub>L</sub>

Figure 76.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR203  $\square$  7M60B (STEEL)  
 RJR249  $\square$  7M60B (STEEL)

RV/L Q(NSH)  
 6.230 7.460  
 8.200 9.900



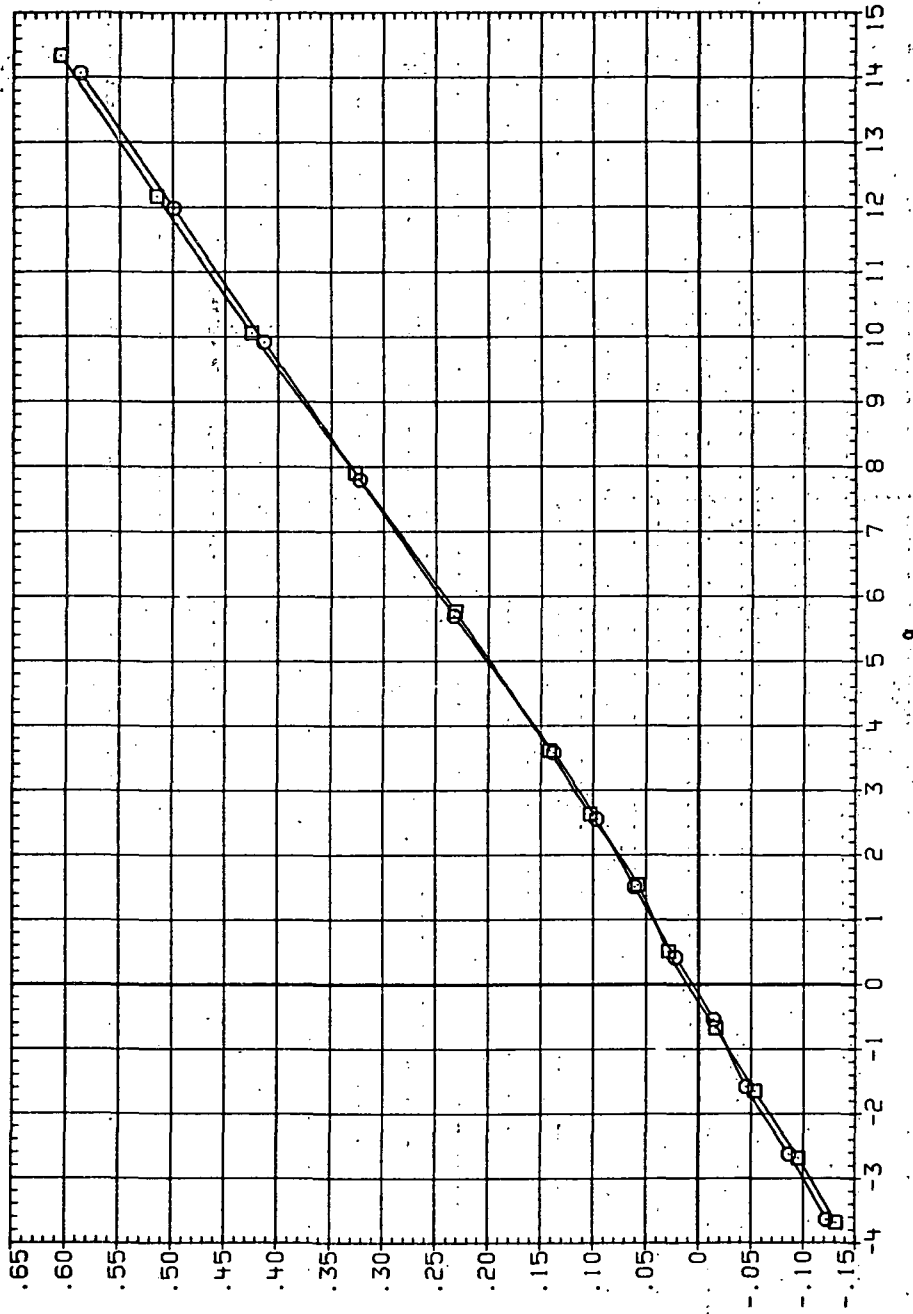
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 76. — Concluded.



DATA SET SYMBOL CONFIGURATION  
 RUR204 □ 74S0B (STEEL)  
 RUR250 □ 74S0B (STEEL)

RV/L Q(NSM)  
 6.230 10.600  
 8.200 14.100

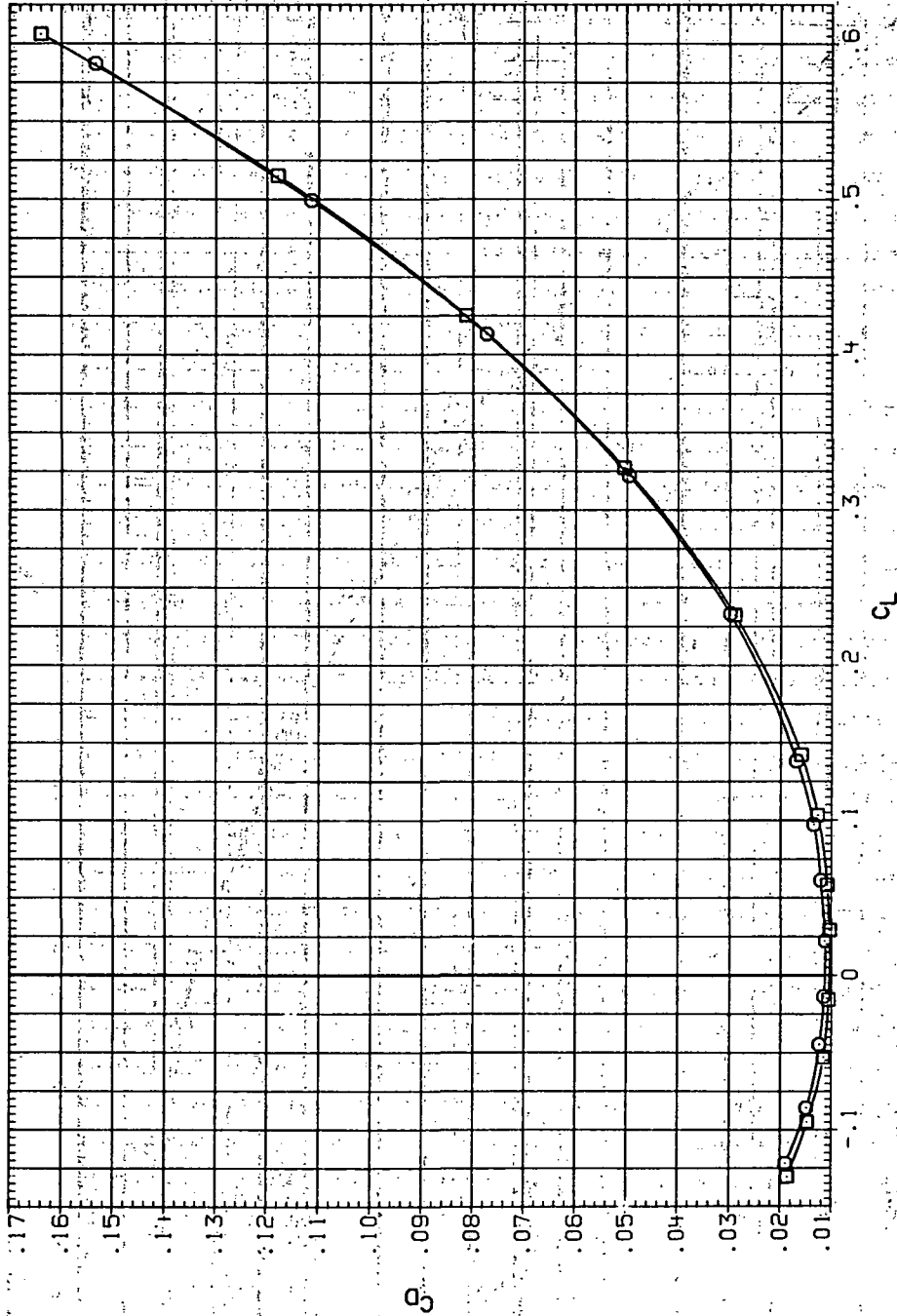


(a)  $C_L$  vs  $\alpha$ .

Figure 77.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.6$  and the NACA 65A204 airfoil).

DATA SET SYMBOL    CONFIGURATION  
 RJR204            7460B (STEEL)  
 RJR250            7460B (STEEL)

R/V/L    Q(NSM)  
 6.230    10.600  
 8.200    14.100

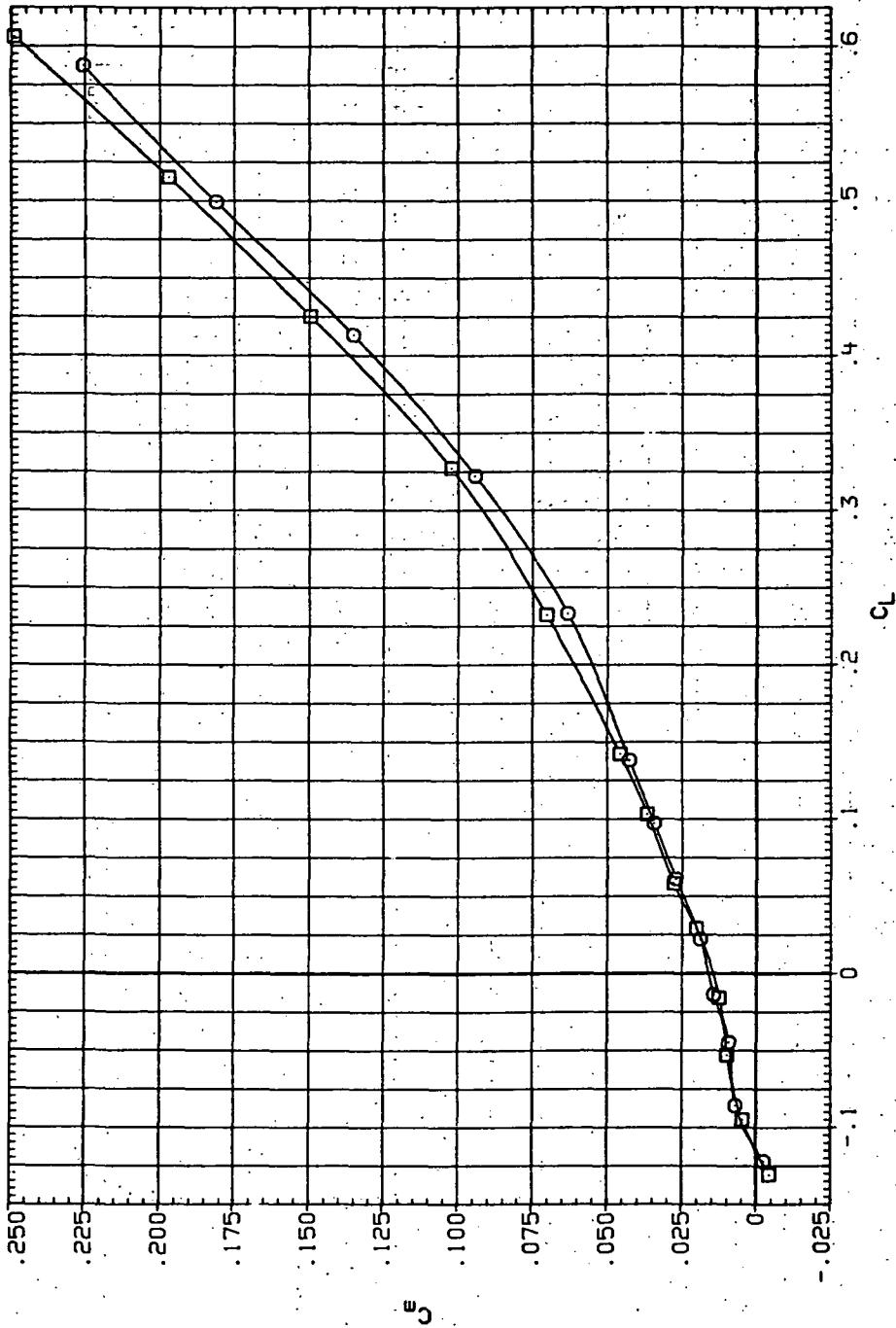


(b)  $C_D$  vs  $C_L$ .

Figure 77. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR204 74608 (STEEL)  
 RJR250 74608 (STEEL)

RV/L Q (NSH)  
 6.230 10.600  
 8.200 14.100

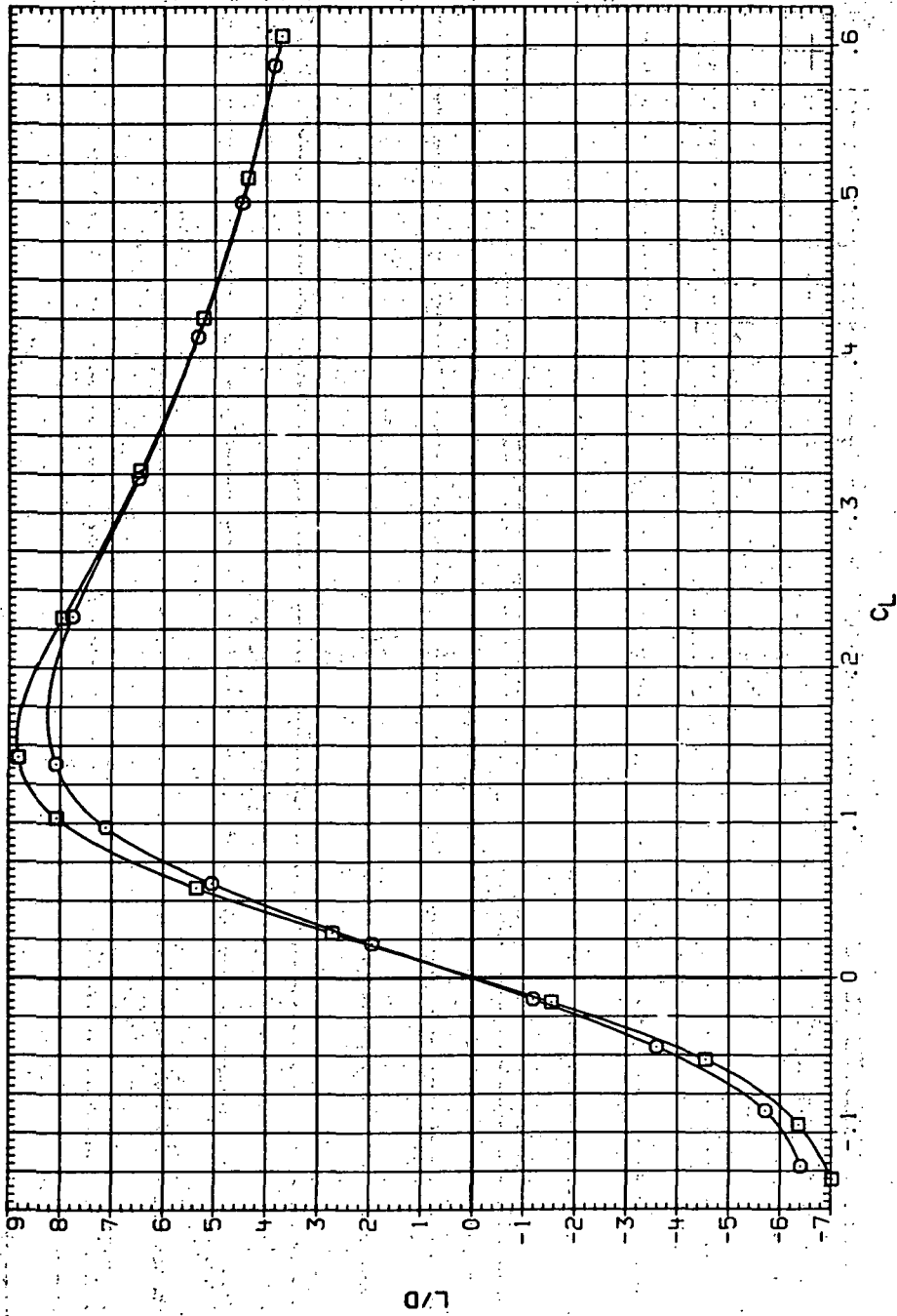


(c)  $C_m$  vs  $C_L$ .

Figure 77.—Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR204 ○ 7x608 (STEEL)  
 RJR250 □ 7x608 (STEEL)

RN/L Q(NSH)  
 6.230 10.600  
 8.200 14.100

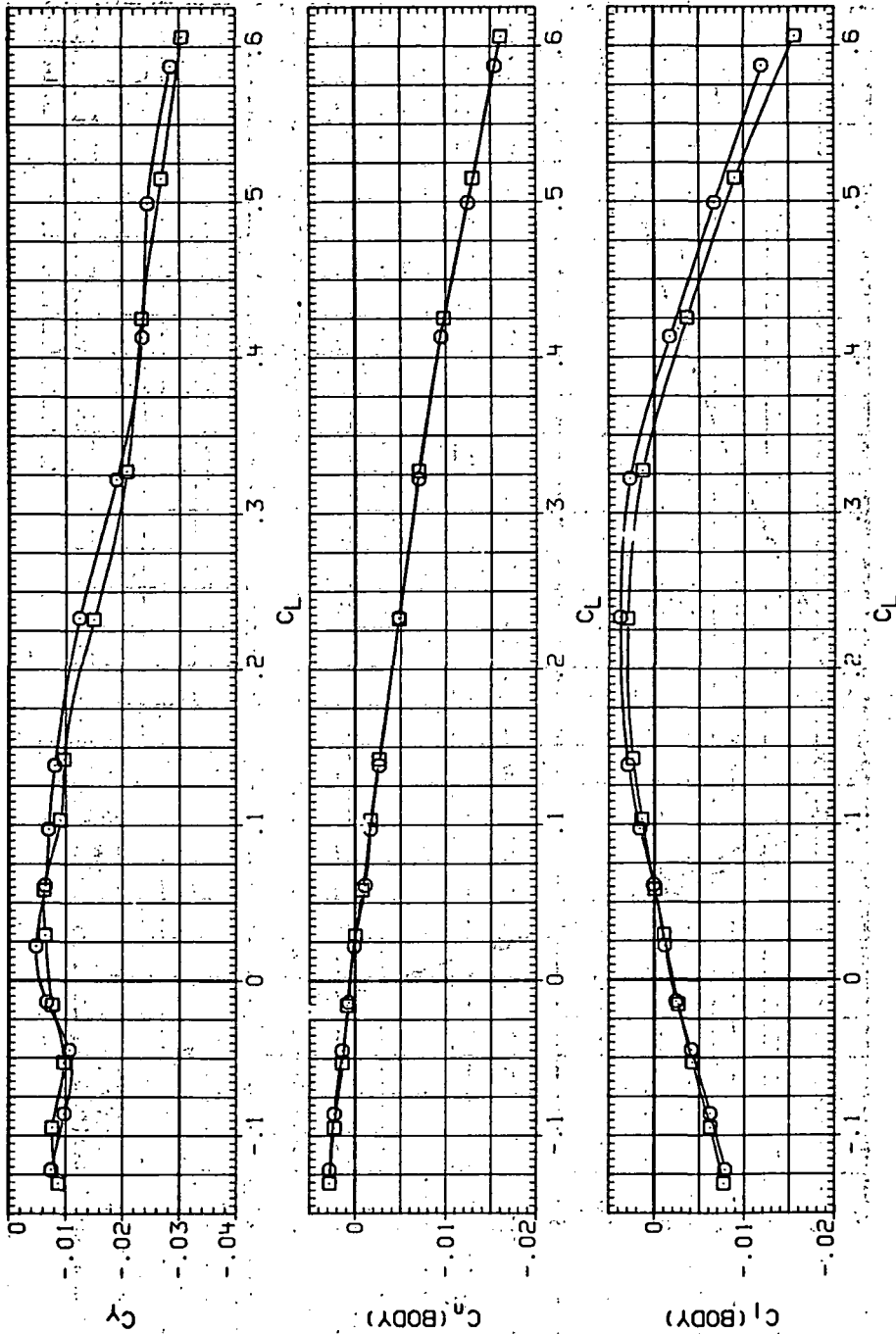


(d)  $L/D$  vs  $C_L$ .

Figure 77.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR204 7460B (STEEL)  
 RJR250 7460B (STEEL)

RN/L Q (INSM)  
 8.230 10.600  
 8.260 14.100

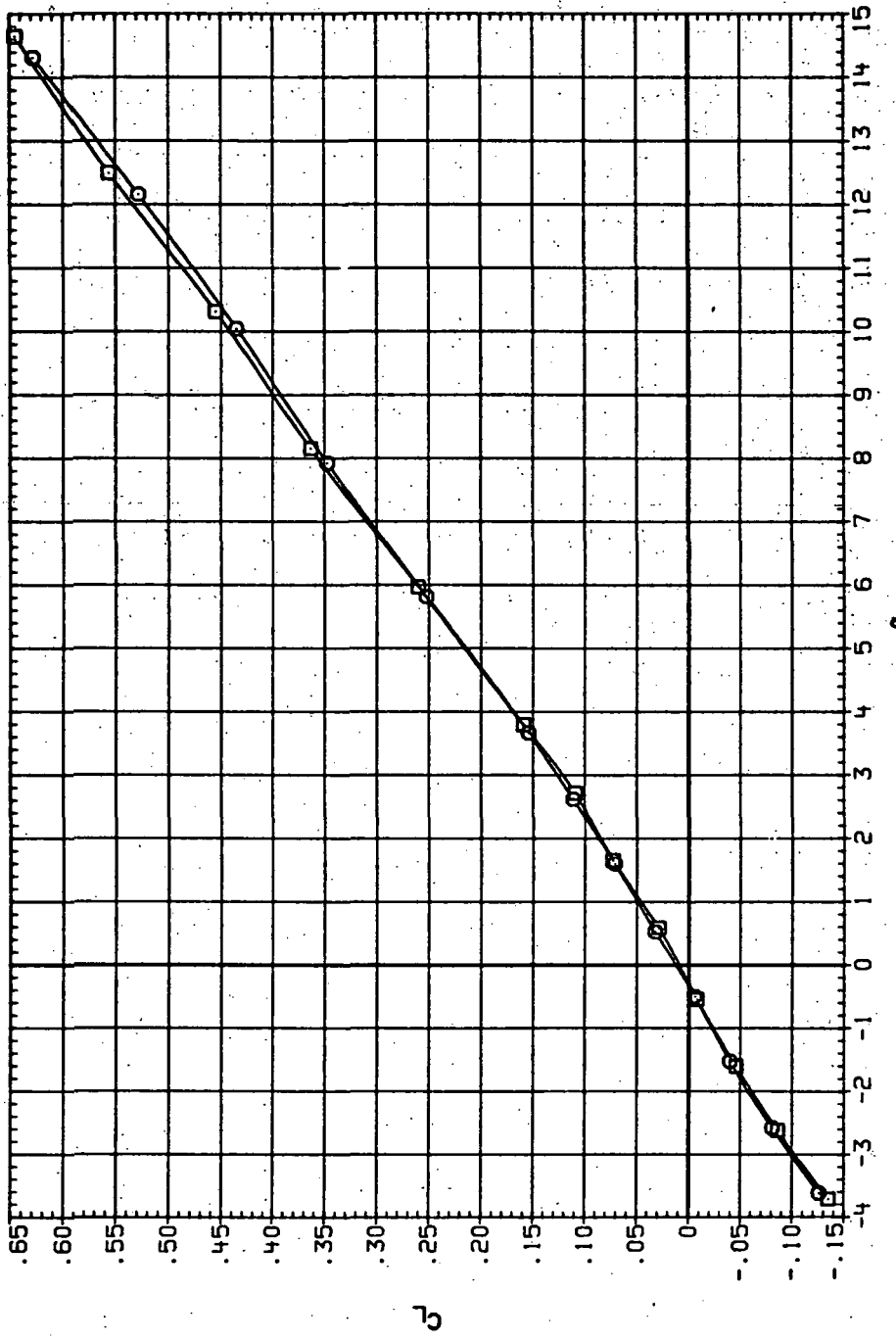


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 77. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RUP205 ○ 74608 (STEEL)  
 RUP231 □ 74608 (STEEL)

RV/L Q(INS)  
 6.230 13.400  
 6.200 17.600

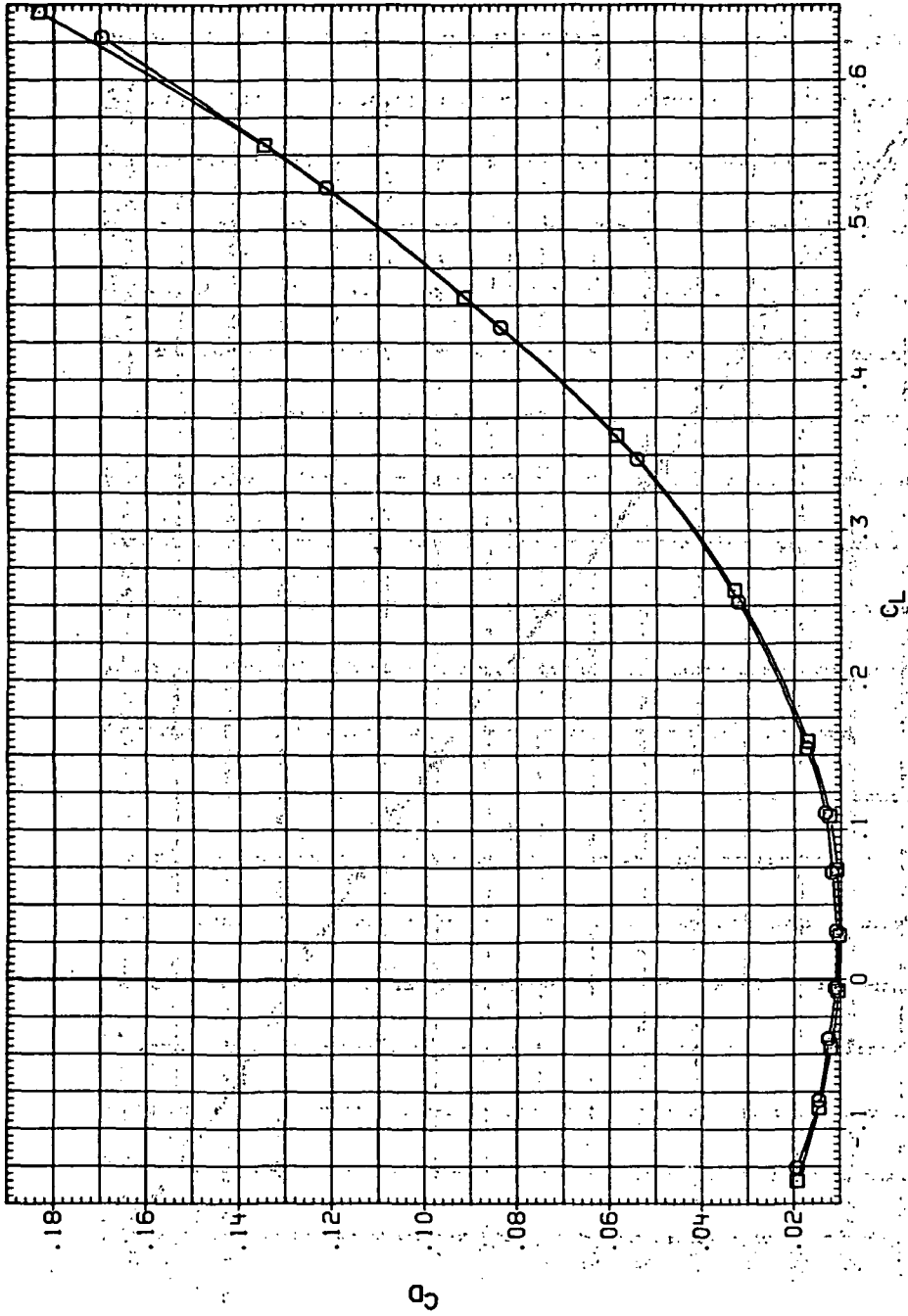


(a)  $C_L$  vs  $\alpha$ .

Figure 78.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.8$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION:  
 RURE05 ○ 7M608 (STEEL)  
 RURE51 □ 7M608 (STEEL)

FN/L Q(NSH)  
 6.230 13.400  
 8.200 17.800

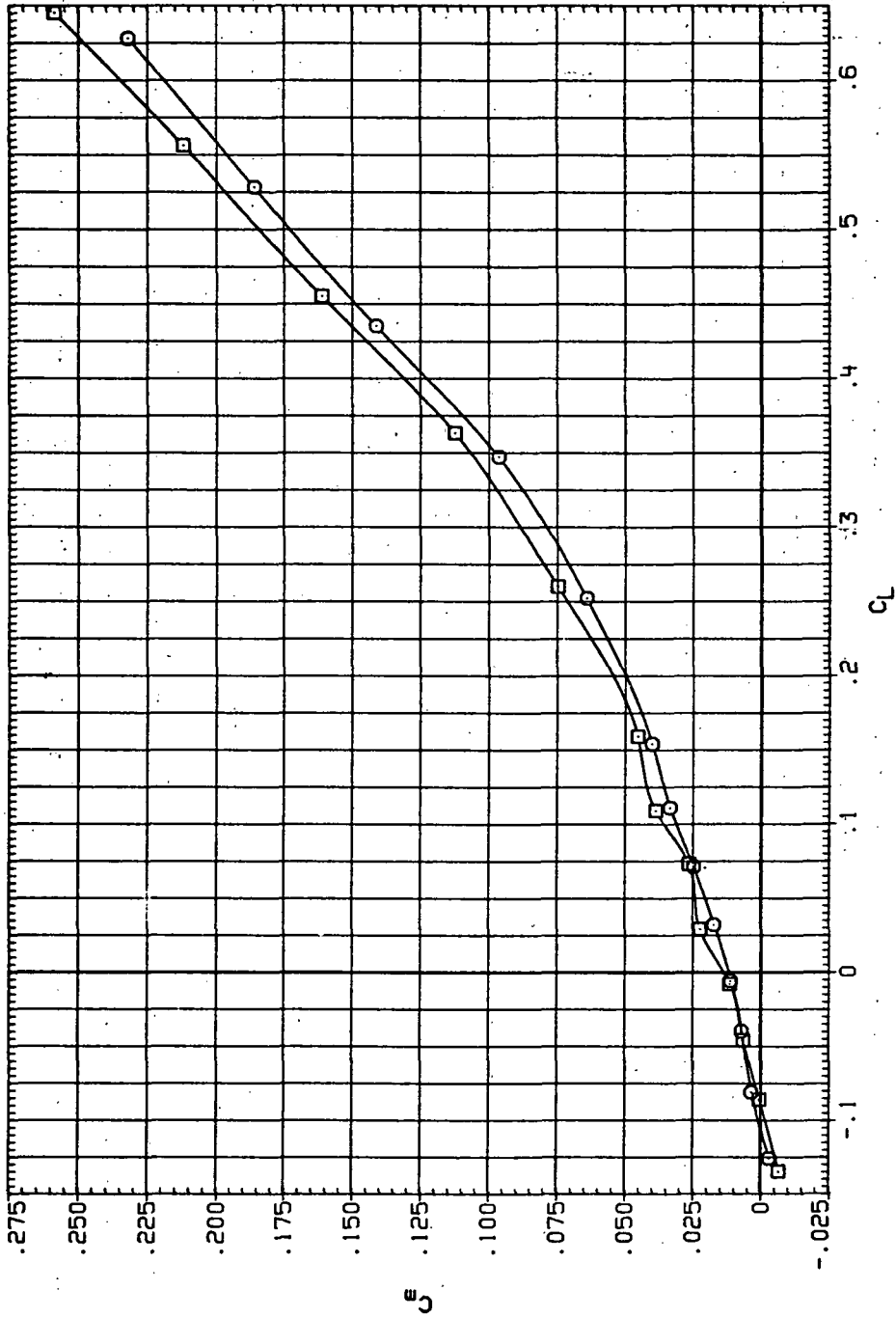


(b)  $C_D$  vs  $C_L$ .

Figure 78. Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR205 7460B (STEEL)  
 RJR201 7460B (STEEL)

RN/L Q(NSH)  
 6.230 13.400  
 8.200 17.800



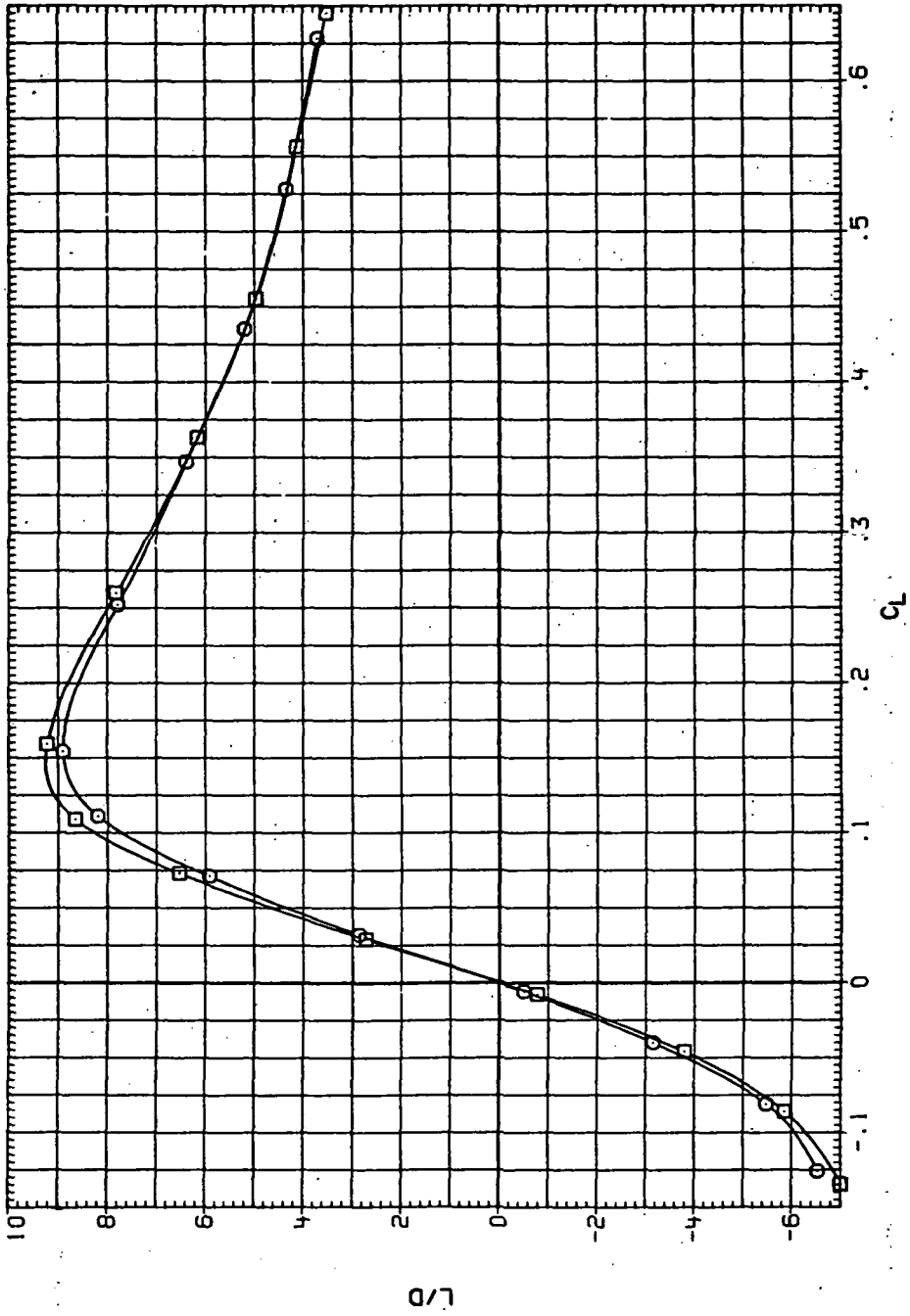
(c)  $C_m$  vs  $C_L$ .

Figure 78.— Continued.



DATA SET SYMBOL    CONFIGURATION  
 R1R205            7N508 (STEEL)  
 R1R251            7N508 (STEEL)

RN/L    Q(NSM)  
 8.230    13.400  
 8.200    17.800

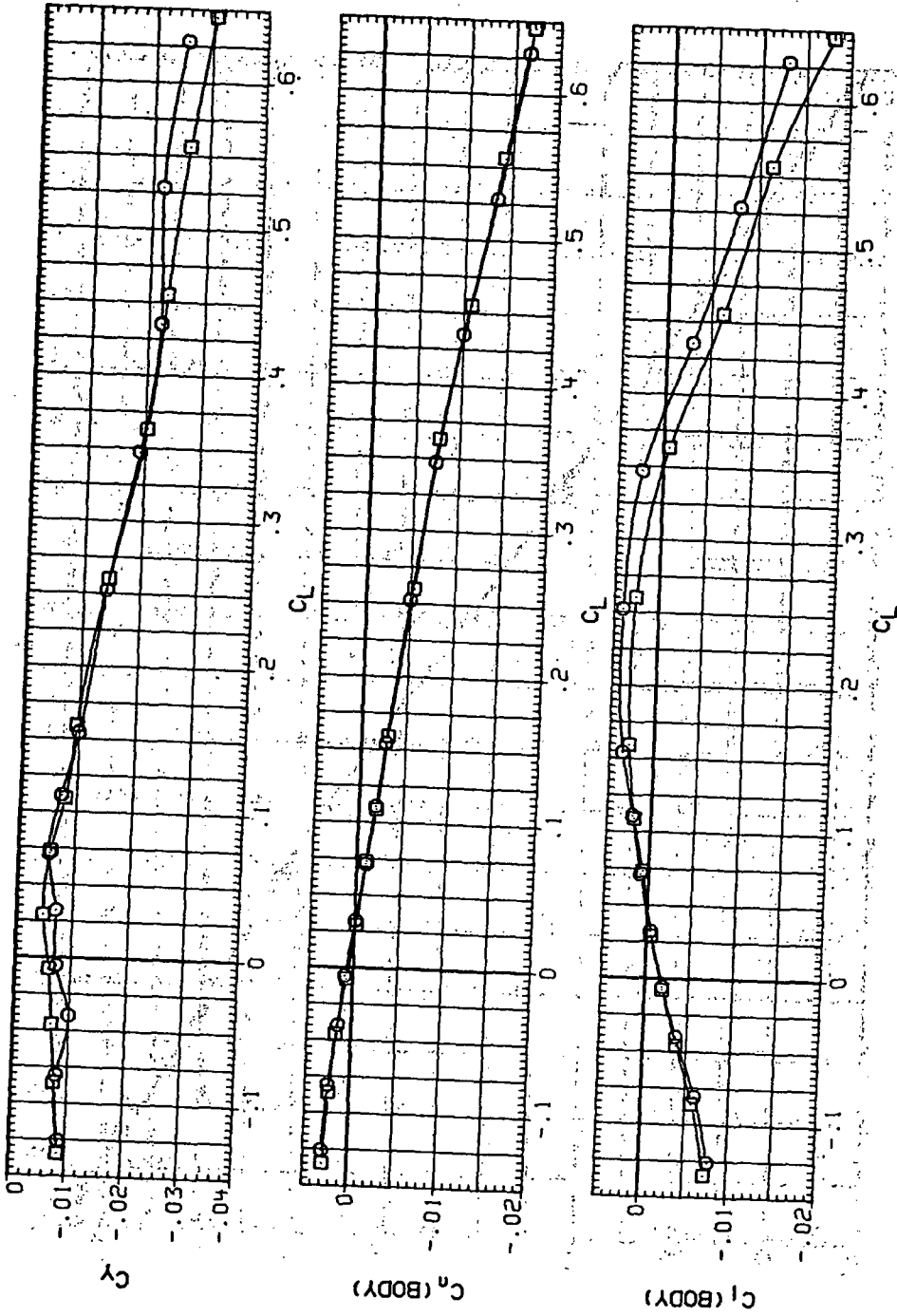


(d)  $L/D$  vs  $C_L$ .

Figure 78.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR205 7460B (STEEL)  
 RJR251 7460B (STEEL)

RV/L Q(NSH)  
 6.230 13.400  
 8.200 17.800

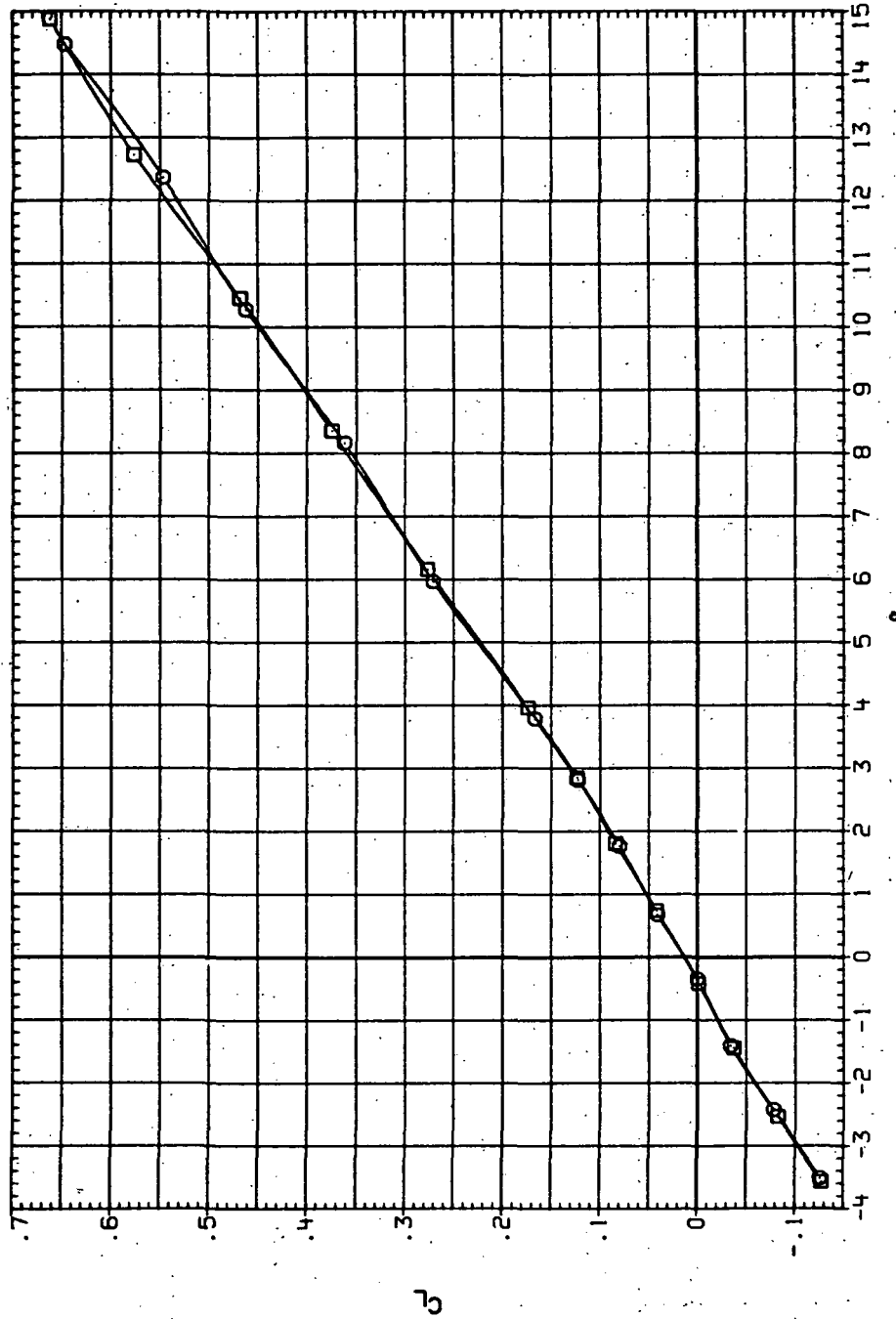


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 78.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 R1R205 74608 (STEEL)  
 R1R232 74608 (STEEL)

RN/L Q (INSH)  
 8.230 14.500  
 8.200 19.200

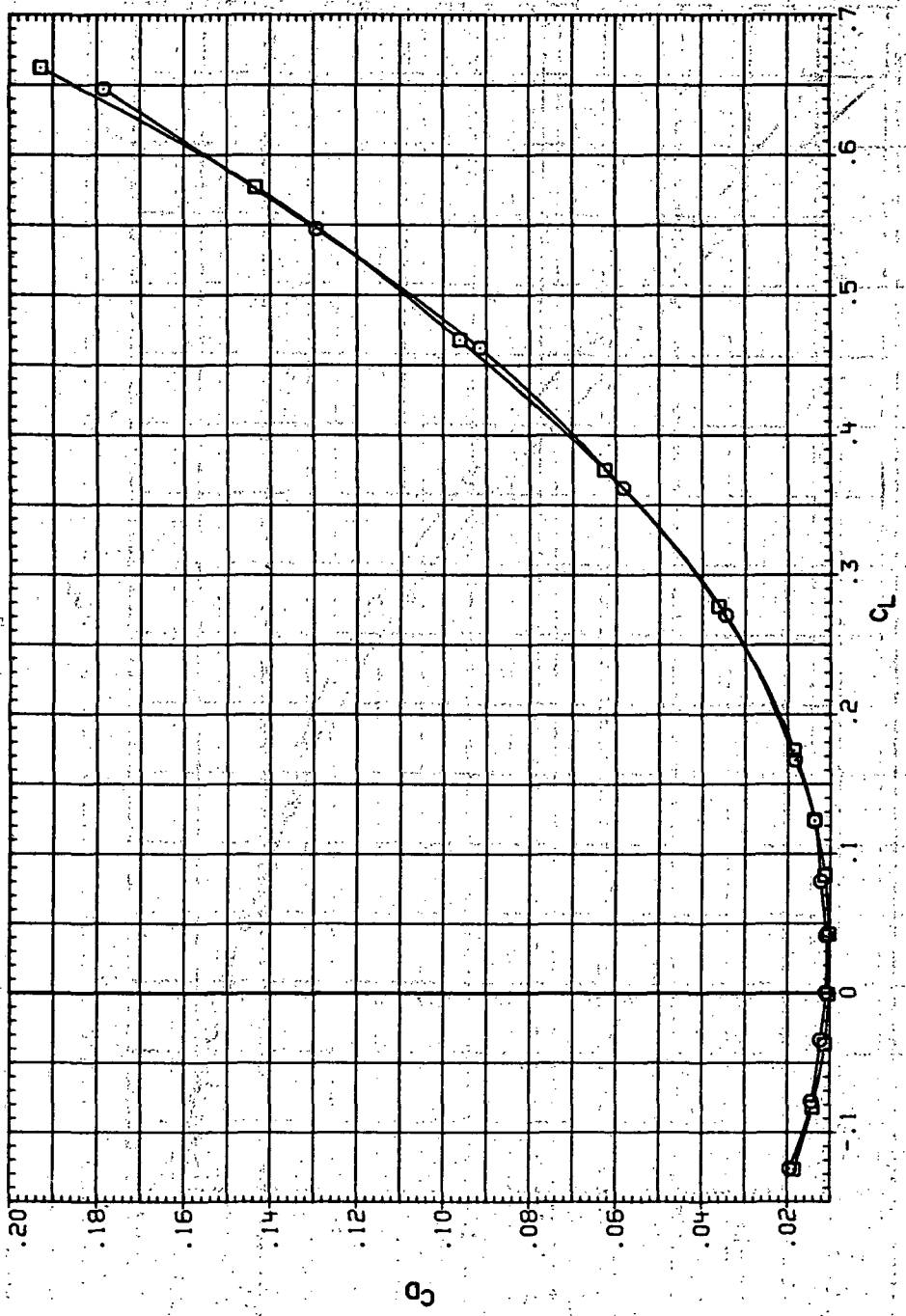


(a)  $C_L$  vs  $\alpha$ .

Figure 79.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.9$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR206 ○ 74608 (STEEL)  
 RJR252 □ 74608 (STEEL)

RV/L Q(NSH)  
 6.230 14.500  
 8.200 19.200

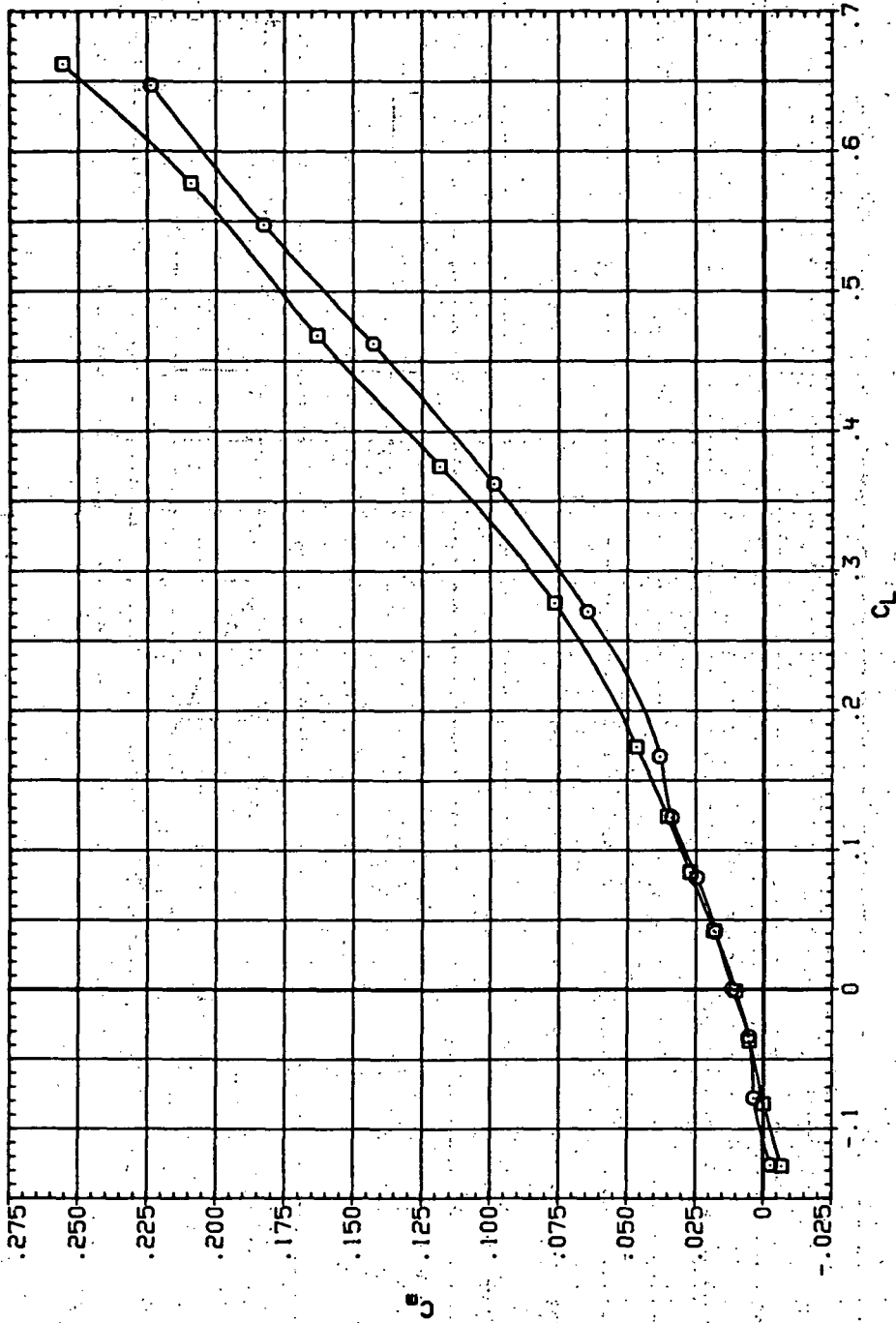


(b)  $C_D$  vs  $C_L$ .

Figure 79 - Continued.

DATA SET SYMBOL CONFIGURATION  
 R1R208 74608 (STEEL)  
 R1R252 74608 (STEEL)

RM/L Q(MSH)  
 6.230 14.500  
 6.600 19.200

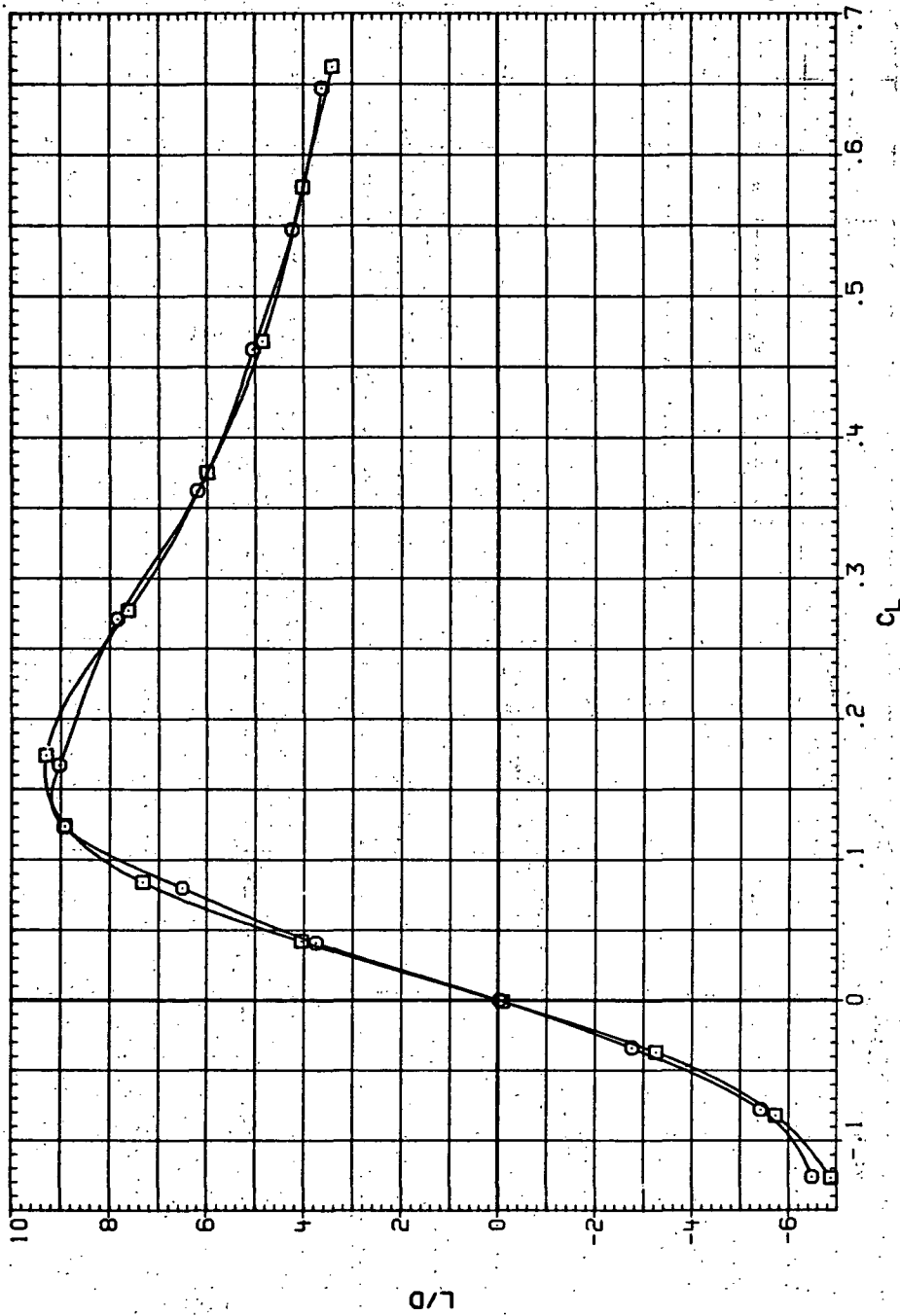


(c)  $C_m$  vs  $C_L$

Figure 79.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR208 □ 7MS0B (STEEL)  
 RJR232 ○ 7MS0B (STEEL)

RM/L Q(INSH)  
 6.230 14.500  
 6.200 19.200

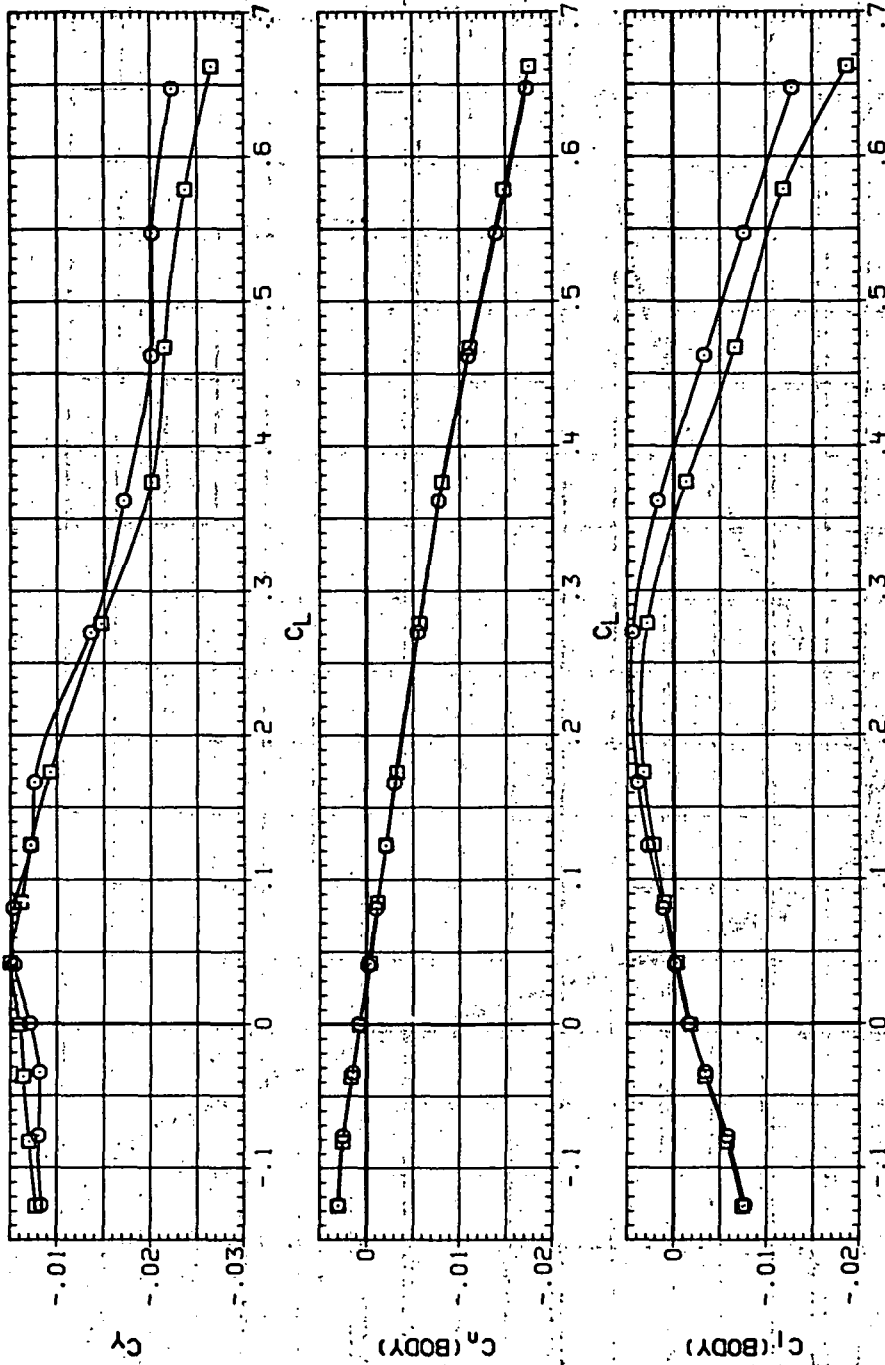


(d)  $L/D$  vs  $C_L$ .

Figure 79. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR208  $\square$  74608 (STEEL)  
 RJR252  $\square$  74608 (STEEL)

RN/L Q(NSH)  
 8.230 14.500  
 8.200 19.200

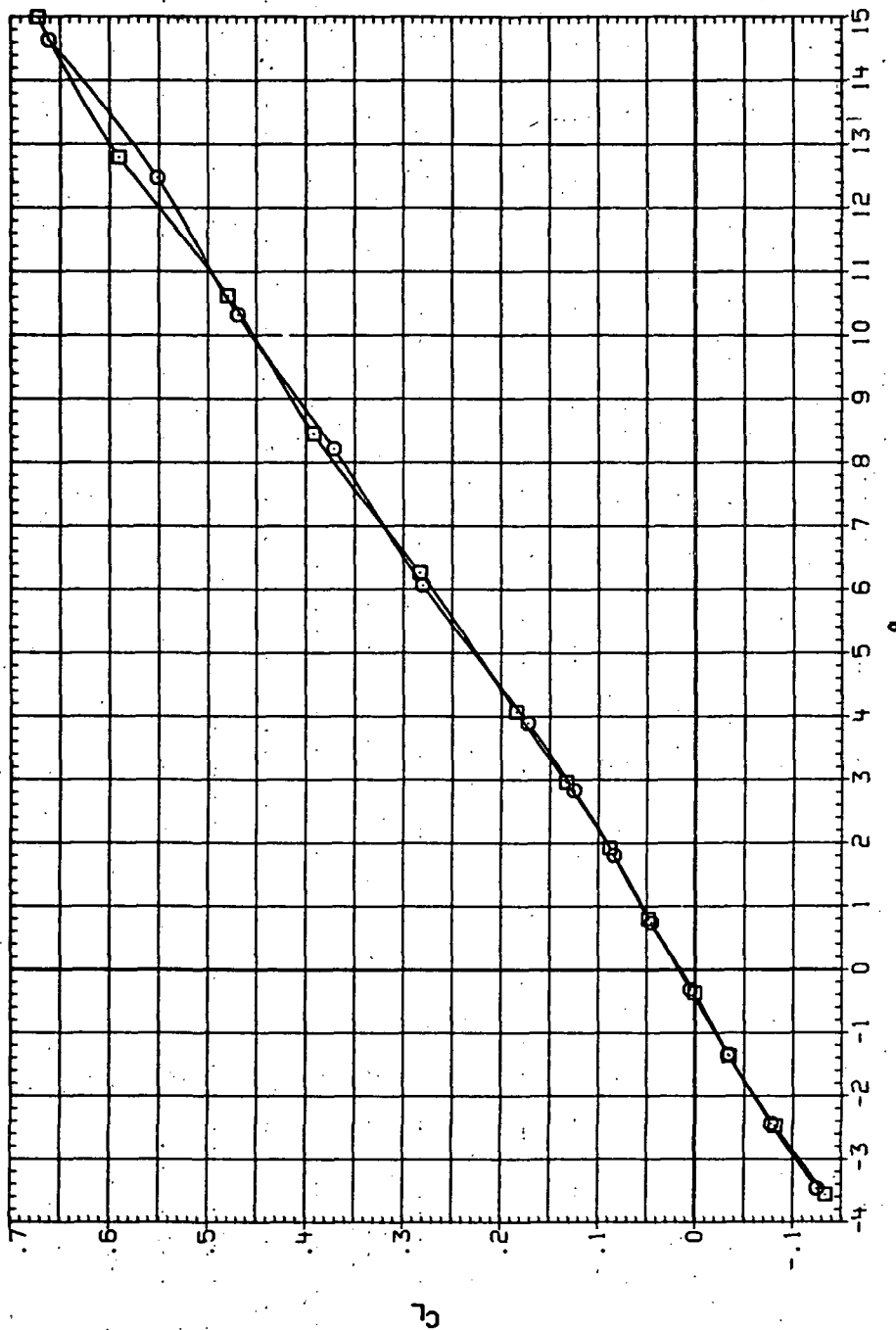


(e)  $C_x$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 79.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR207 ○ 74608 (STEEL)  
 RJR253 □ 74608 (STEEL)

RV/L Q(NSH)  
 8.230 15.000  
 8.200 19.900



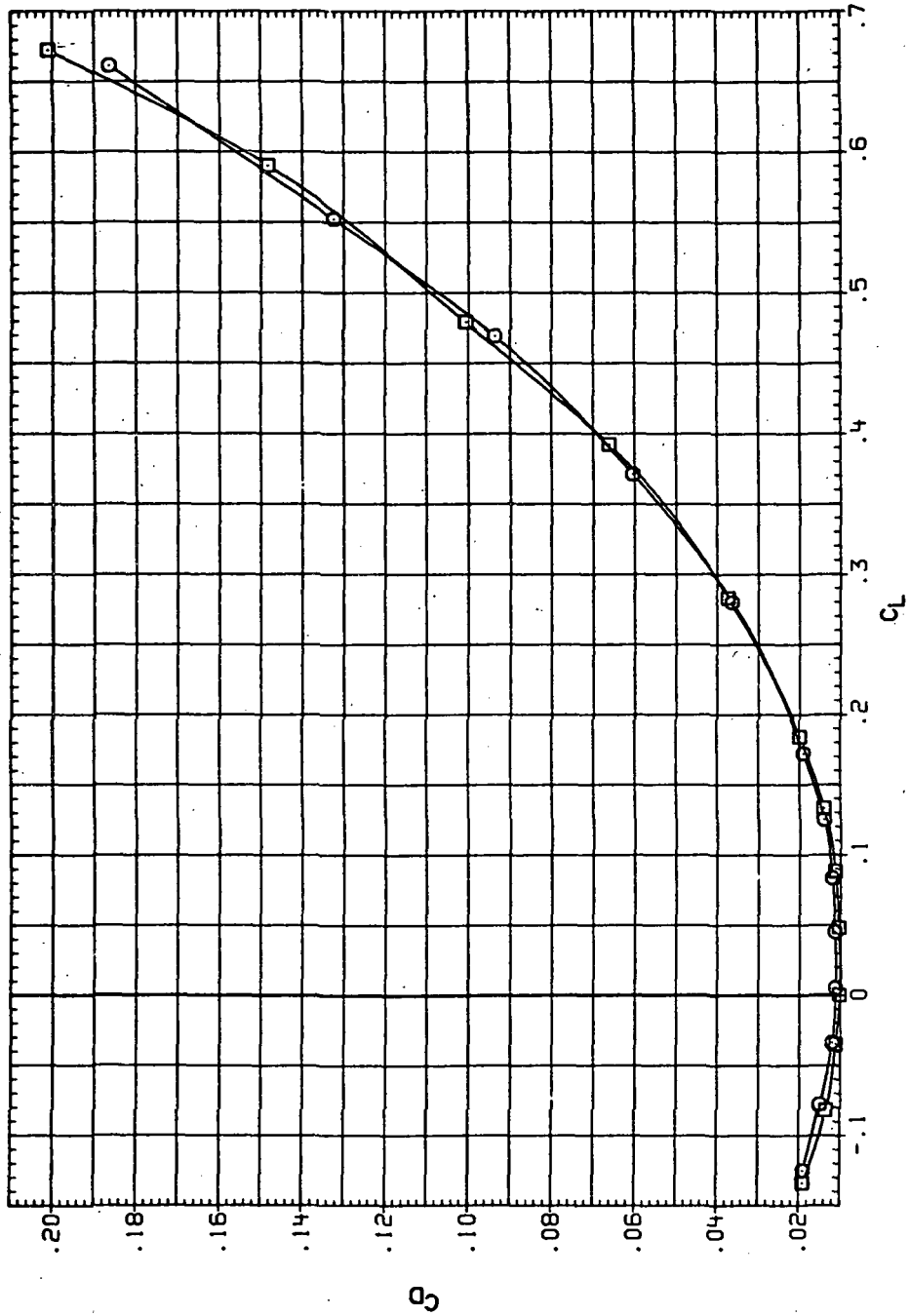
(a)  $C_L$  vs  $\alpha$ .

Figure 80.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 0.95$  and the NACA 65A204 airfoil).



DATA SET SYMBOL CONFIGURATION  
 R4207  $\square$  7460B (STEEL)  
 R4253  $\circ$  7460B (STEEL)

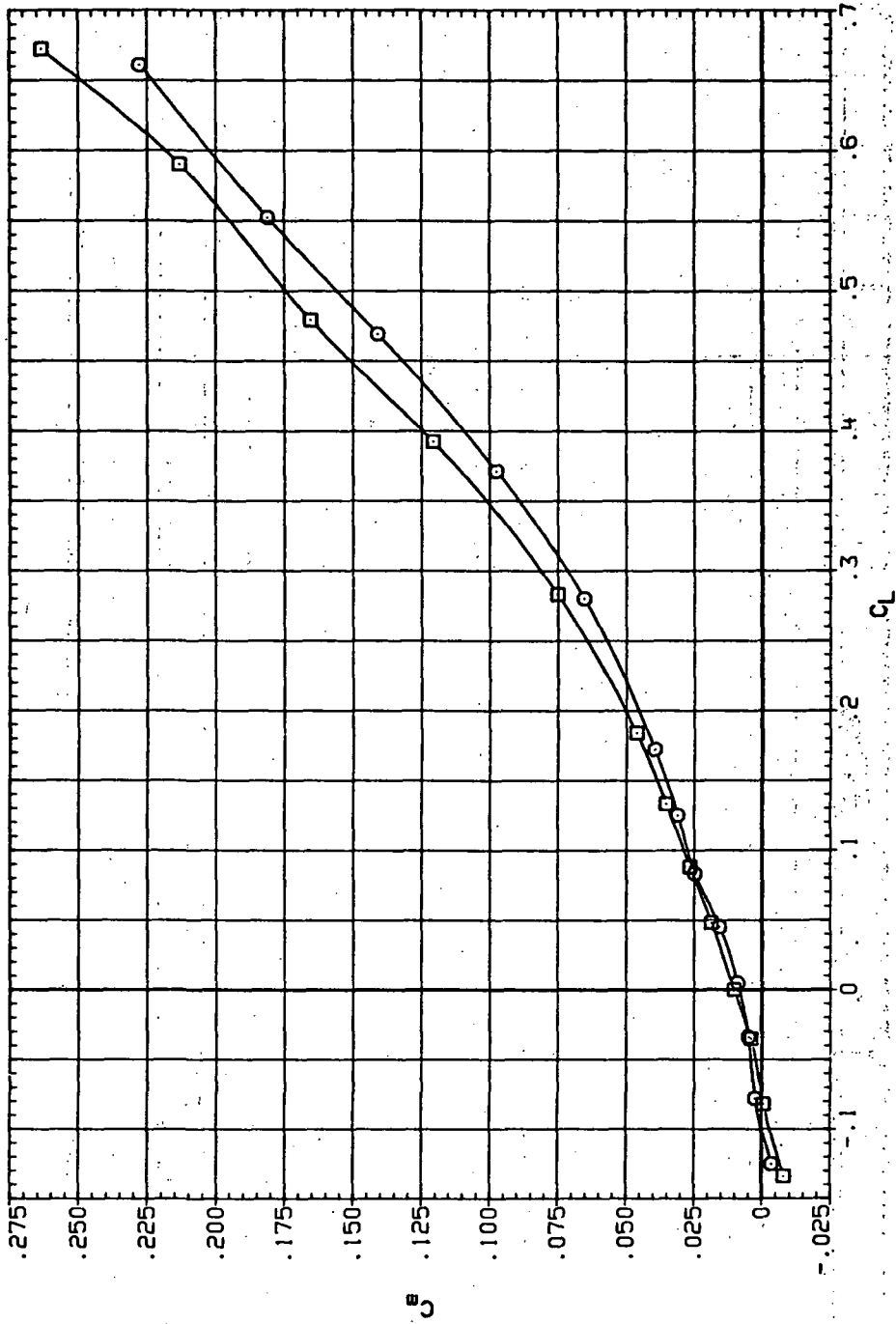
RV/L Q (INCH)  
 8.230 19.000  
 8.200 19.900



(b)  $C_D$  vs  $C_L$ .  
 Figure 80.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR207 ○ 7x60B (STEEL)  
 RJR253 □ 7x60B (STEEL)

RN/L Q(NSH)  
 6.230 15.000  
 8.200 19.900

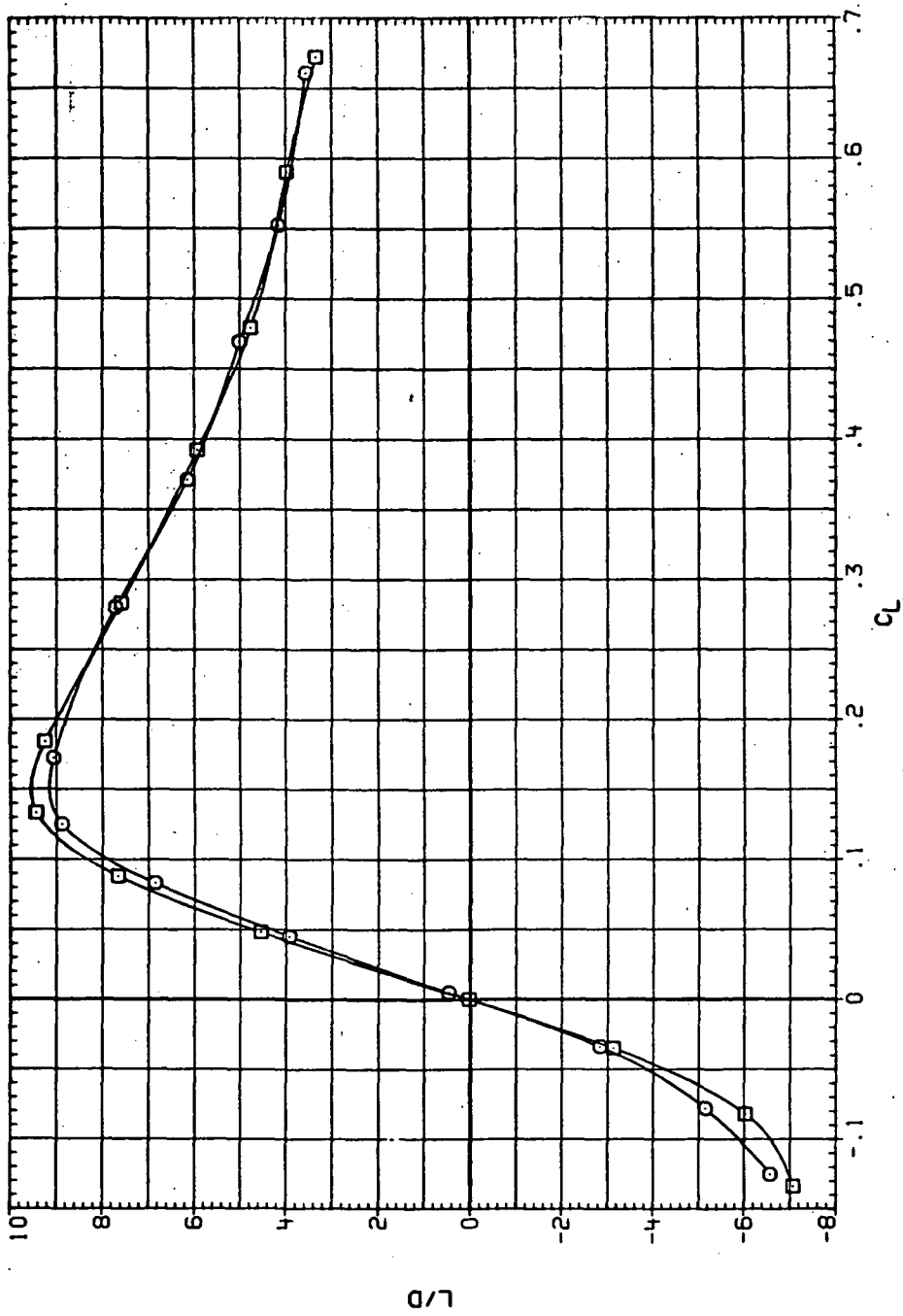


(c)  $C_m$  vs  $C_L$ .

Figure 80 - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR207 7460B (STEEL)  
 RJR253 7460B (STEEL)

RN/L 0 (INSH)  
 6.230 15.000  
 8.200 19.900

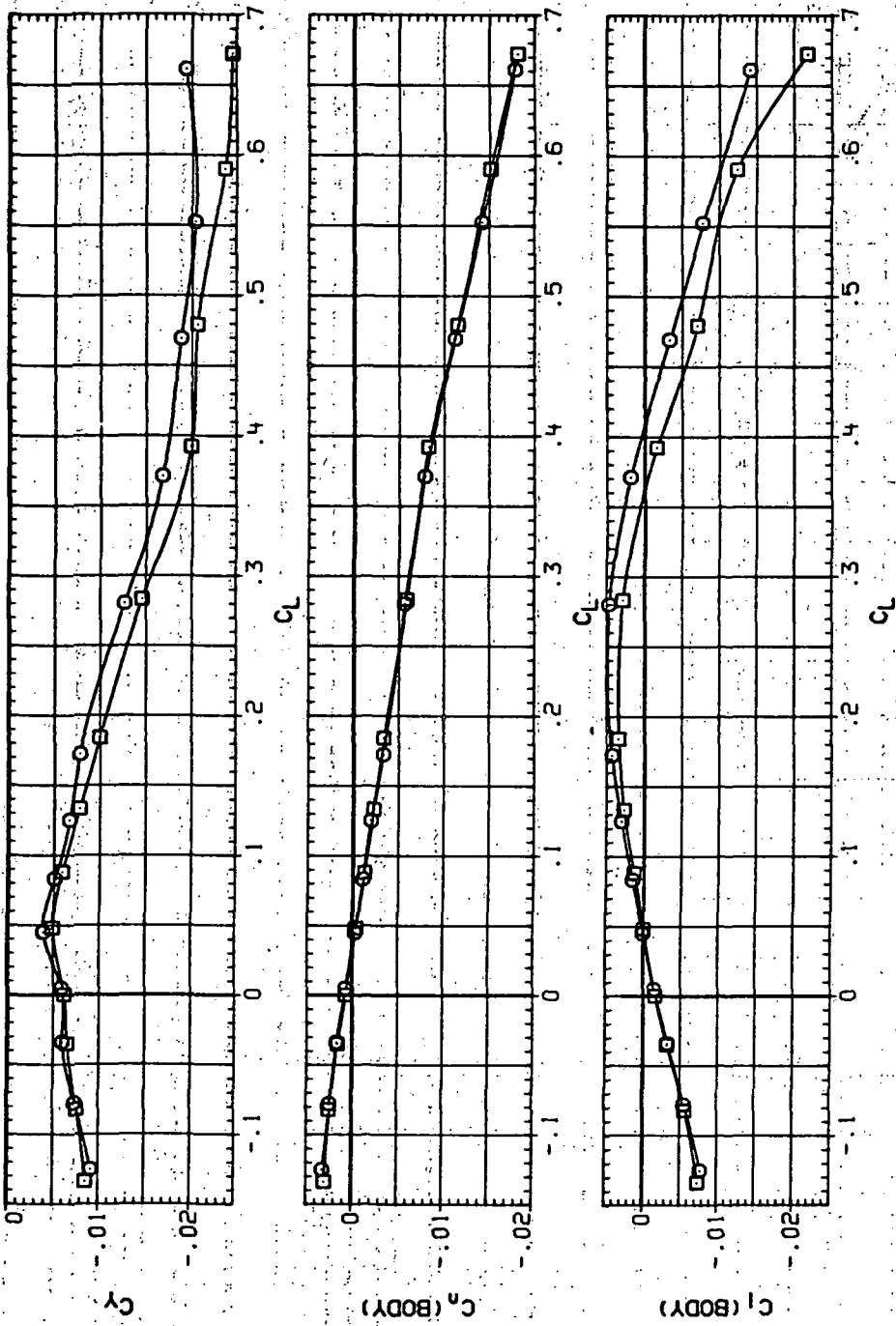


(d)  $L/D$  vs  $C_L$ .

Figure 80.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR207 74608 (STEEL)  
 RJR253 74608 (STEEL)

RN/L Q (IN/S)1  
 6.230 15.000  
 8.200 19.900

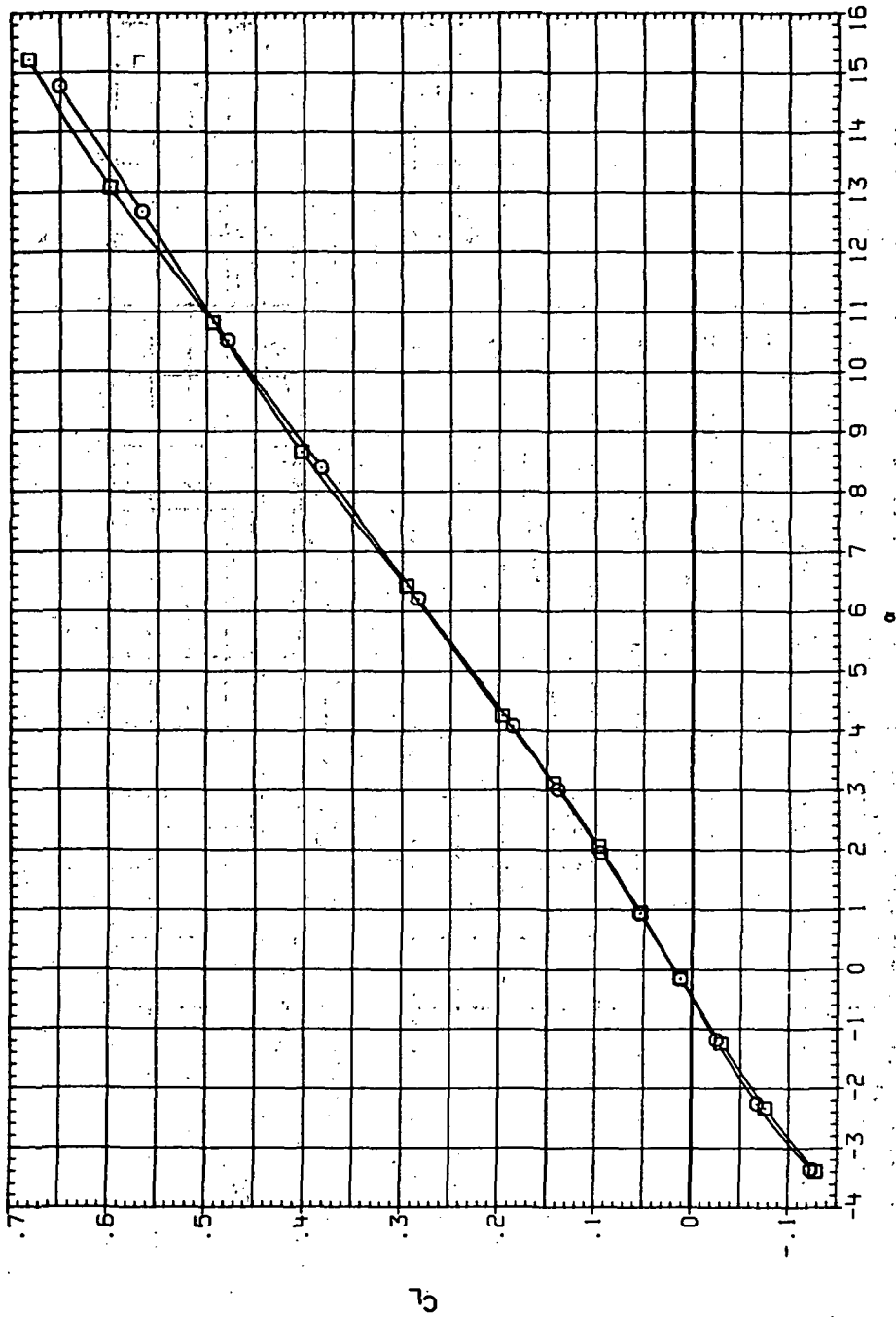


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 80. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 R.JR208 ○ 7A50B (STEEL)  
 R.JR254 □ 7A50B (STEEL)

RM/L Q1NSH)  
 6.230 18.400  
 6.200 21.200

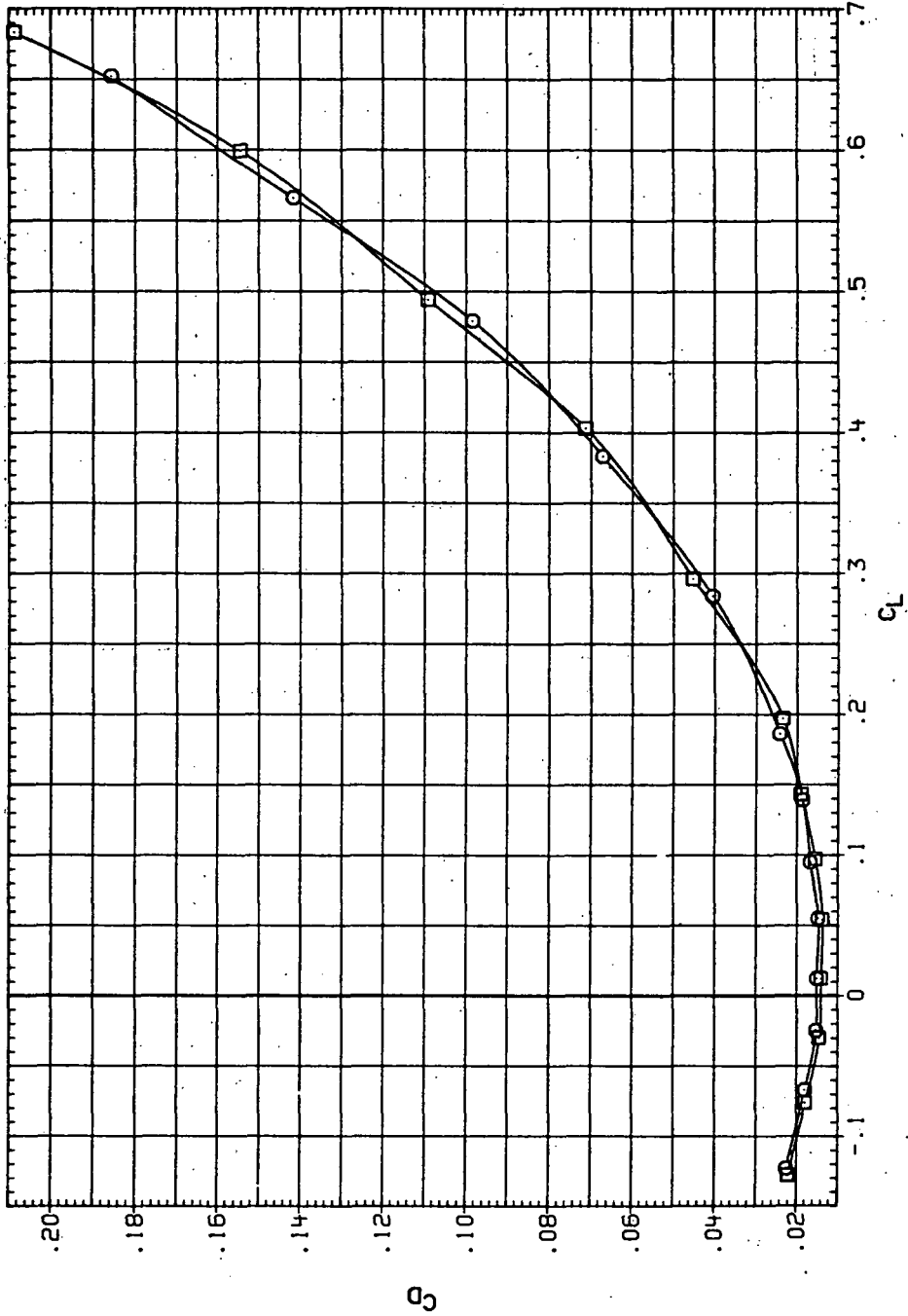


(a)  $C_L$  vs  $\alpha$ .

Figure 81.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 1.1$  and the NACA 65A204 airfoil).

DATA SET SYMBOL    CONFIGURATION  
 RJR208    ○    74608 (STEEL)  
 RJR254    □    74608 (STEEL)

RV/L    Q (NSH)  
 6.230    16.400  
 8.200    21.200

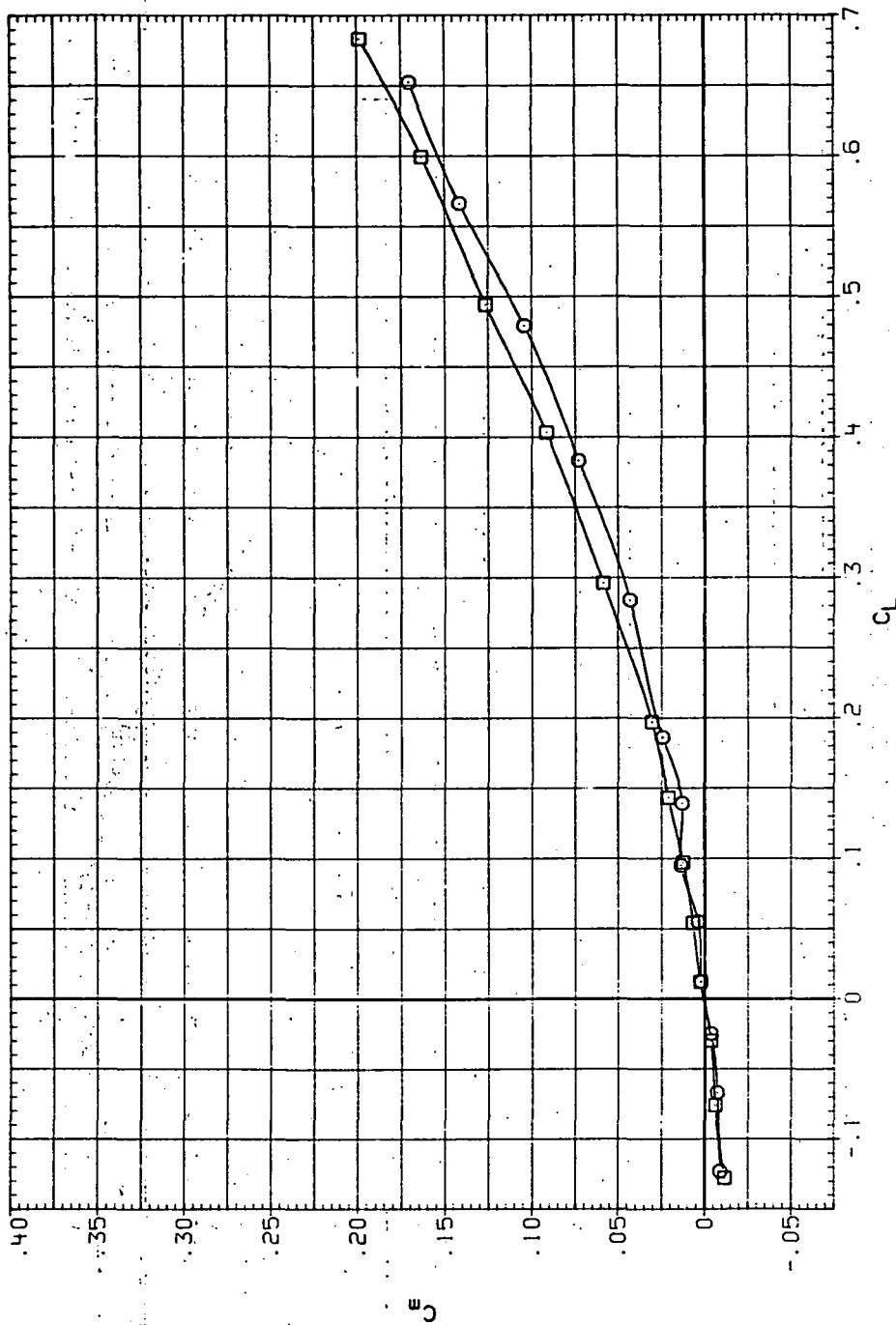


(b)  $C_D$  vs  $C_L$ .

Figure 81.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR208 74508 (STEEL)  
 RJR294 74508 (STEEL)

RN/L Q (INSH)  
 6.230 16.400  
 8.200 21.200

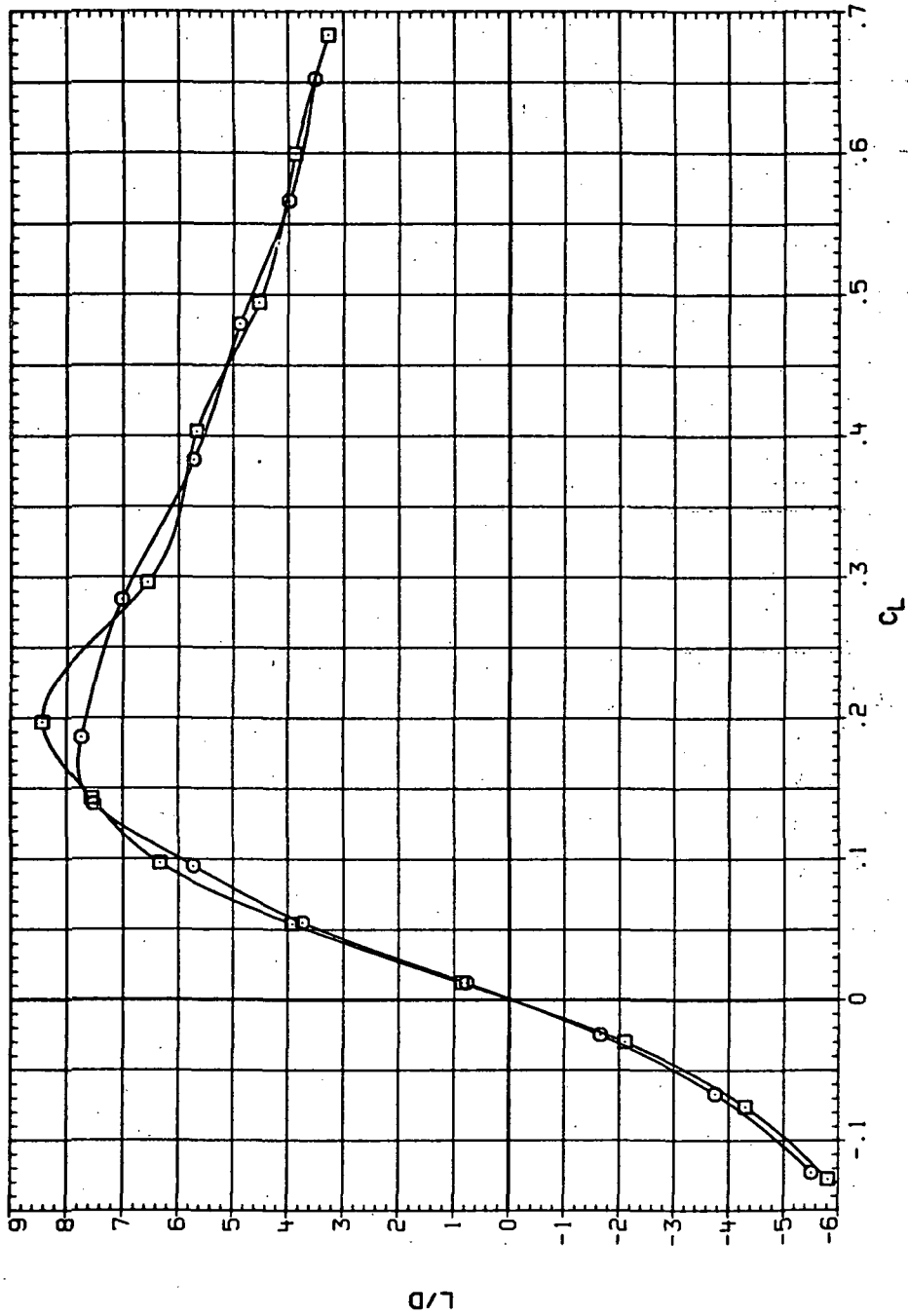


(c)  $C_m$  vs  $C_L$

Figure 81.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR208 ○ 74608 (STEEL)  
 RJR254 □ 74608 (STEEL)

RN/L Q(NSH)  
 6.230 18.400  
 8.200 21.200



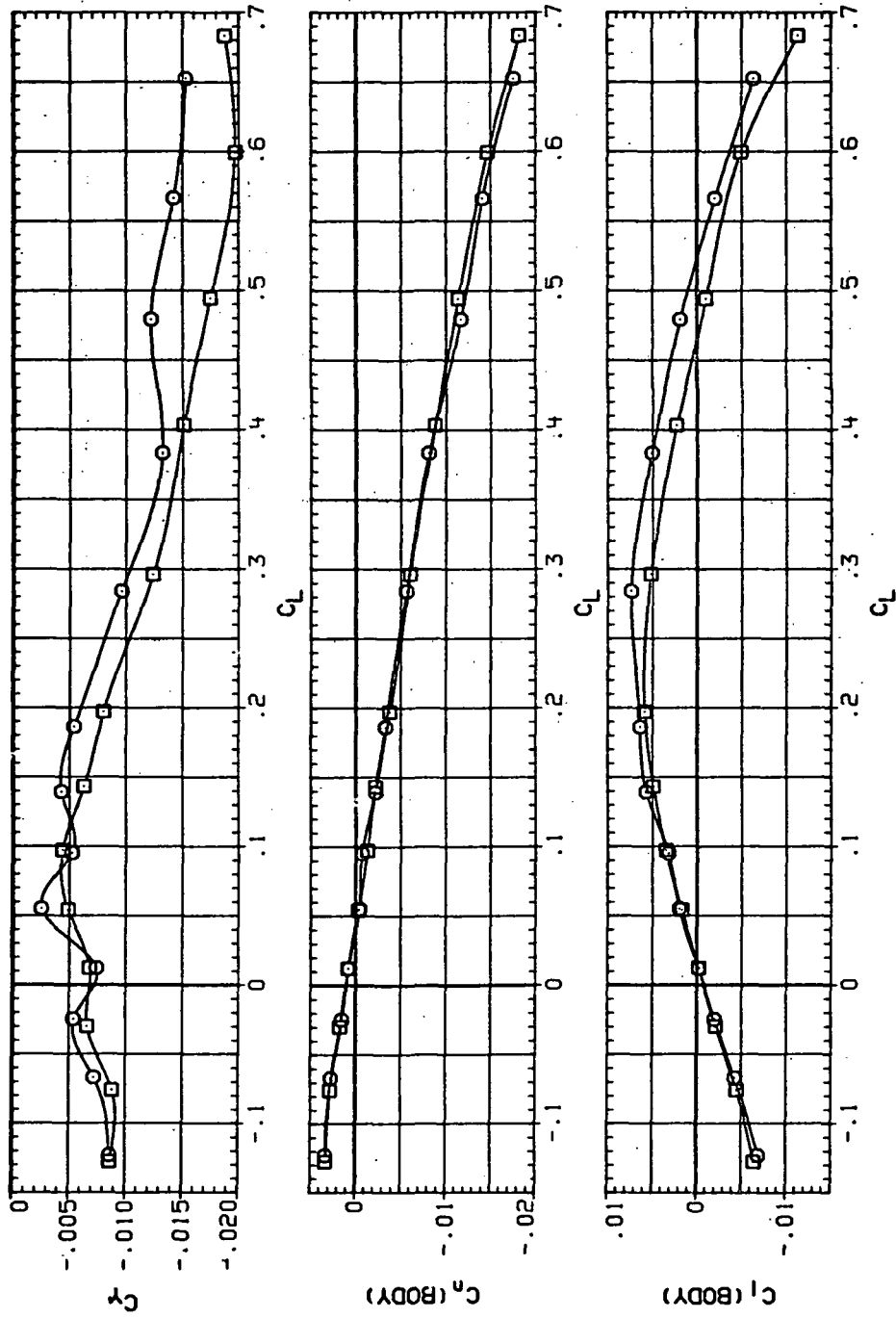
(d)  $L/D$  vs  $C_L$ .

Figure 81.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RUR208 74508 (STEEL)  
 RUR234 74508 (STEEL)

RN/L Q(NSH)  
 6.230 18.400  
 8.200 21.200

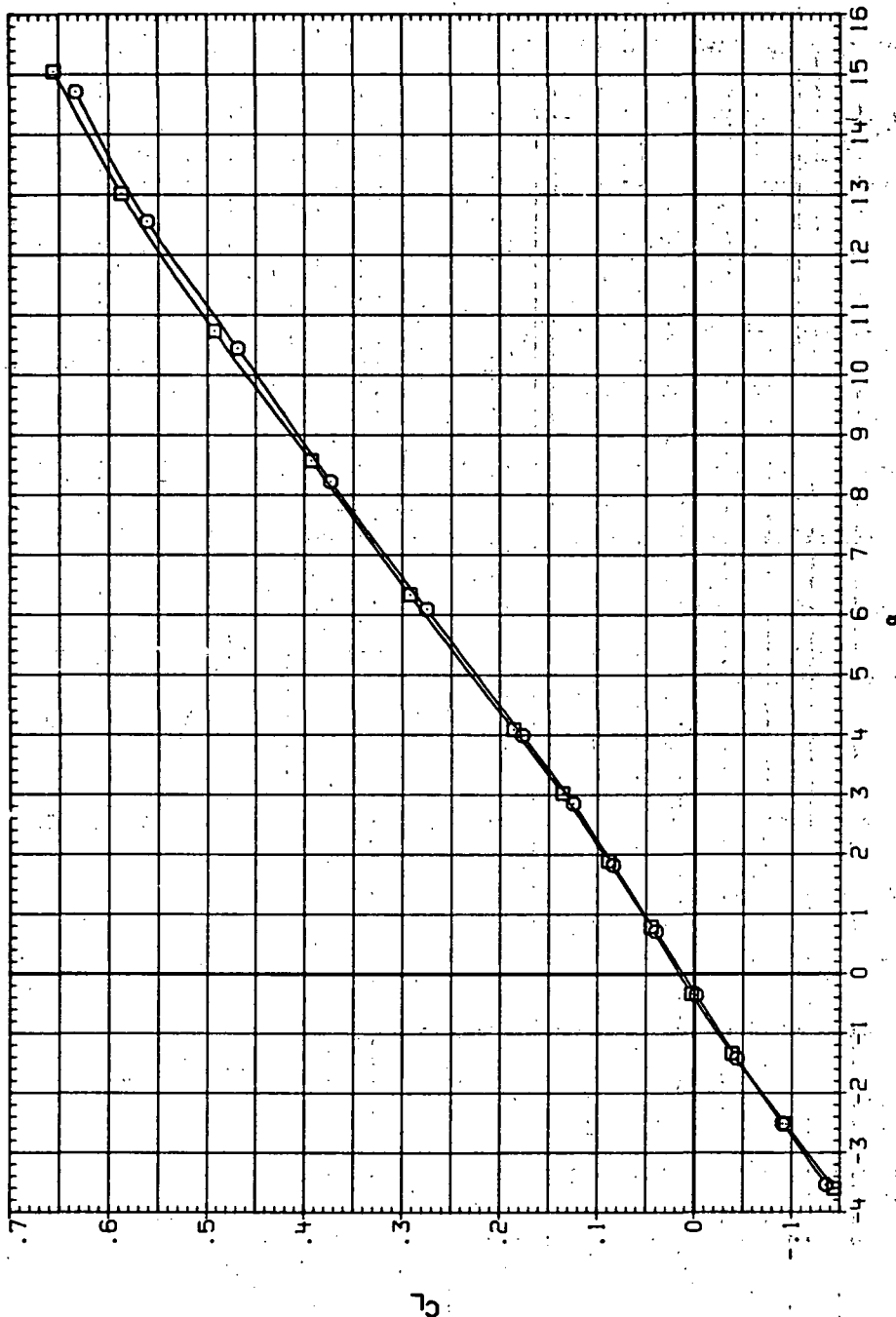


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 81.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR209  $\square$  74608 (STEEL)  
 RJR255  $\circ$  74608 (STEEL)

RN/L 0 (NSM)  
 8.230 17.000  
 8.200 22.800

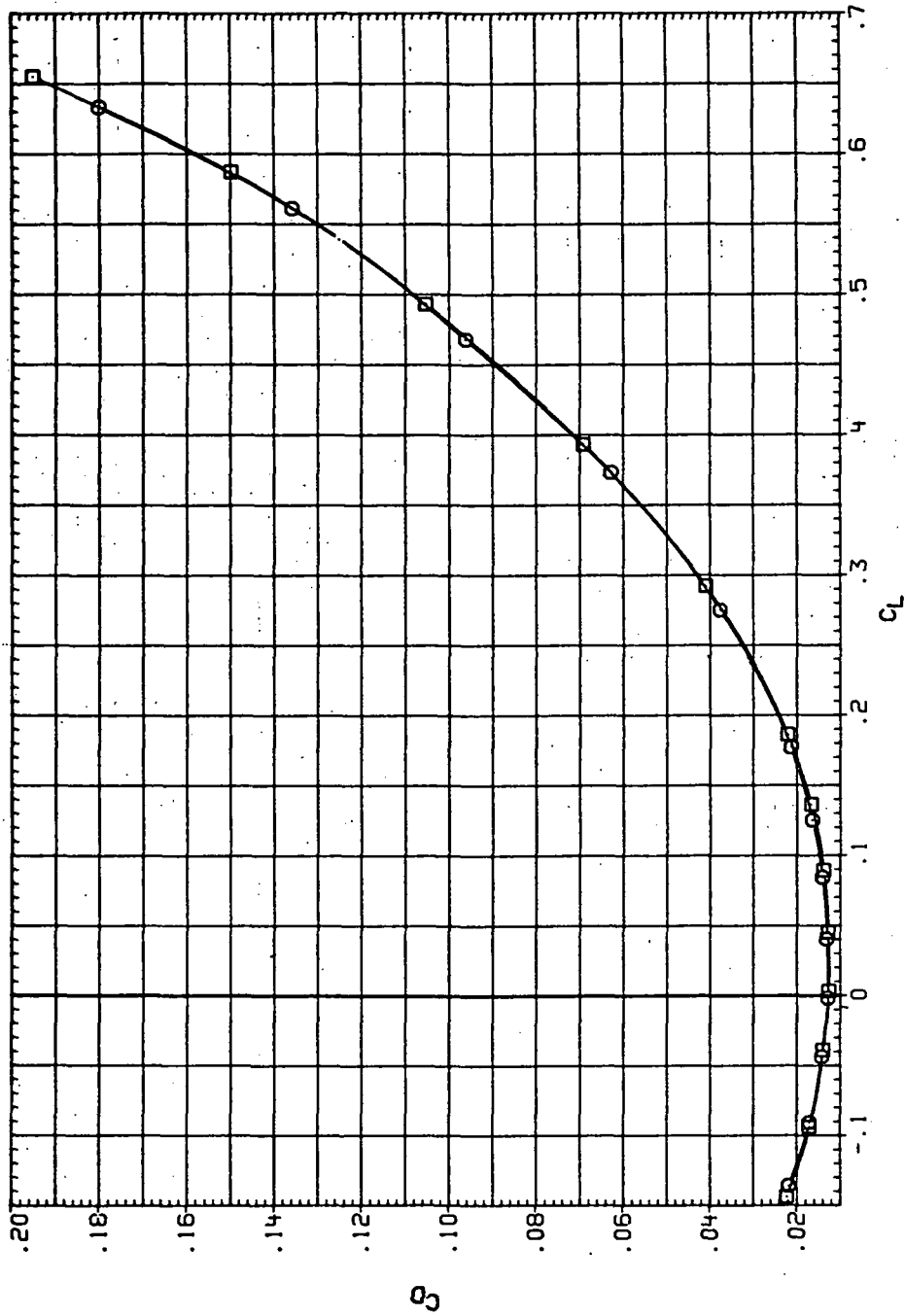


(a)  $C_L$  vs  $\alpha$ .

Figure 82.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 1.2$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RUP209 ○ 7MS08 (STEEL)  
 RUP255 □ 7MS08 (STEEL)

RV/L Q (NSW)  
 8.230 17.000  
 8.200 22.800

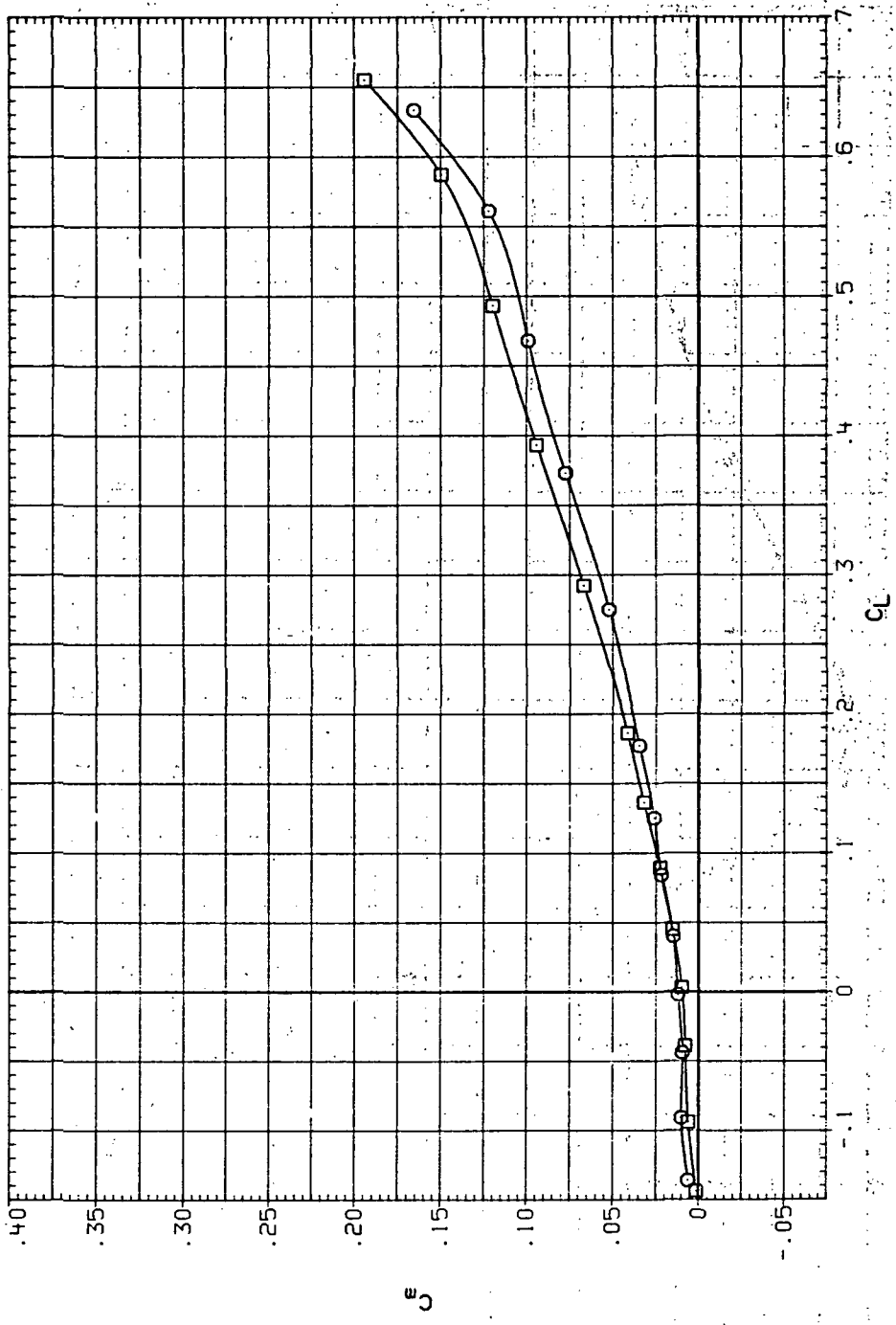


(b)  $C_D$  vs  $C_L$ .

Figure 82. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR209  $\square$  7460B (STEEL)  
 RJR255  $\circ$  7460B (STEEL)

RY/L 0 (NSH)  
 6.230 17.000  
 8.200 22.800

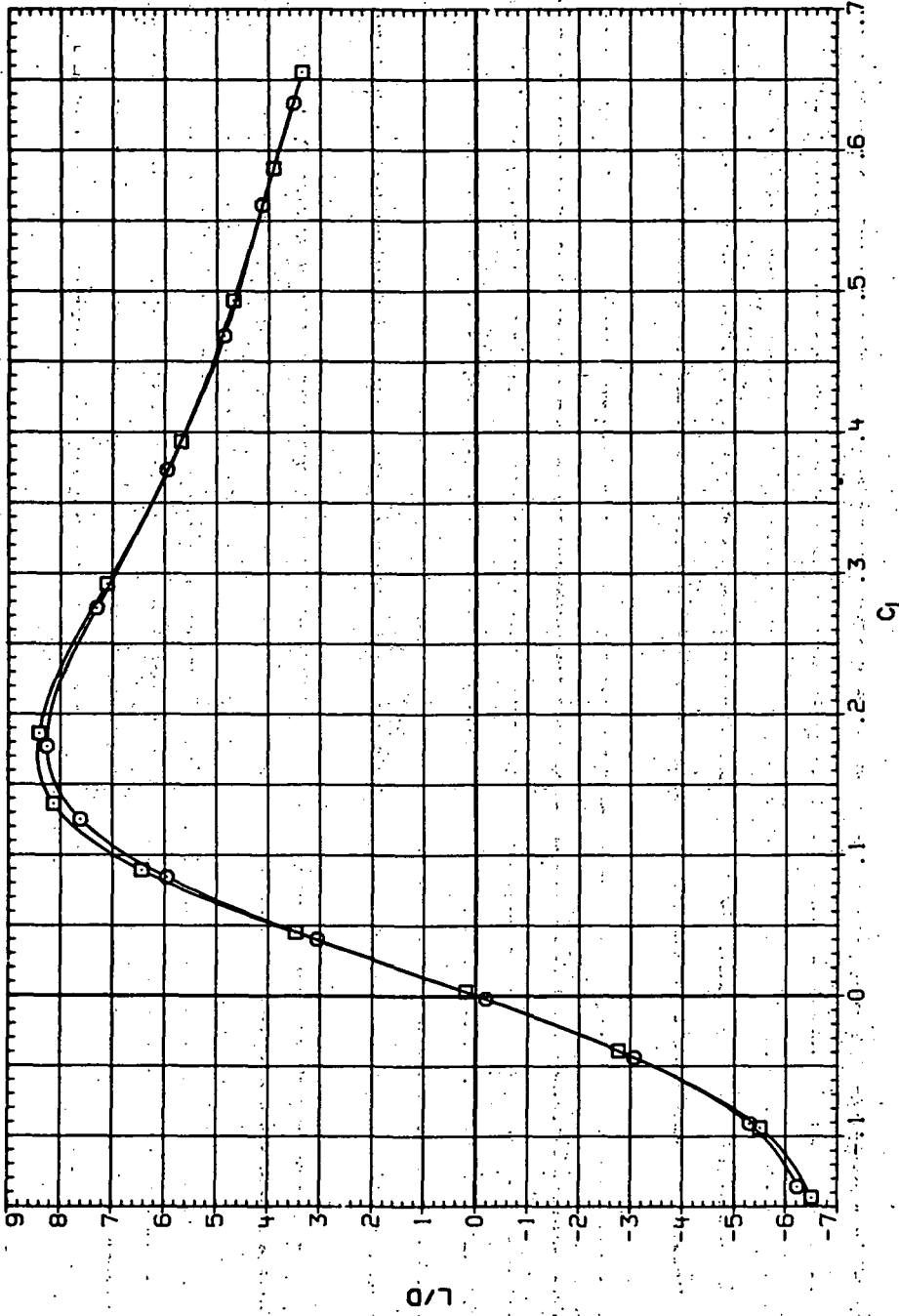


(c)  $C_m$  vs  $C_L$

Figure 82.- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR208 74608 (STEEL)  
 RJR205 74608 (STEEL)

RN/L Q(1MSH)  
 6.230 17.000  
 8.200 22.800

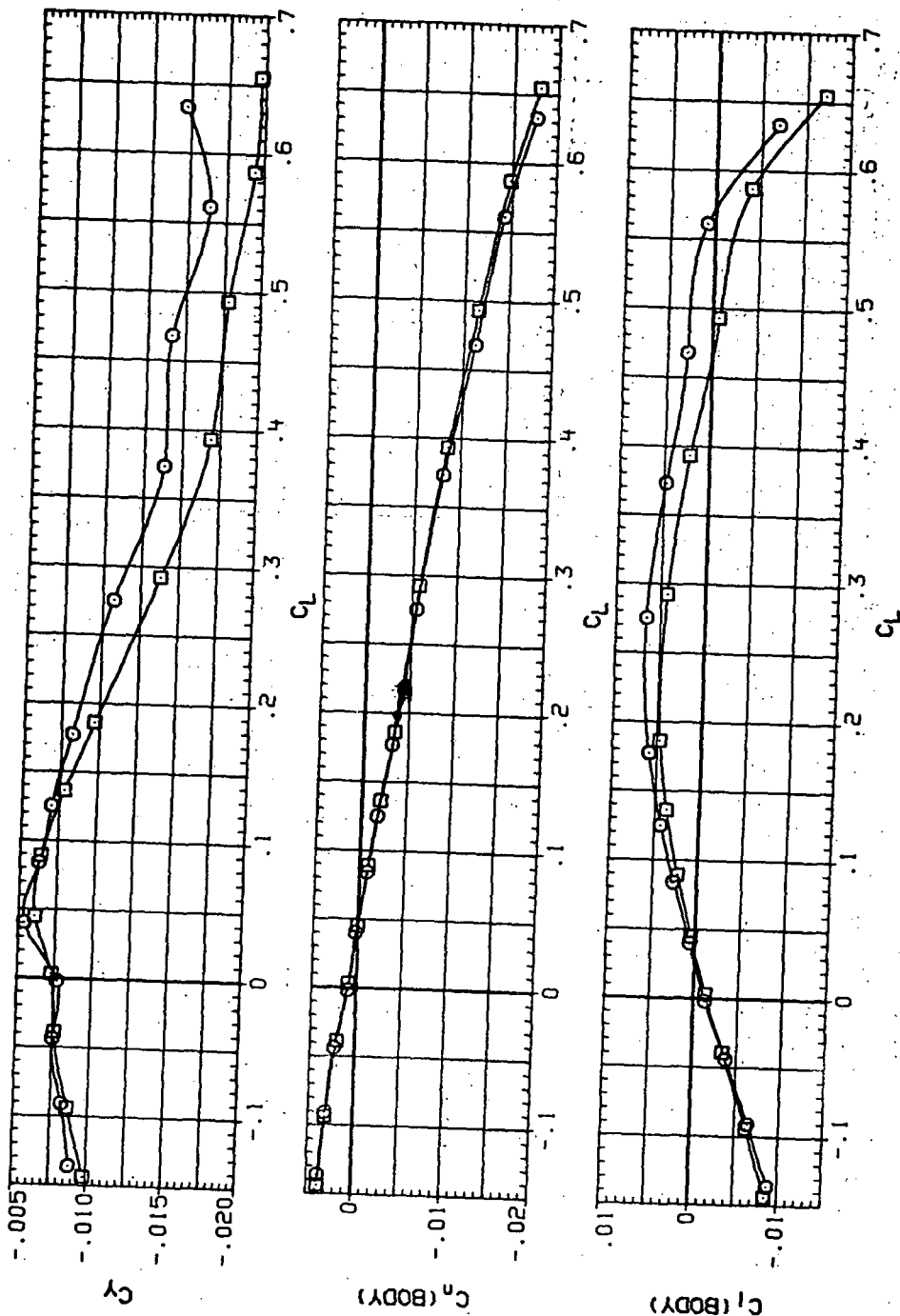


(d)  $L/D$  vs  $C_L$ .

Figure 82.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR209 7MS08 (STEEL)  
 RJR255 7MS08 (STEEL)

RV/L Q(NSH)  
 6.230 17.000  
 8.200 22.800

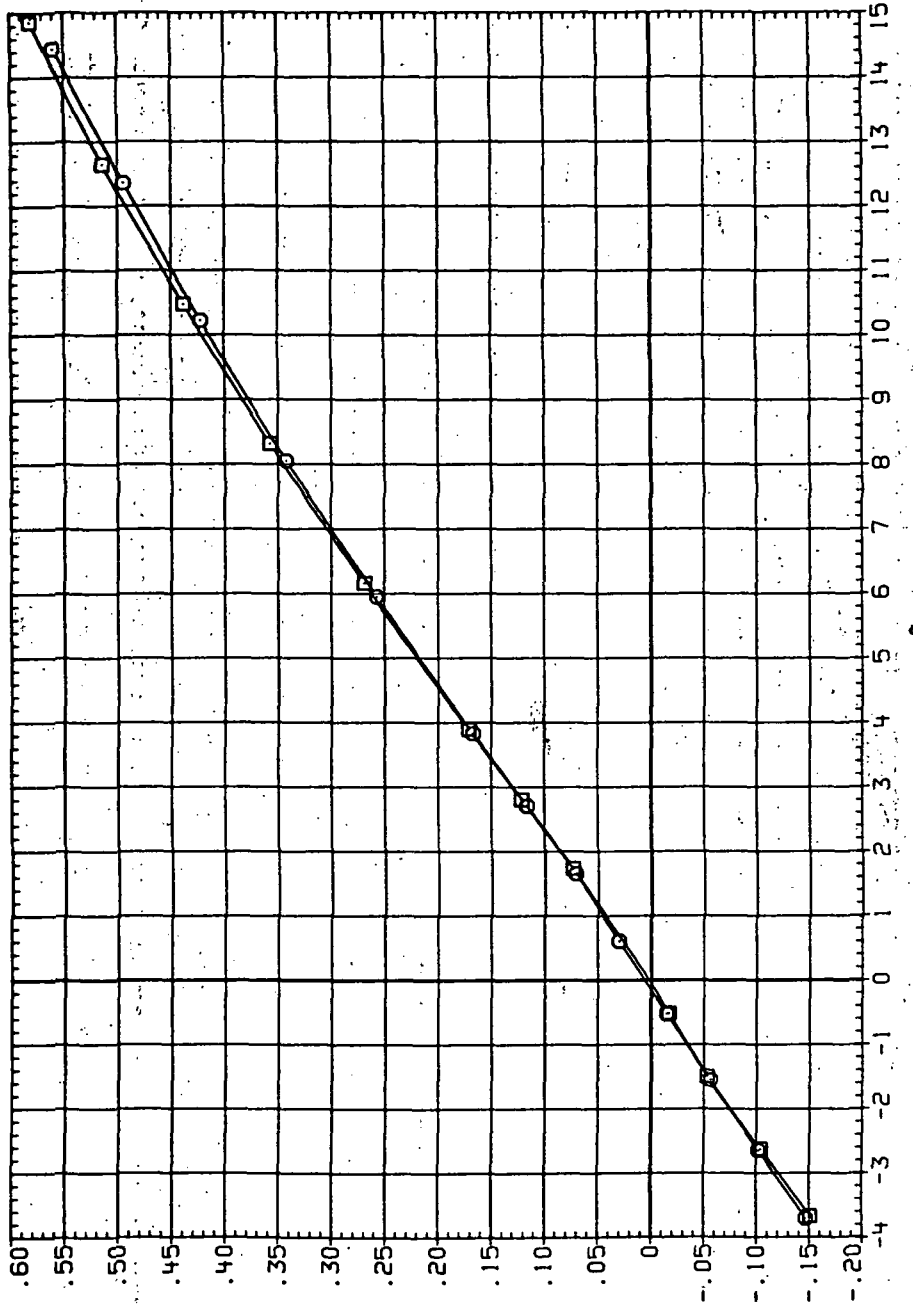


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 82. - Concluded.

DATA SET SYMBOL    CONFIGURATION  
 RJR210    74608 (STEEL)  
 RJR256    74608 (STEEL)

RN/L    Q(INS)  
 8.230    18.600  
 8.200    24.400

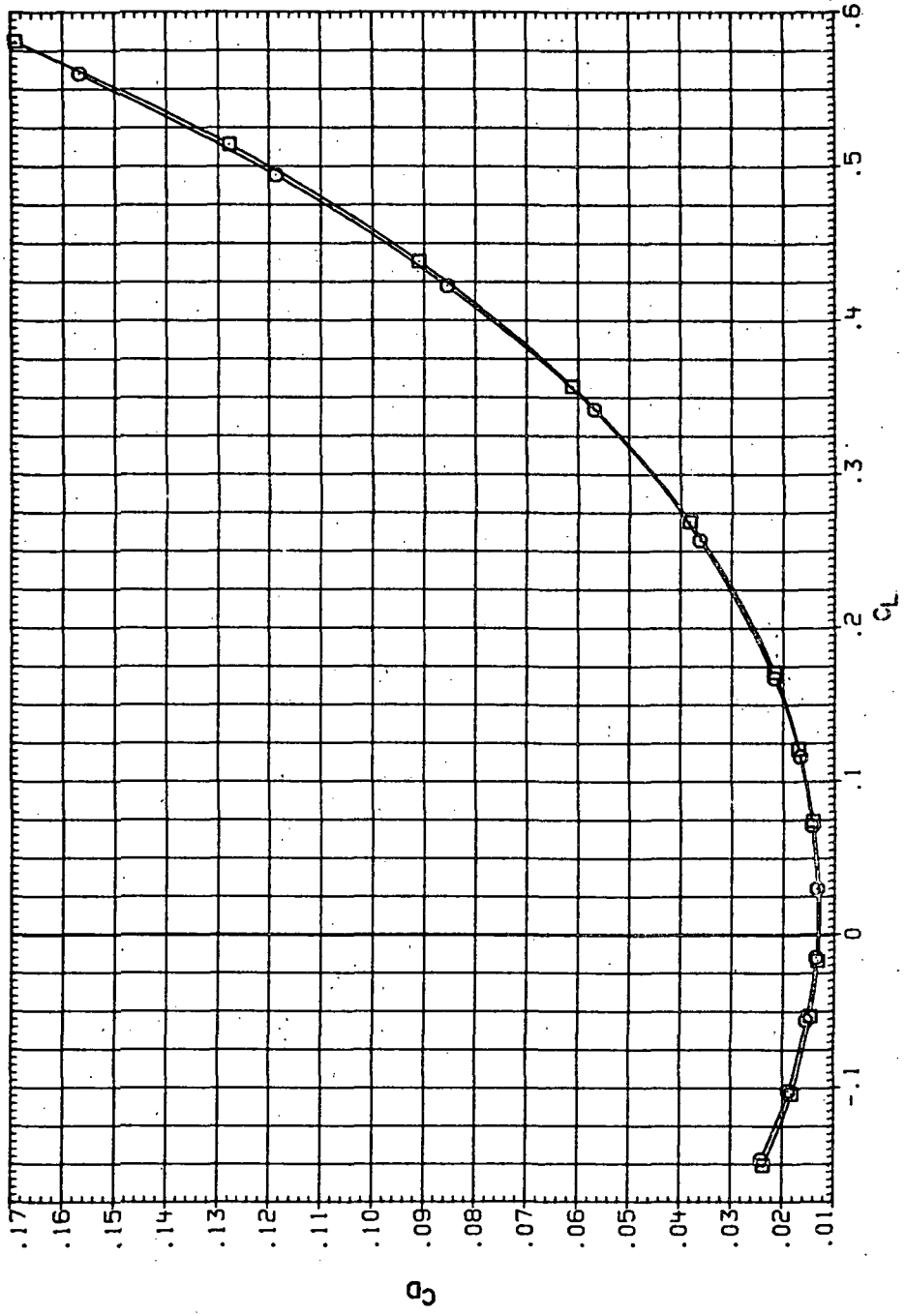


(a)  $C_L$  vs  $\alpha$ .

Figure 83.-- Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 1.6$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR210 ○ 7M50B (STEEL)  
 RJR236 □ 7M50B (STEEL)

RV/L O(NSM)  
 6.230 18.600  
 8.200 24.400



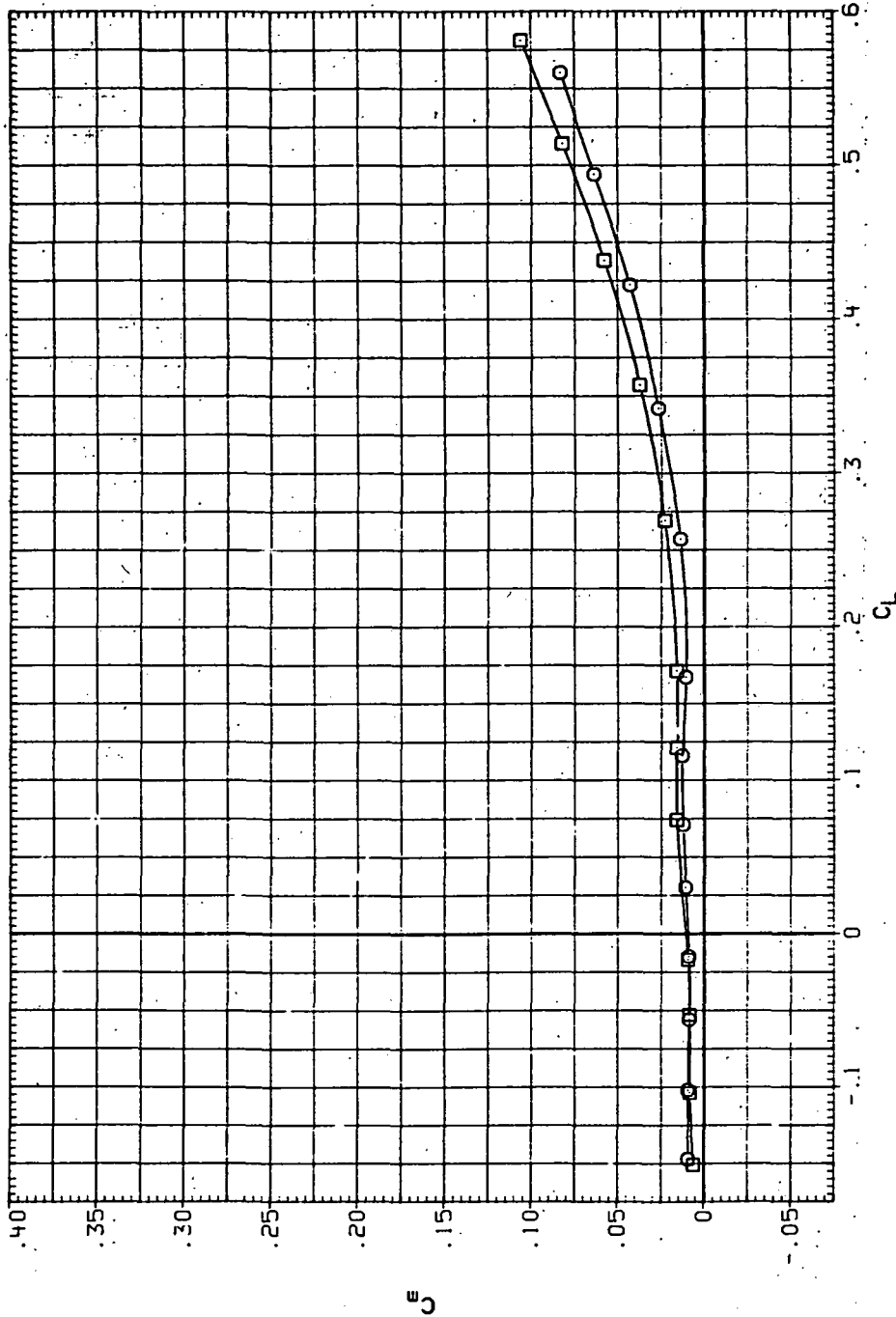
(b)  $C_D$  vs  $C_L$ .

Figure 83.— Continued.



DATA SET SYMBOL    CONFIGURATION  
 RJR210    ○    7M608 (STEEL)  
 RJR256    □    7M608 (STEEL)

RN/L    0 (NSH)  
 6.230    18.600  
 8.200    24.400

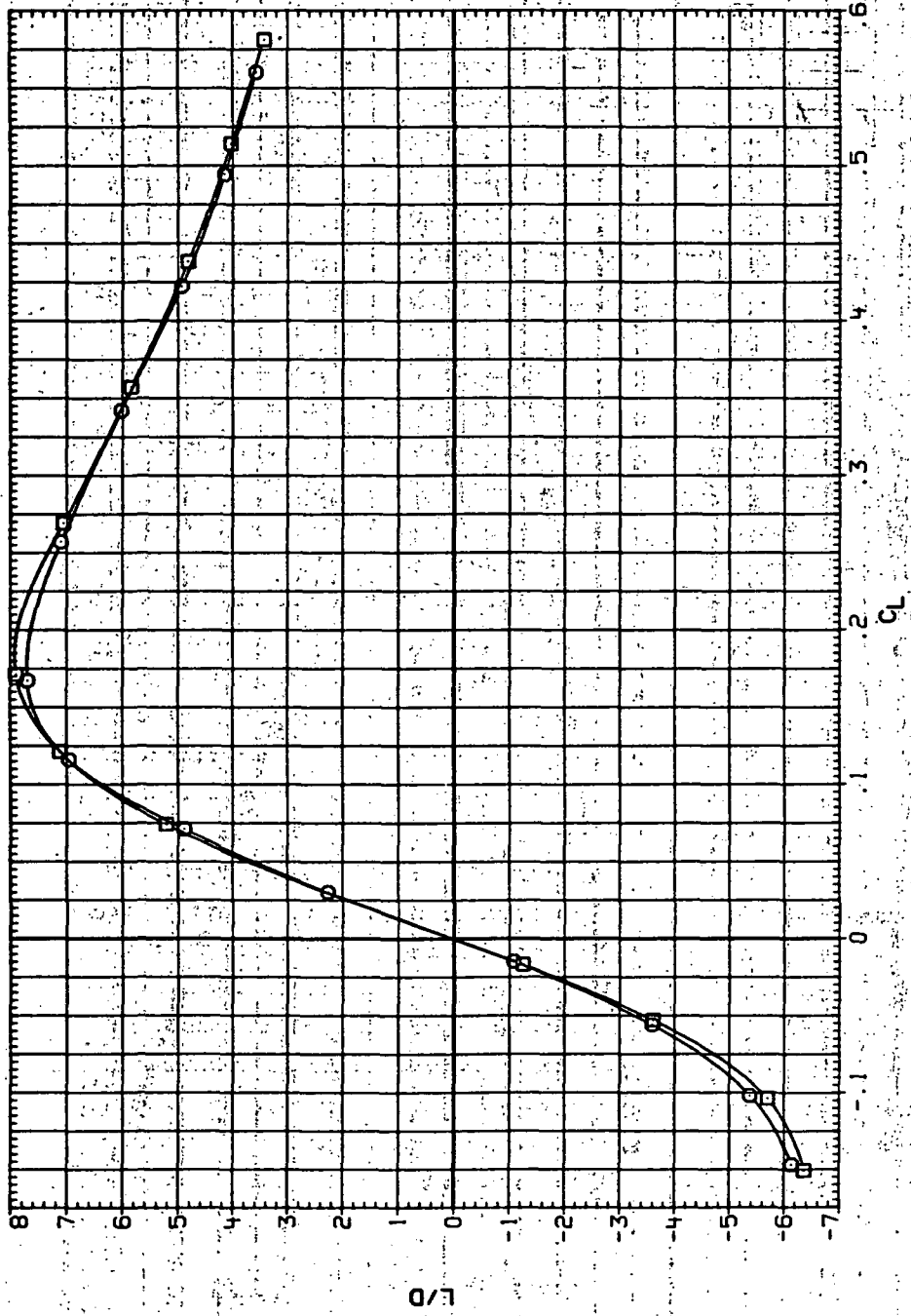


(c)  $C_m$  vs  $C_L$

Figure 83. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RURE210 (74608 (STEEL))  
 RURE256 (74608 (STEEL))

RM/L Q(MSM)  
 8.230 18.600  
 8.200 24.400

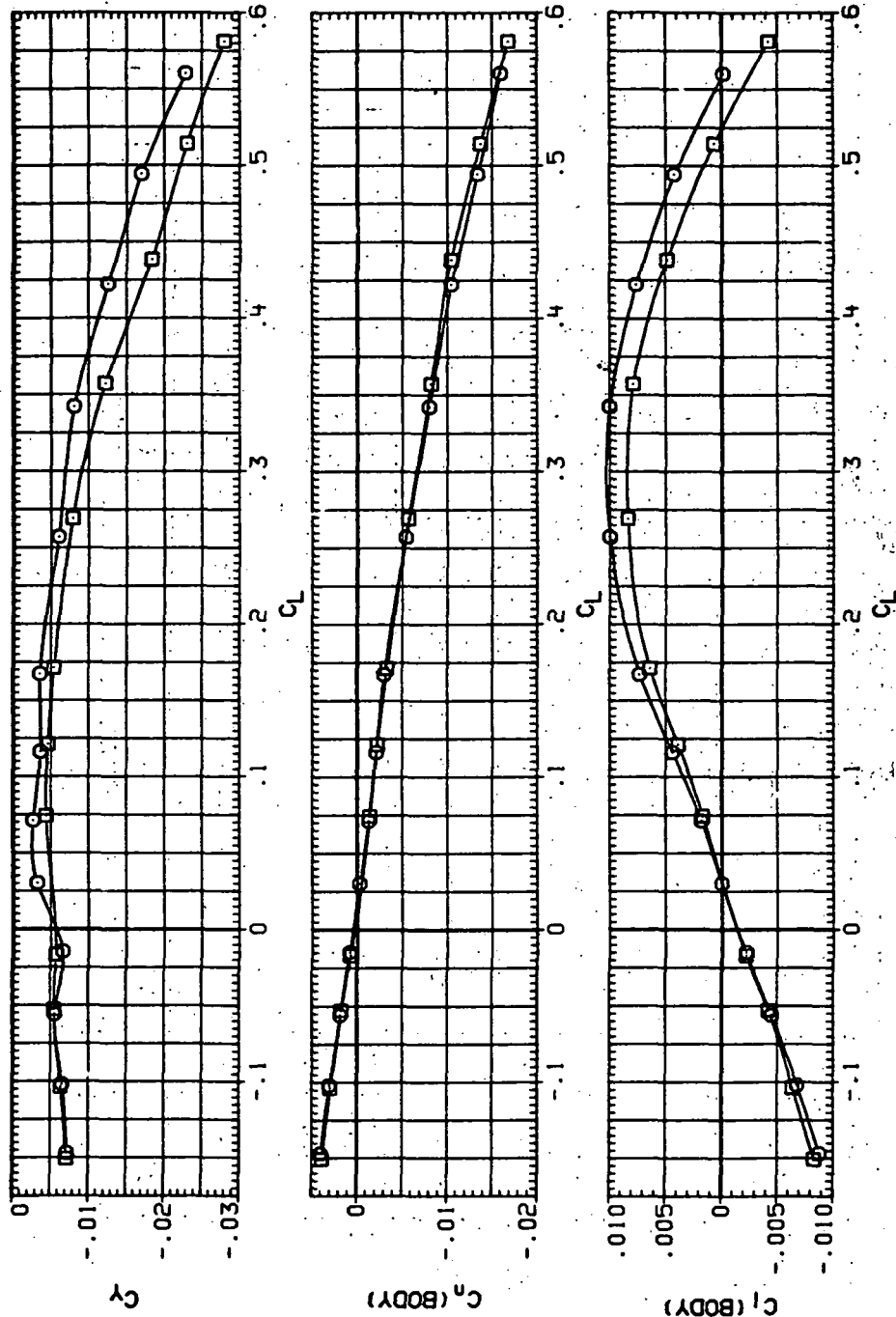


(d)  $L/D$  vs  $C_L$ .

Figure 83. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RURE210 ○ 74608 (STEEL)  
 RURE256 □ 74608 (STEEL)

RAVL 0 (INCH)  
 6.230 (8.600)  
 8.200 (24.400)

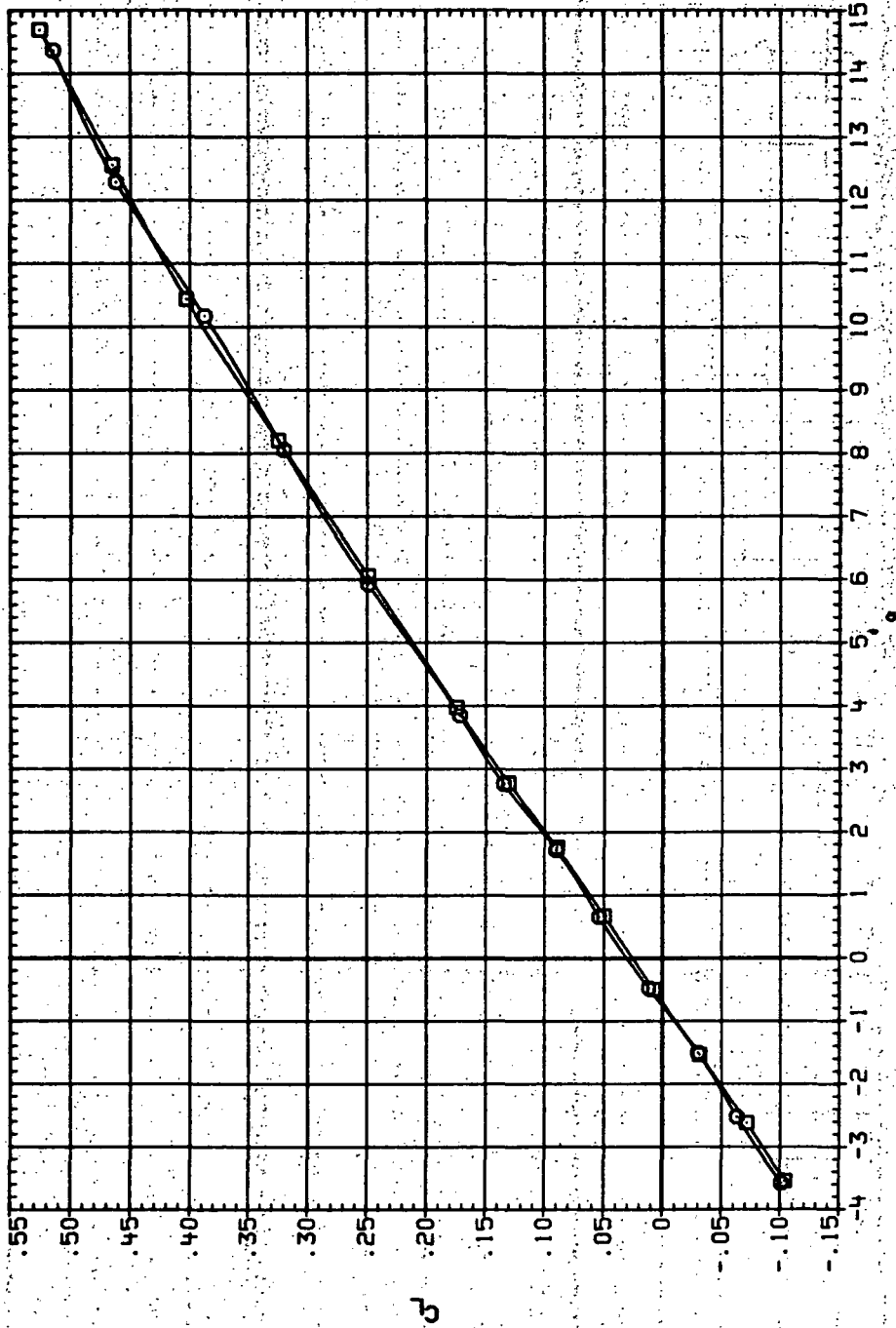


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 83. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RLR211 74508 (STEEL)  
 RLR257 74508 (STEEL)

RV/L Q (INSH)  
 6.230 18.500  
 8.200 24.700

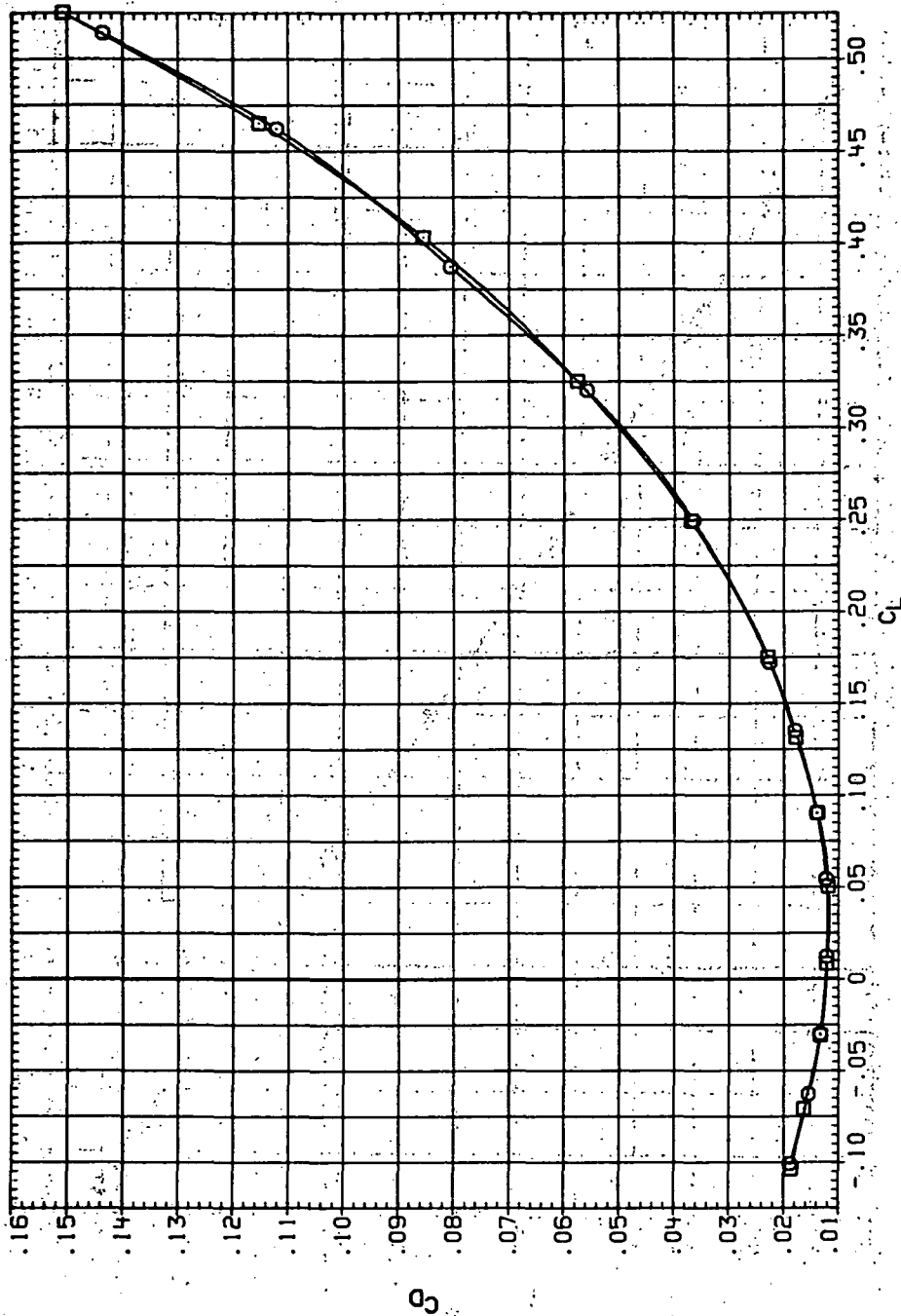


(a)  $C_L$  vs  $\alpha$ .

Figure 84. - Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 60^\circ$ ,  $M = 2.0$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR211 ○ 7M60B (STEEL)  
 RJR257 □ 7M60B (STEEL)

RM/L Q(NSH)  
 6.230 18,500  
 8.200 24,700

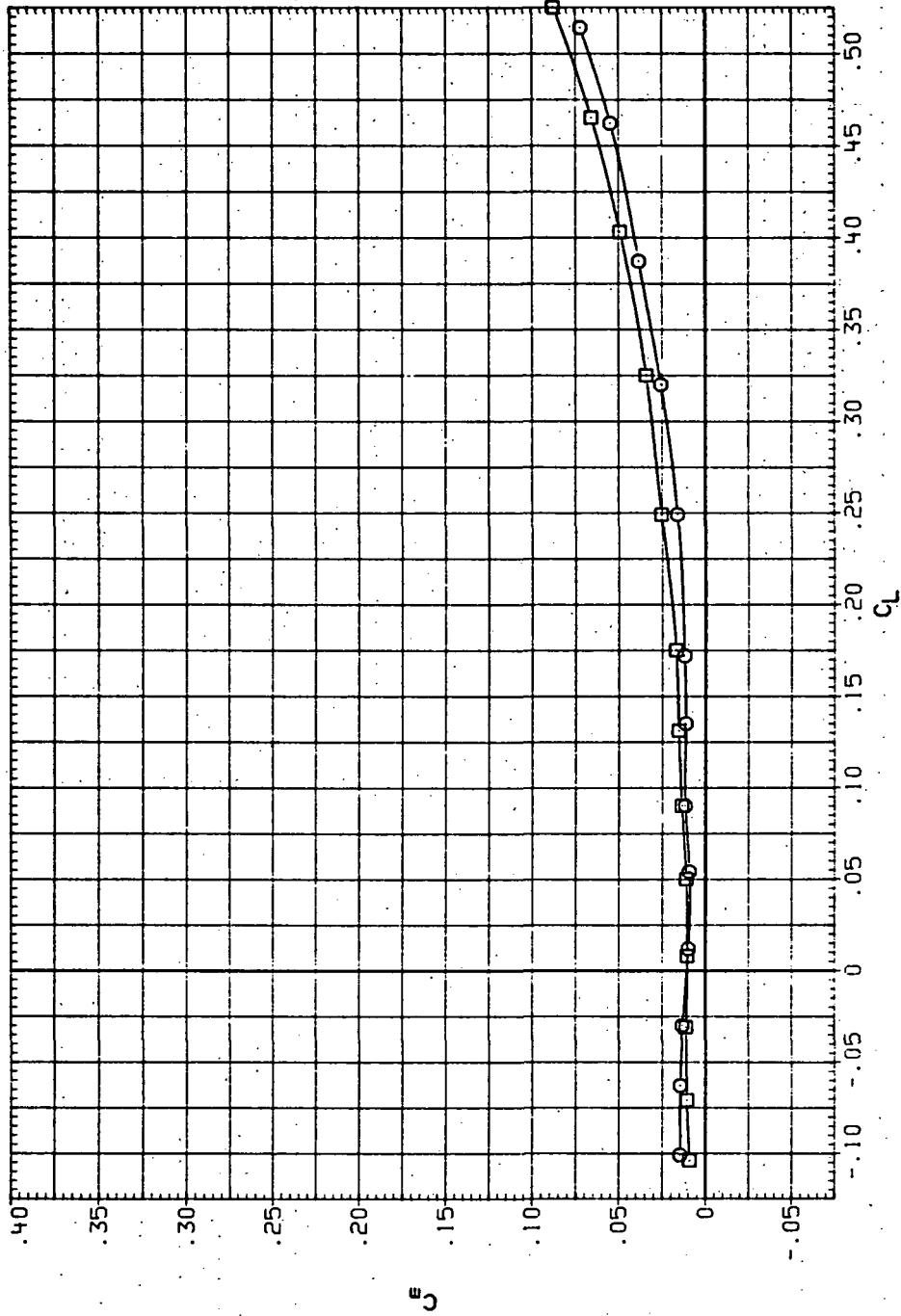


(b)  $C_D$  vs  $C_L$ .

Figure 84. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RURE11 O 74608 (STEEL)  
 RJR657 □ 74608 (STEEL)

RN/L Q(NSM)  
 6.230 18.500  
 8.200 24.700

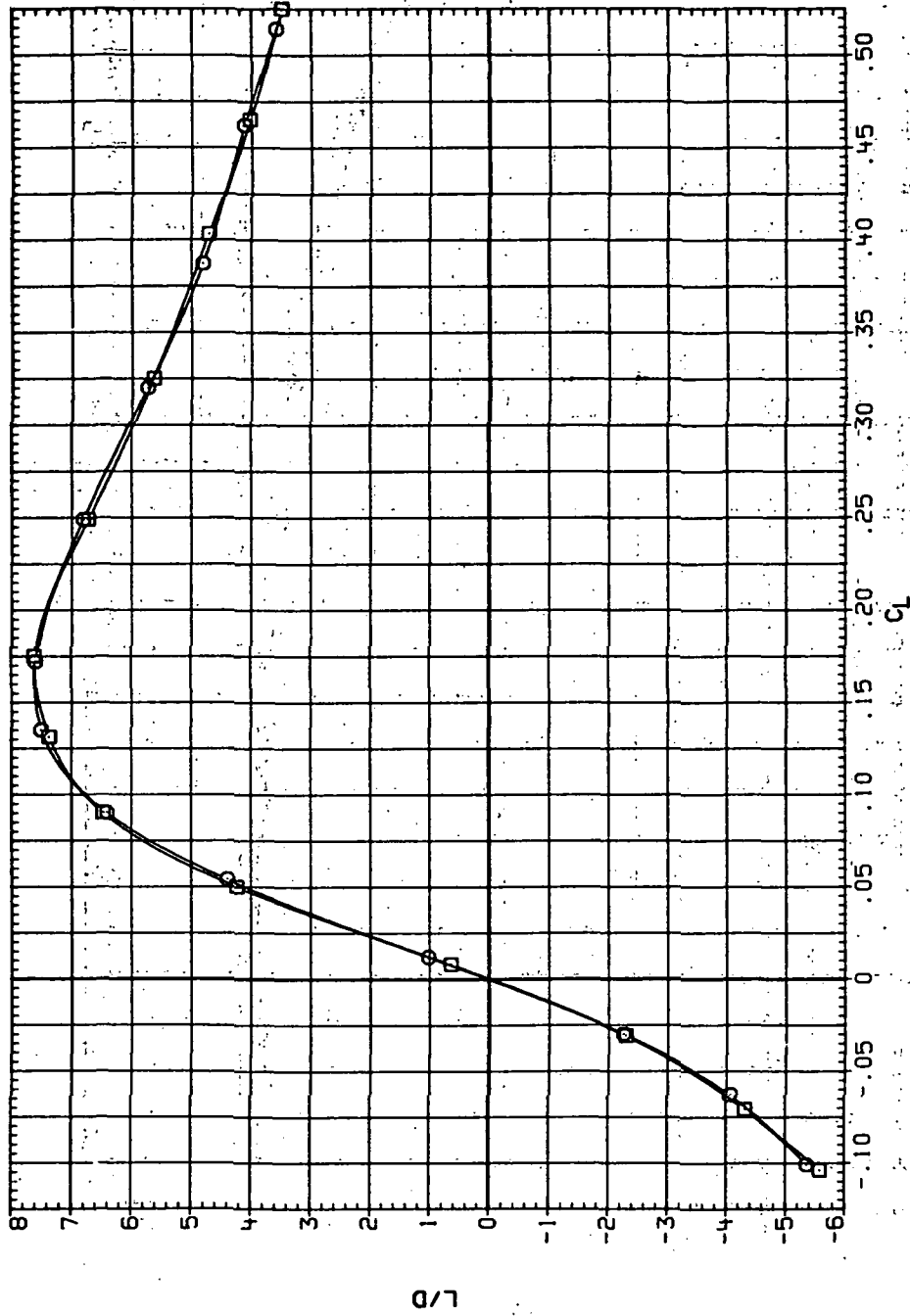


(c)  $C_m$  vs  $C_L$ .

Figure 84.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJP211 7M50B (STEEL)  
 RJP257 7M50B (STEEL)

RV/L Q(NSH)  
 8,230 18,500  
 8,200 24,700

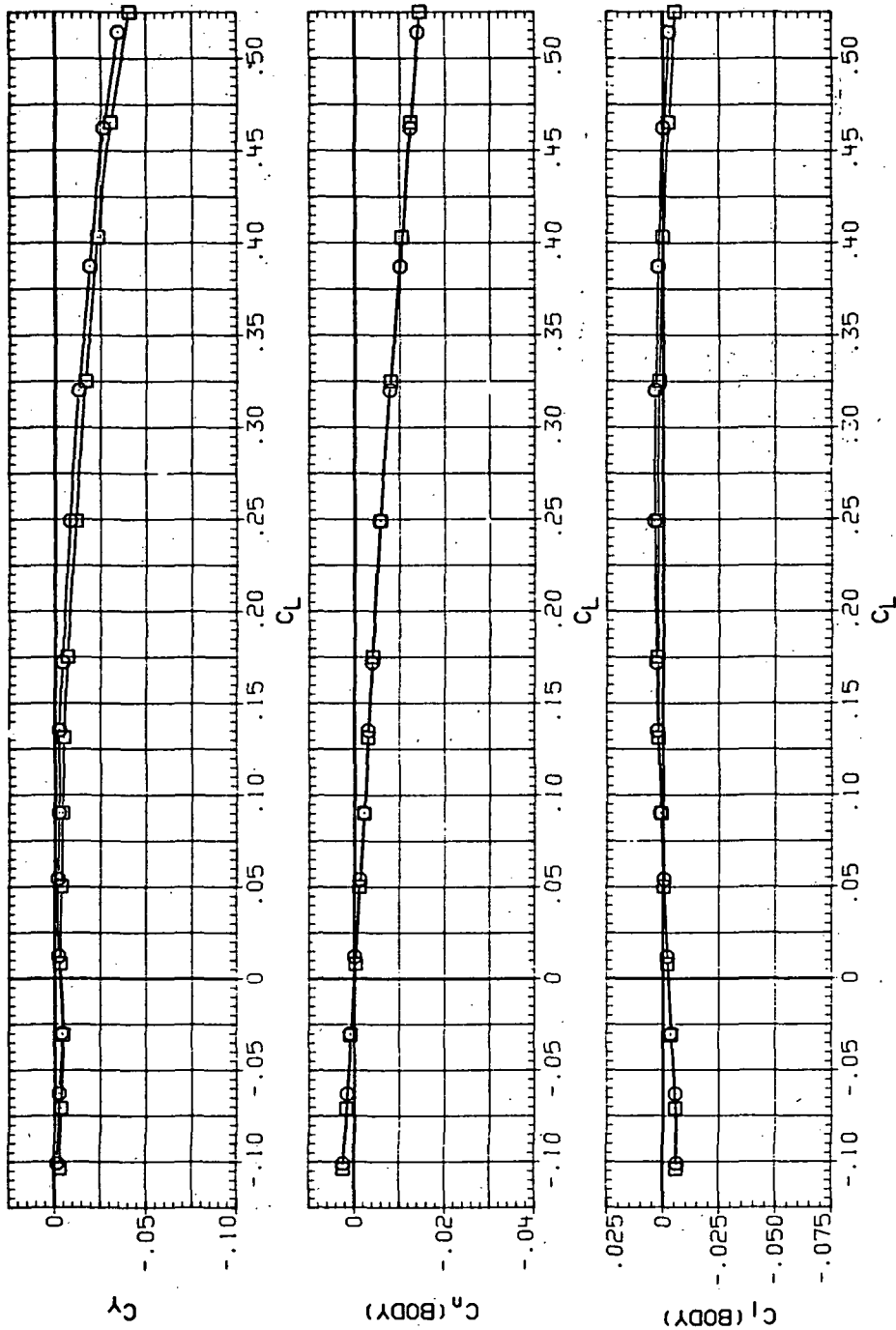


(d)  $L/D$  vs  $C_L$ .

Figure 84. — Continued.

DATA SET SYMBOL . CONFIGURATION  
 RJR211 □ 7460B (STEEL)  
 RJR257 □ 7460B (STEEL)

RN/L Q(NSM)  
 6.230 18,500  
 8.200 24,700



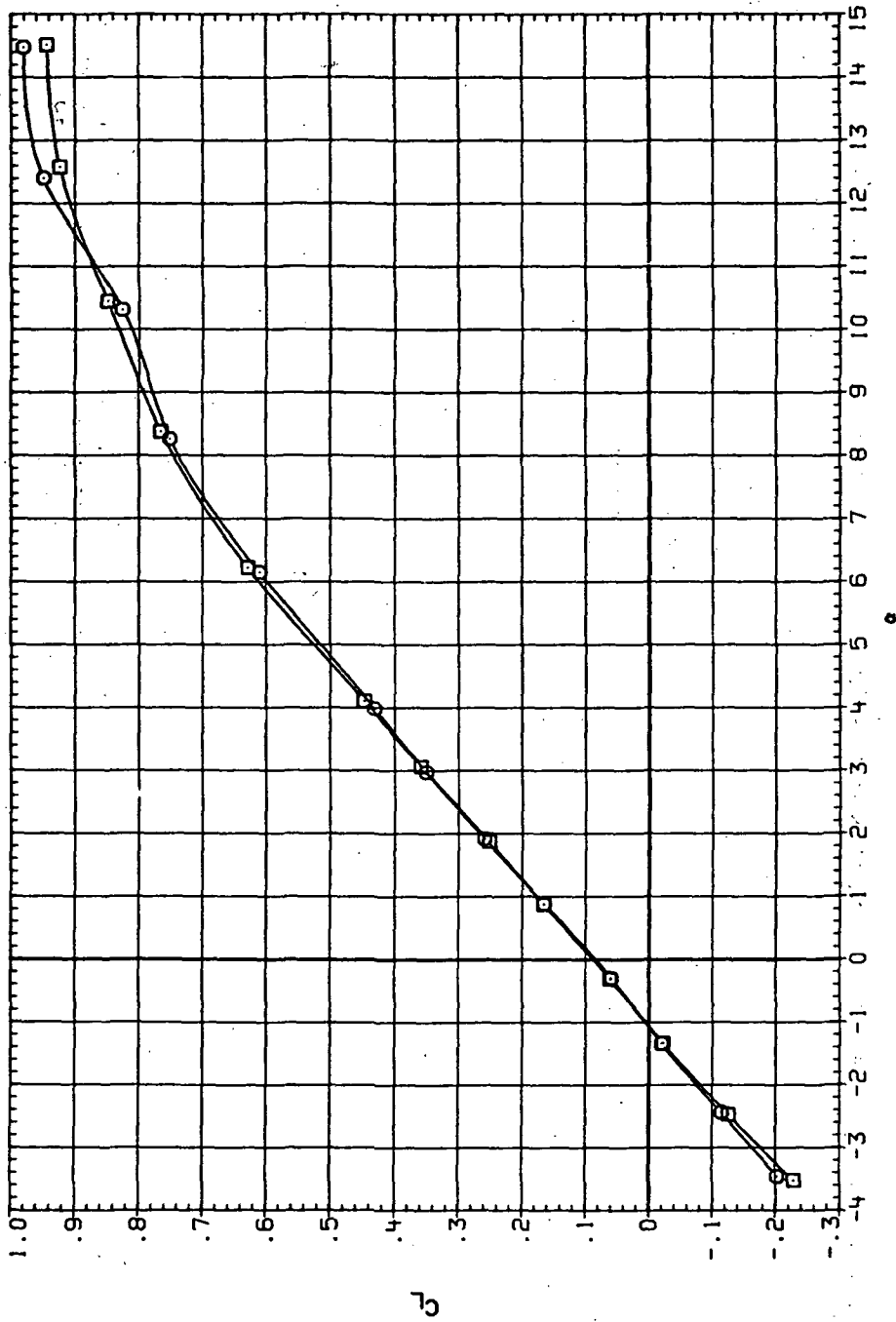
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 84. - Concluded.



DATA SET SYMBOL CONFIGURATION  
 R4R167  $\square$  740B (STEEL)  
 R4R213  $\square$  740B (STEEL)

RN/L O(NSH)  
 6.230 7.480  
 8.200 9.900

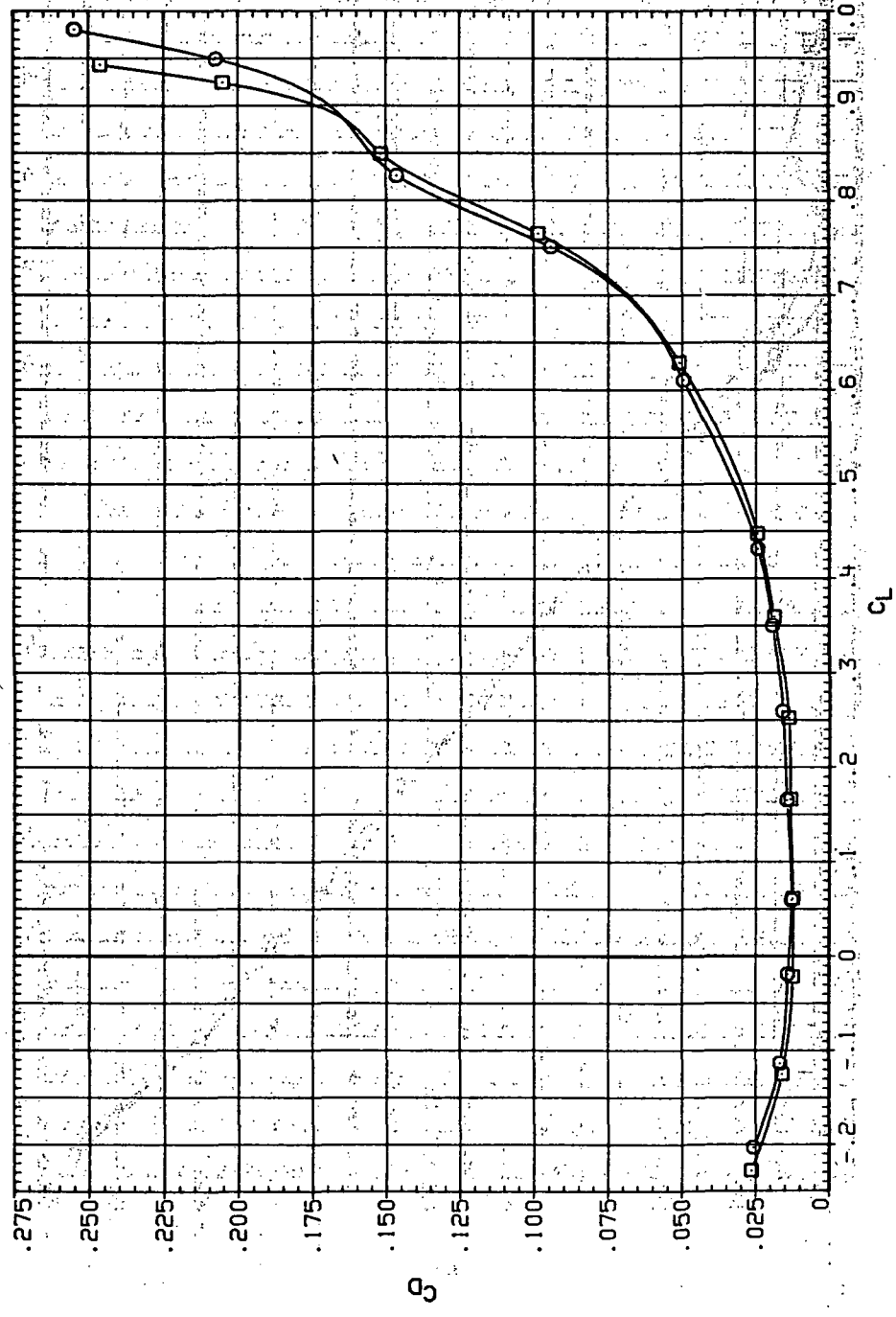


(a)  $C_L$  vs  $\alpha$ .

Figure 85.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 0, M = 0.4$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR187 ○ 7N08 (STEEL)  
 RJR213 □ 7N08 (STEEL)

RN/L Q(INSH)  
 6.230 7.480  
 8.200 9.900

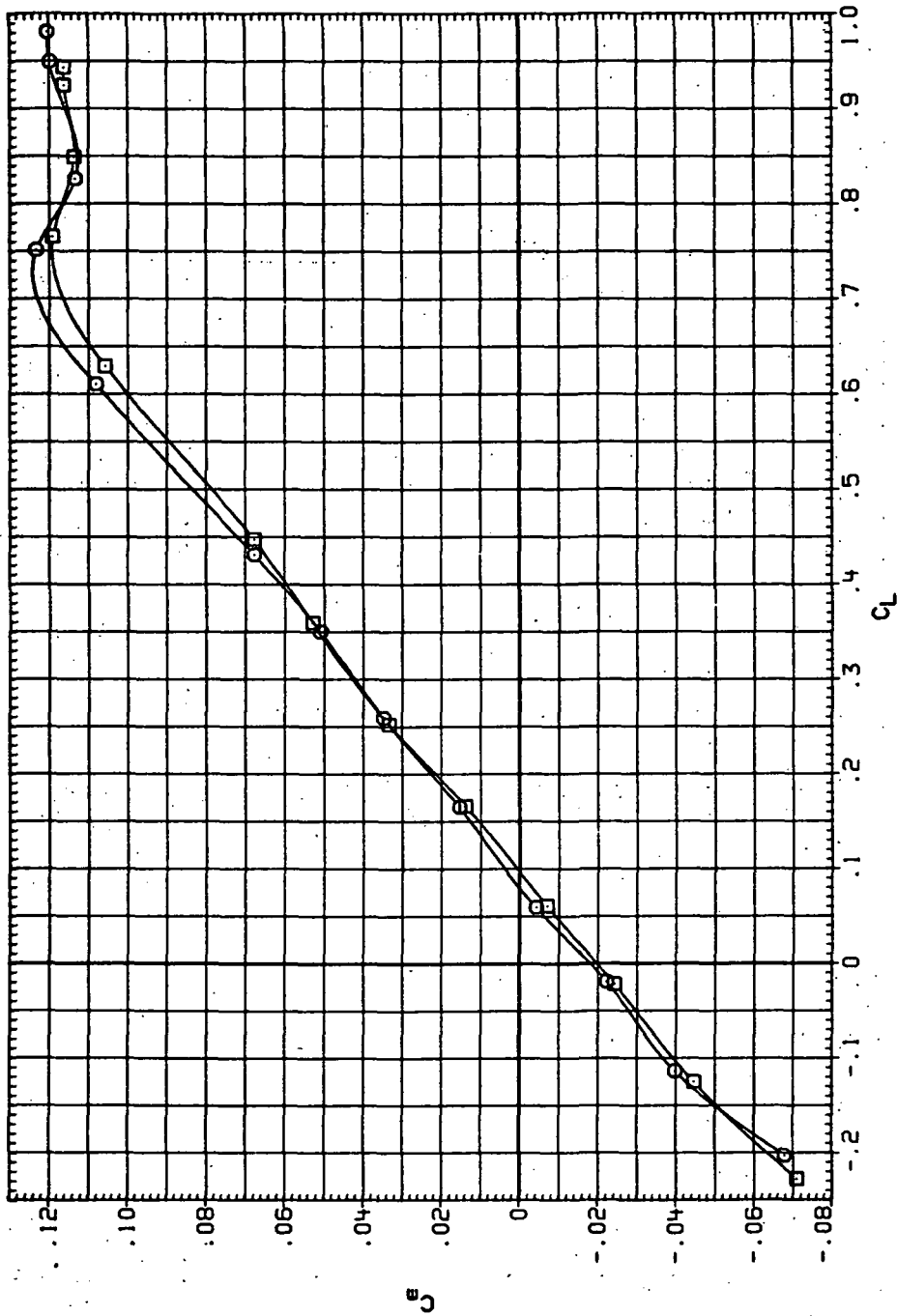


(b)  $C_D$  vs  $C_L$ .

Figure 85. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR187 ○ 7M08 (STEEL)  
 RJR213 □ 7M08 (STEEL)

RV/L Q (INCH)  
 8.230 7.480  
 8.200 8.800

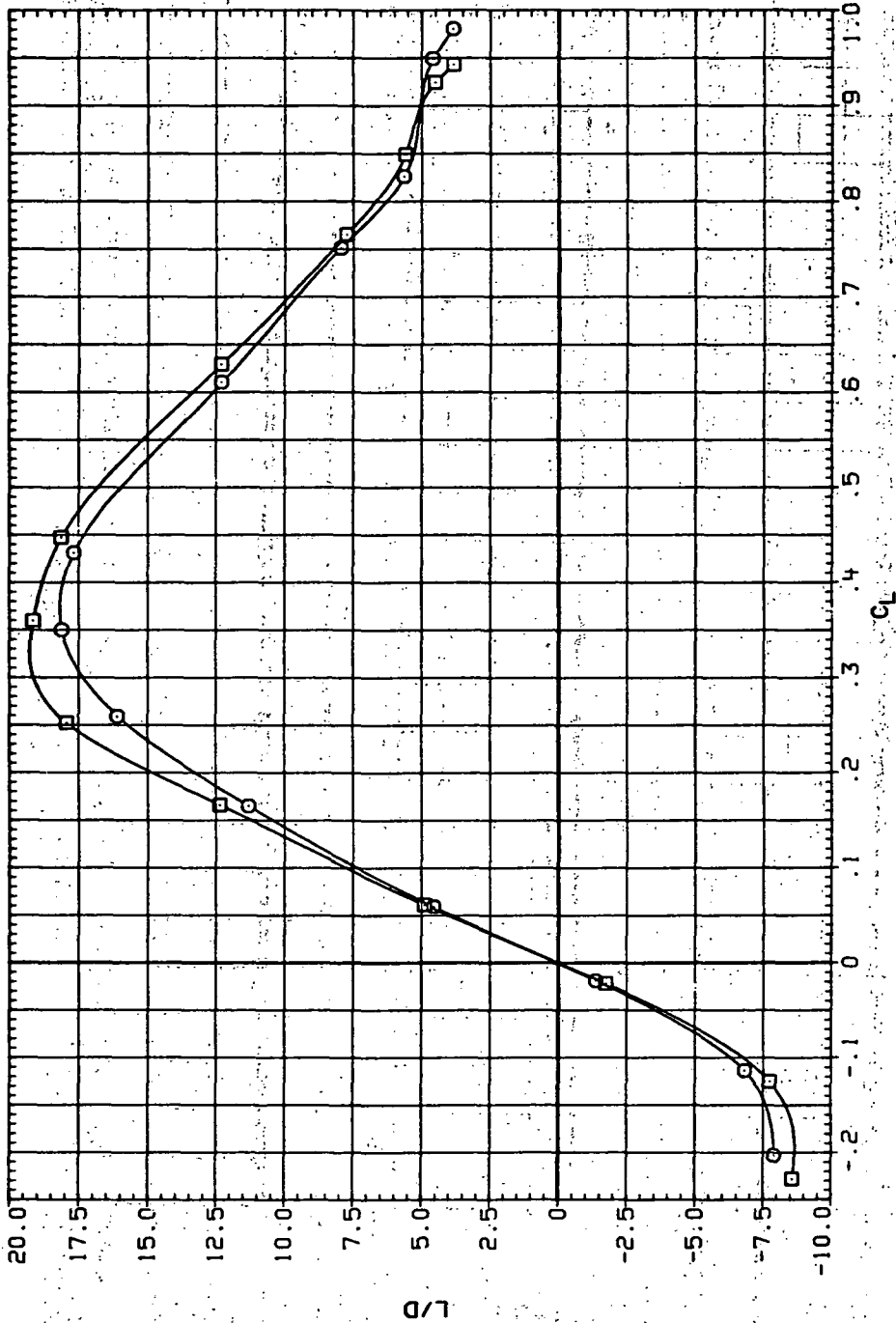


(c)  $C_m$  vs  $C_L$

Figure 85.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR187 7408 (STEEL)  
 RJR213 □ 7408 (STEEL)

RN/L Q(NSM)  
 6.230 7.480  
 8.200 9.900

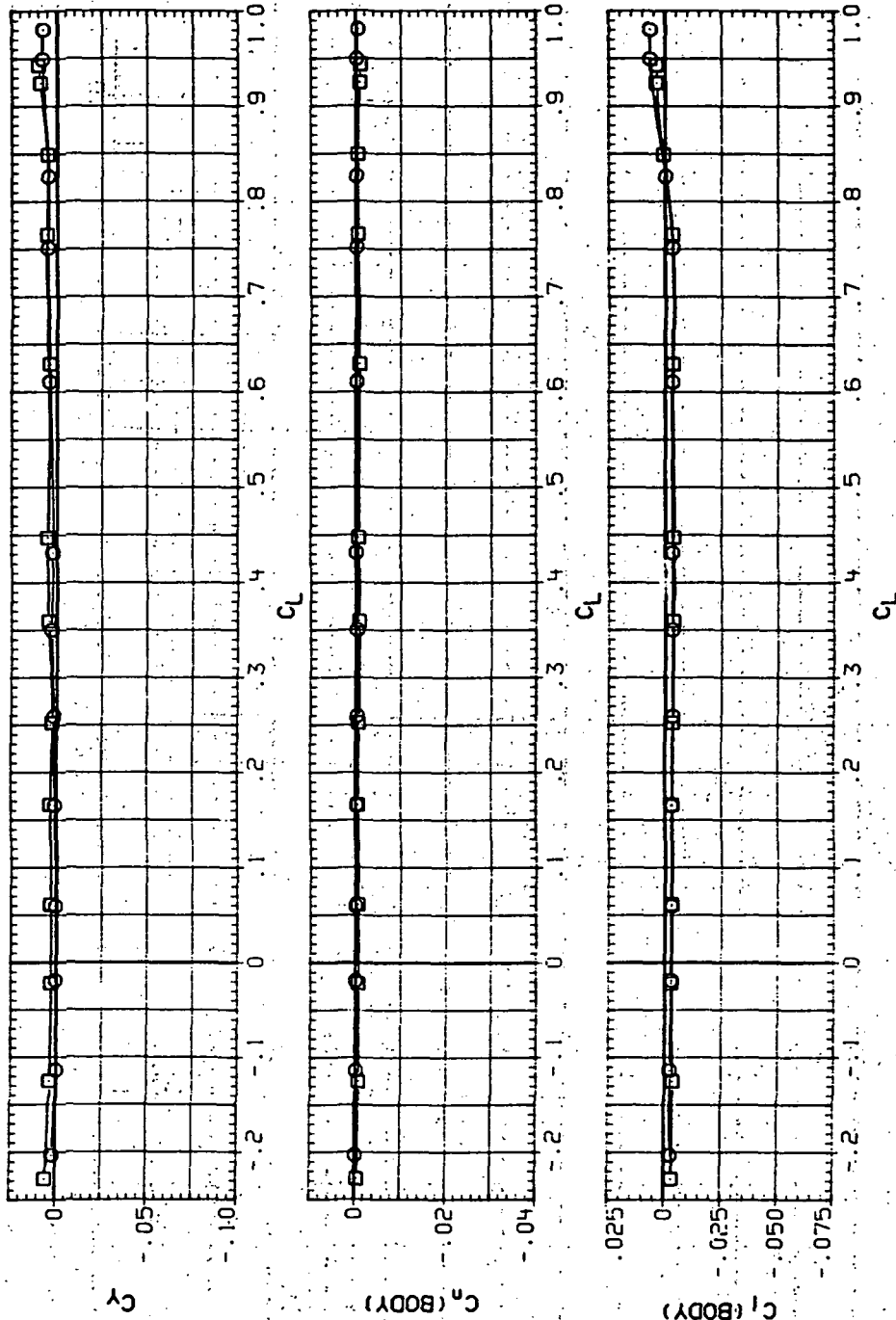


(d)  $L/D$  vs  $C_L$

Figure 85. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR167 740B (STEEL) ○  
 RJR213 740B (STEEL) □

RN/L Q(NSH)  
 6:230 7:460  
 8:200 9:900

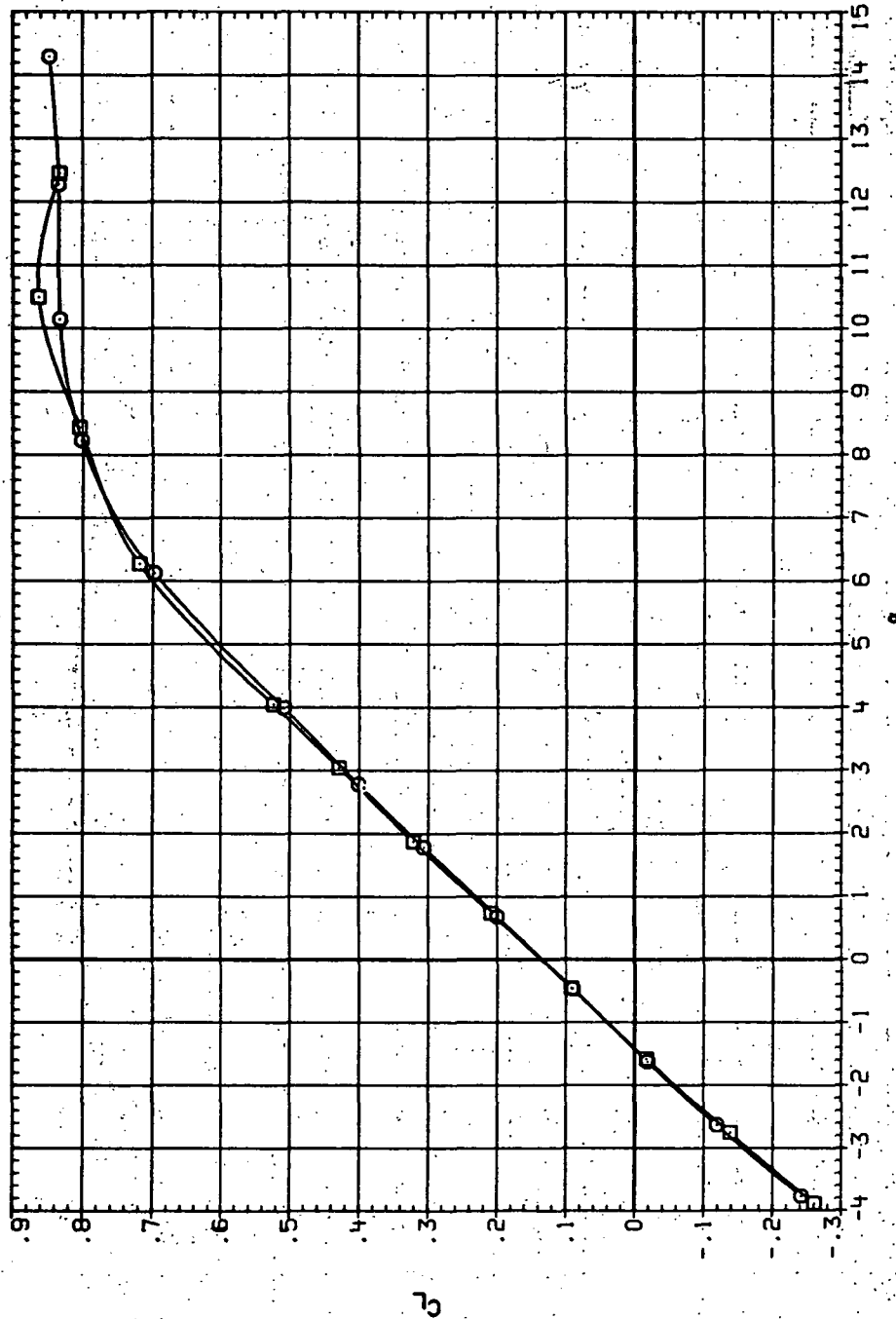


(e)  $C_\gamma$ ,  $C_n$  and  $C_\rho$  vs  $C_L$ .

Figure 85. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 R1R168 7A08 (STEEL)  
 R1R214 7A08 (STEEL)

RV/L Q (INCH)  
 8.250 10.600  
 8.200 14.100

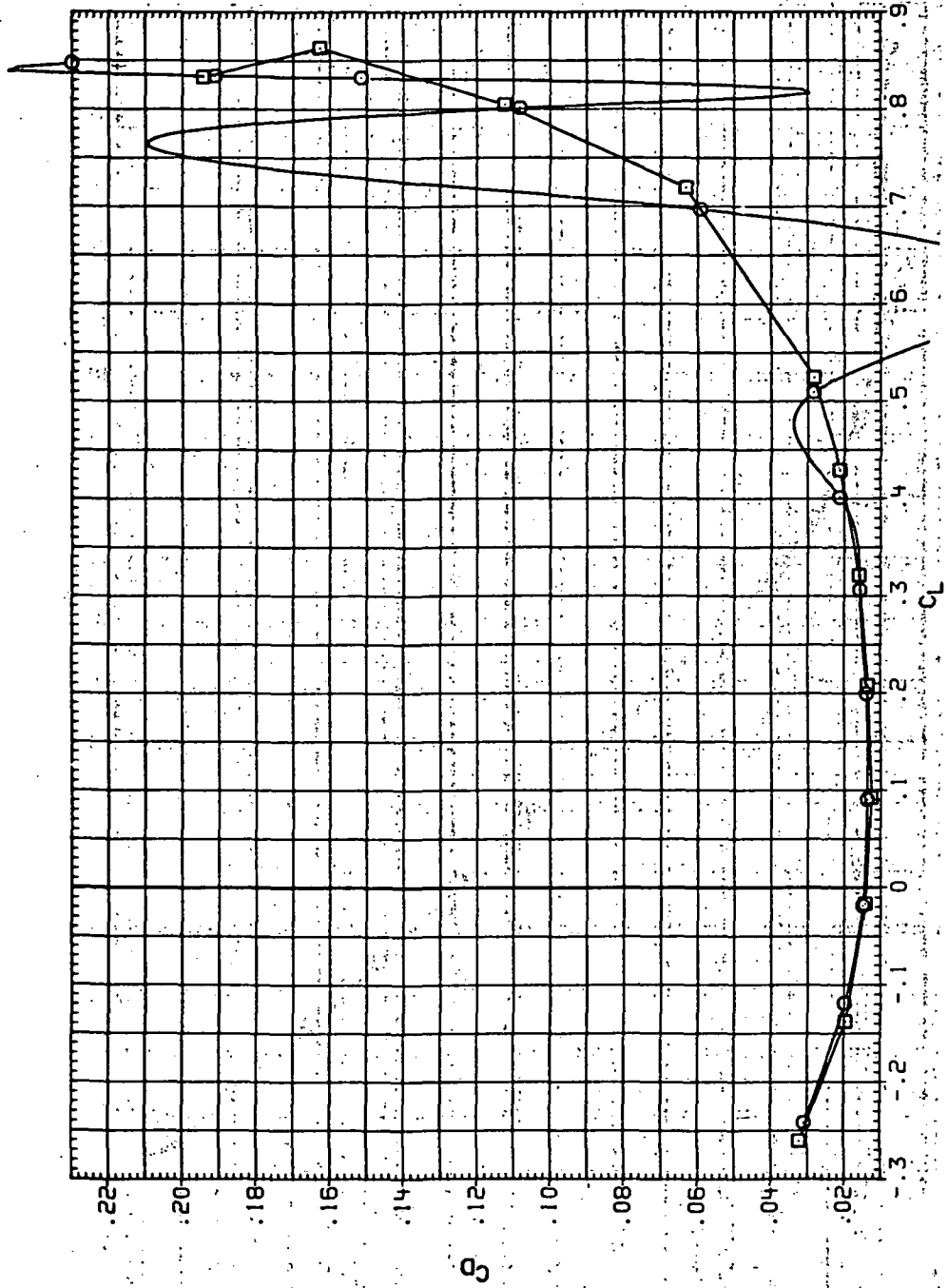


(a)  $C_L$  vs  $\alpha$ .

Figure 86.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 0$ ,  $M = 0.6$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR168 ○ 740B (STEEL)  
 RJR214 □ 740B (STEEL)

RV/L 0 (NSH)  
 6.230 10.600  
 6.200 14.100

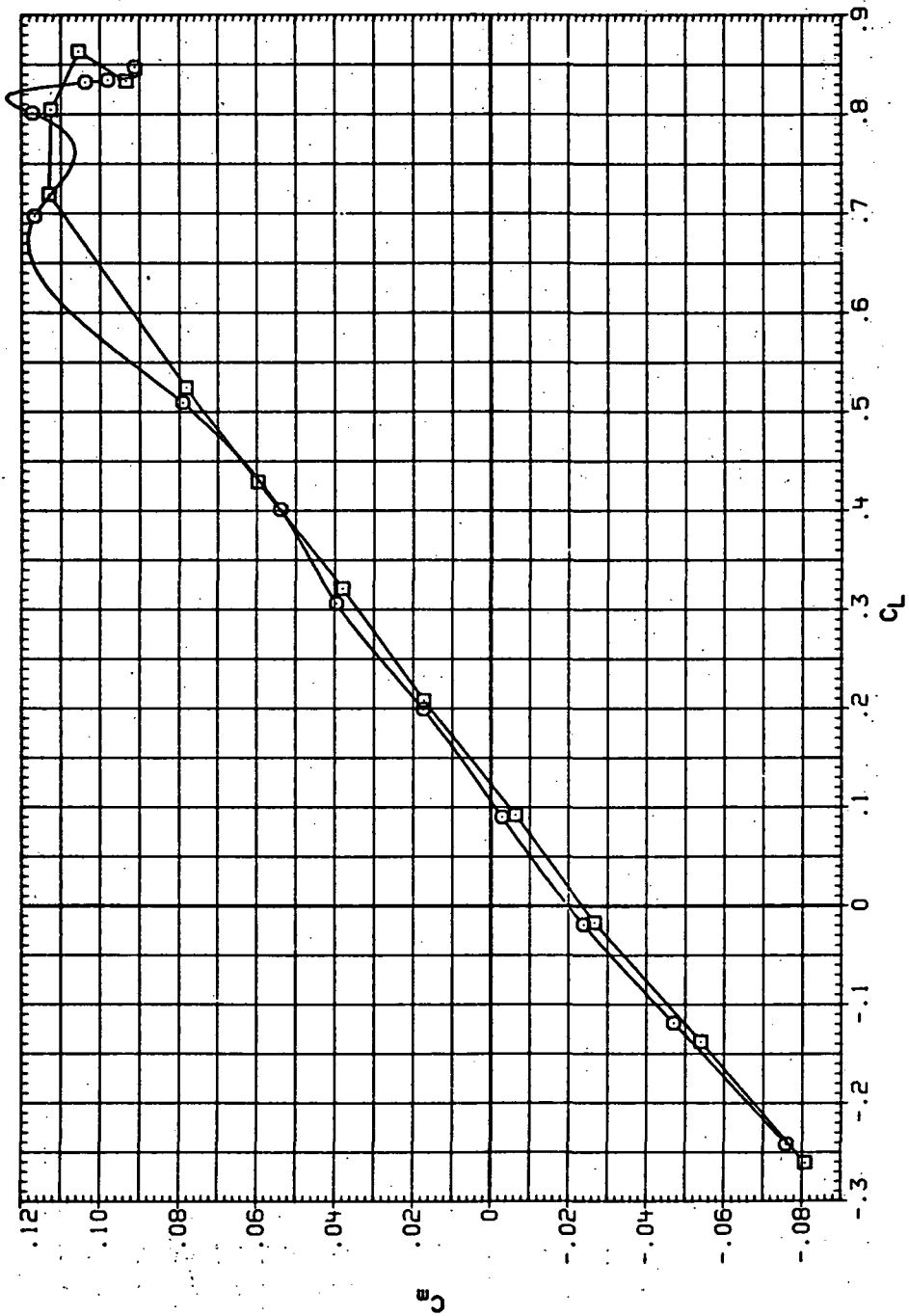


(b)  $C_D$  vs  $C_L$ .

Figure 86. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR168  $\square$  7H0B (STEEL)  
 RJR214  $\square$  7H0B (STEEL)

RN/L Q(NSH)  
 8.230 10.800  
 8.200 14.100



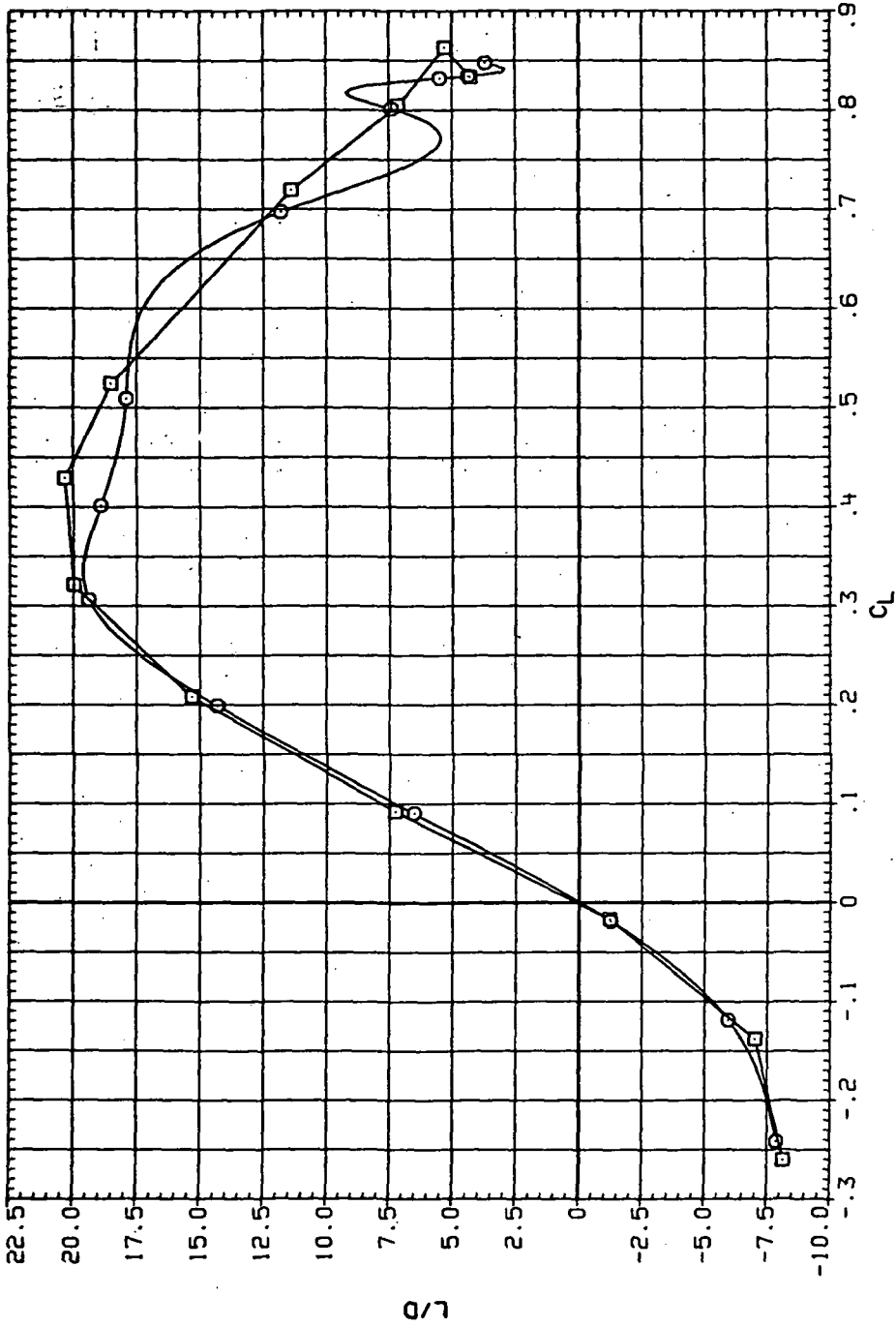
(c)  $C_m$  vs  $C_L$ .

Figure 86.— Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR168 ○ 740B (STEEL)  
 RJR214 □ 740B (STEEL)

FN/L Q(NSH)  
 8.230 10.600  
 8.200 14.100



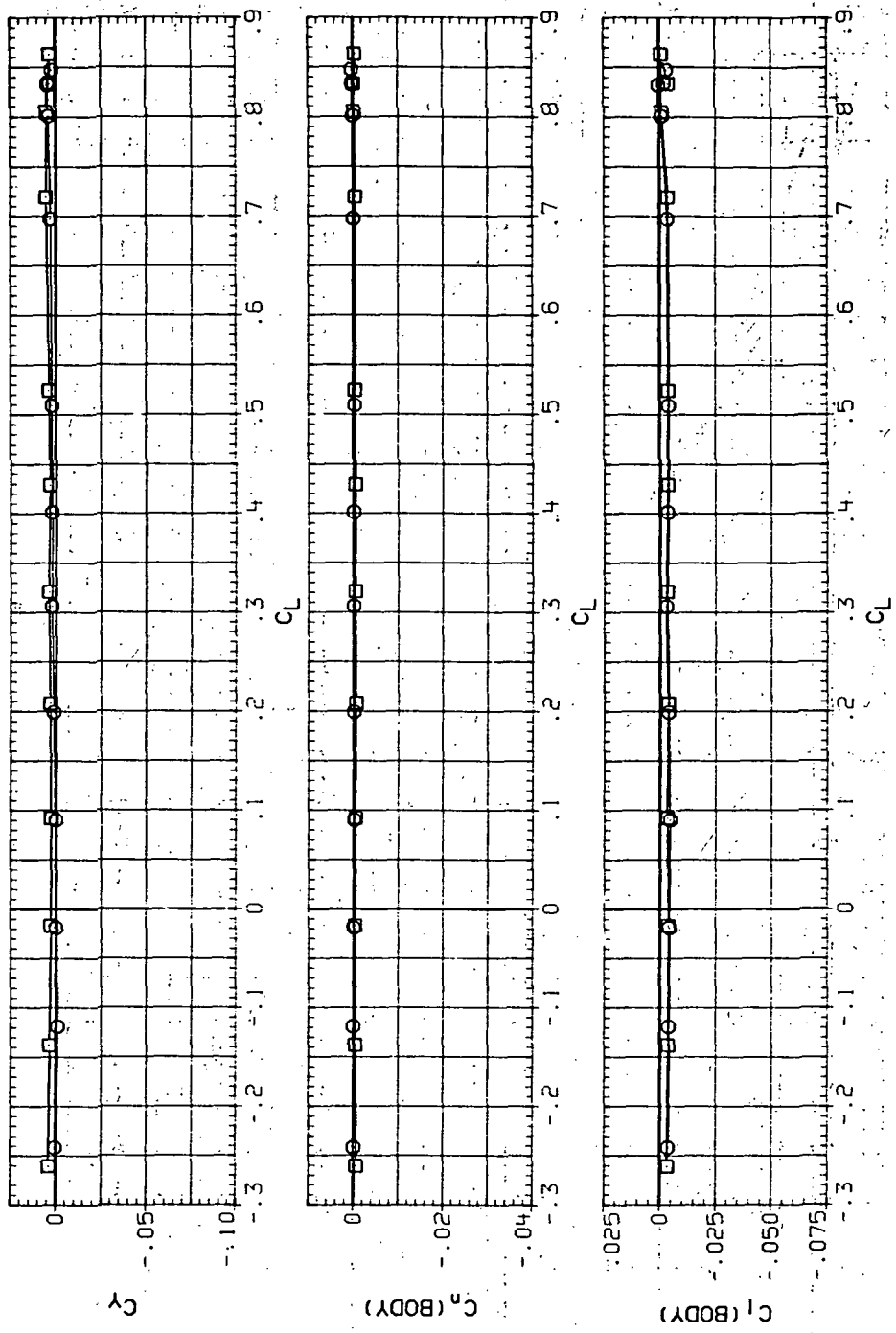
(d) L/D vs  $C_L$ .

Figure 86.— Continued.

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DATA SET: SYMBOL CONFIGURATION  
 RJR168 740B (STEEL)  
 RJR214 740B (STEEL)

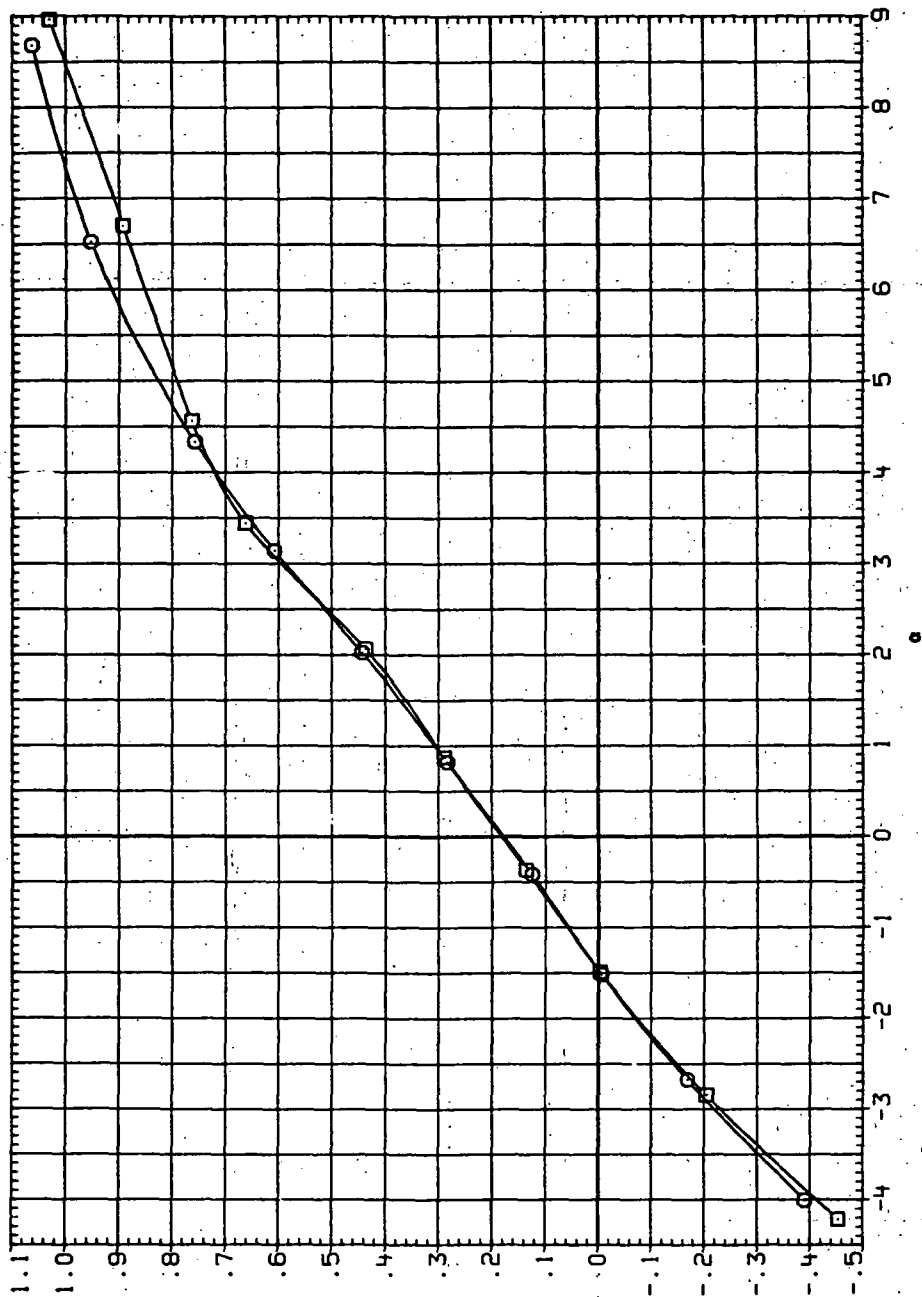
RN/VL Q INSHI  
 6.230 10.600  
 8.200 14.100



(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .  
 Figure 86. - Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR169 7408 (STEEL)  
 RJR215 7408 (STEEL)

RM/L Q(NSH)  
 6.230 13.400  
 8.200 17.800

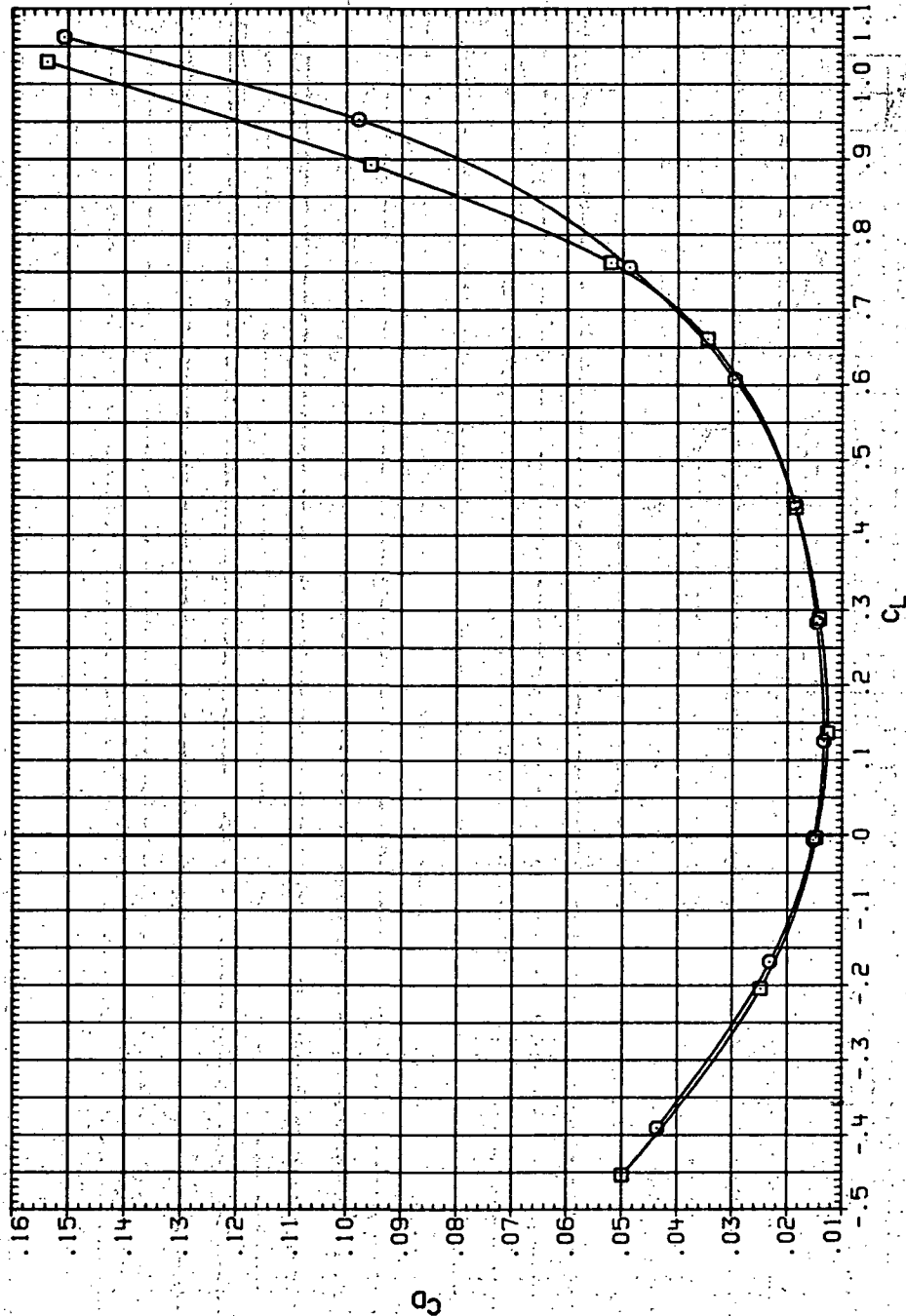


(a)  $C_L$  vs  $\alpha$ .

Figure 87.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 0$ ,  $M = 0.8$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R.1169 O 740B (STEEL)  
 R.0215 □ 740B (STEEL)

RN/L Q(NSH)  
 8.230 13.400  
 8.200 17.800

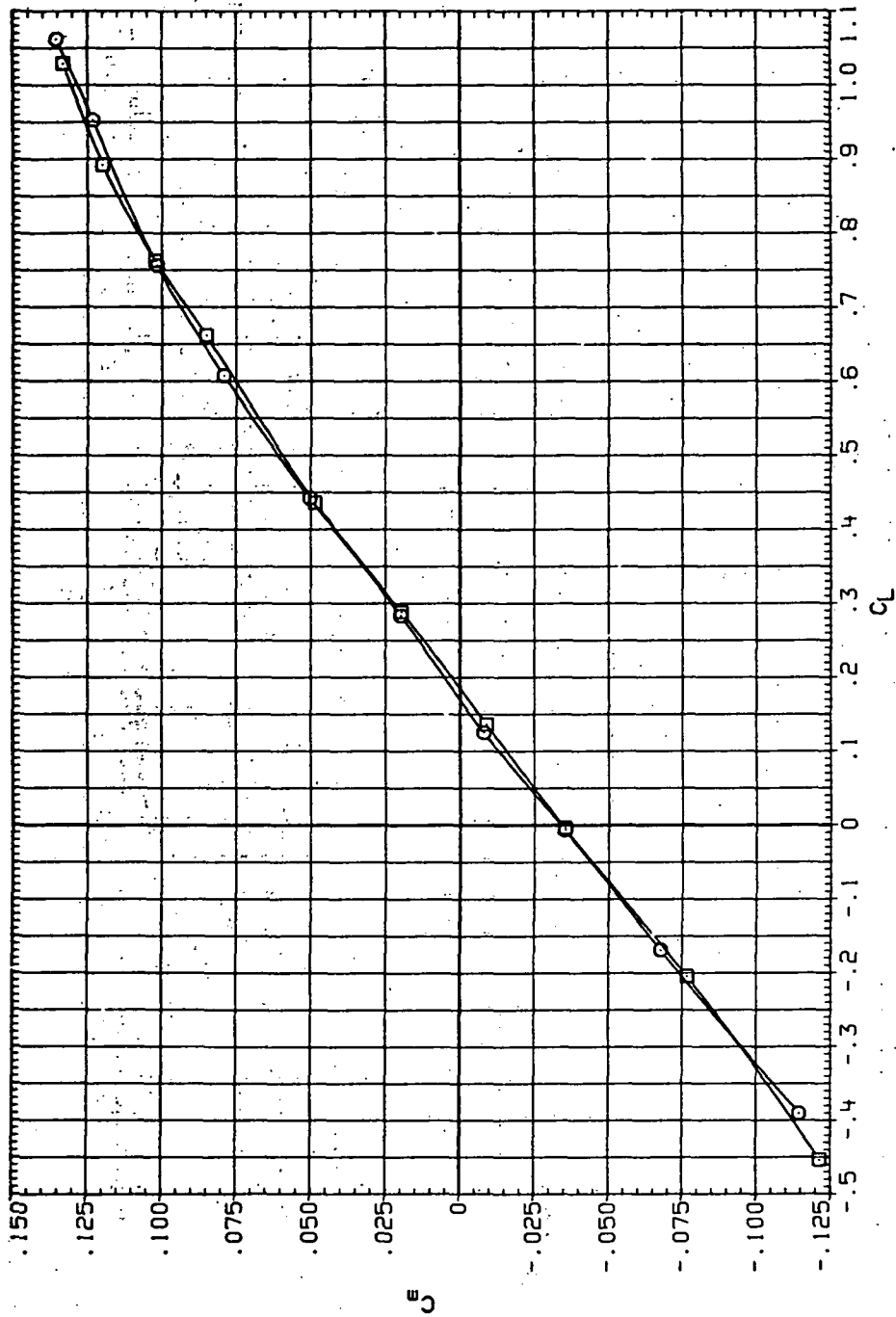


(b)  $C_D$  vs  $C_L$ .

Figure 87.— Continued:

DATA SET SYMBOL CONFIGURATION  
 RJR169 ○ 7408 (STEEL)  
 RJR219 □ 7408 (STEEL)

RN/L O(NSH)  
 6.230 13.400  
 6.200 17.800

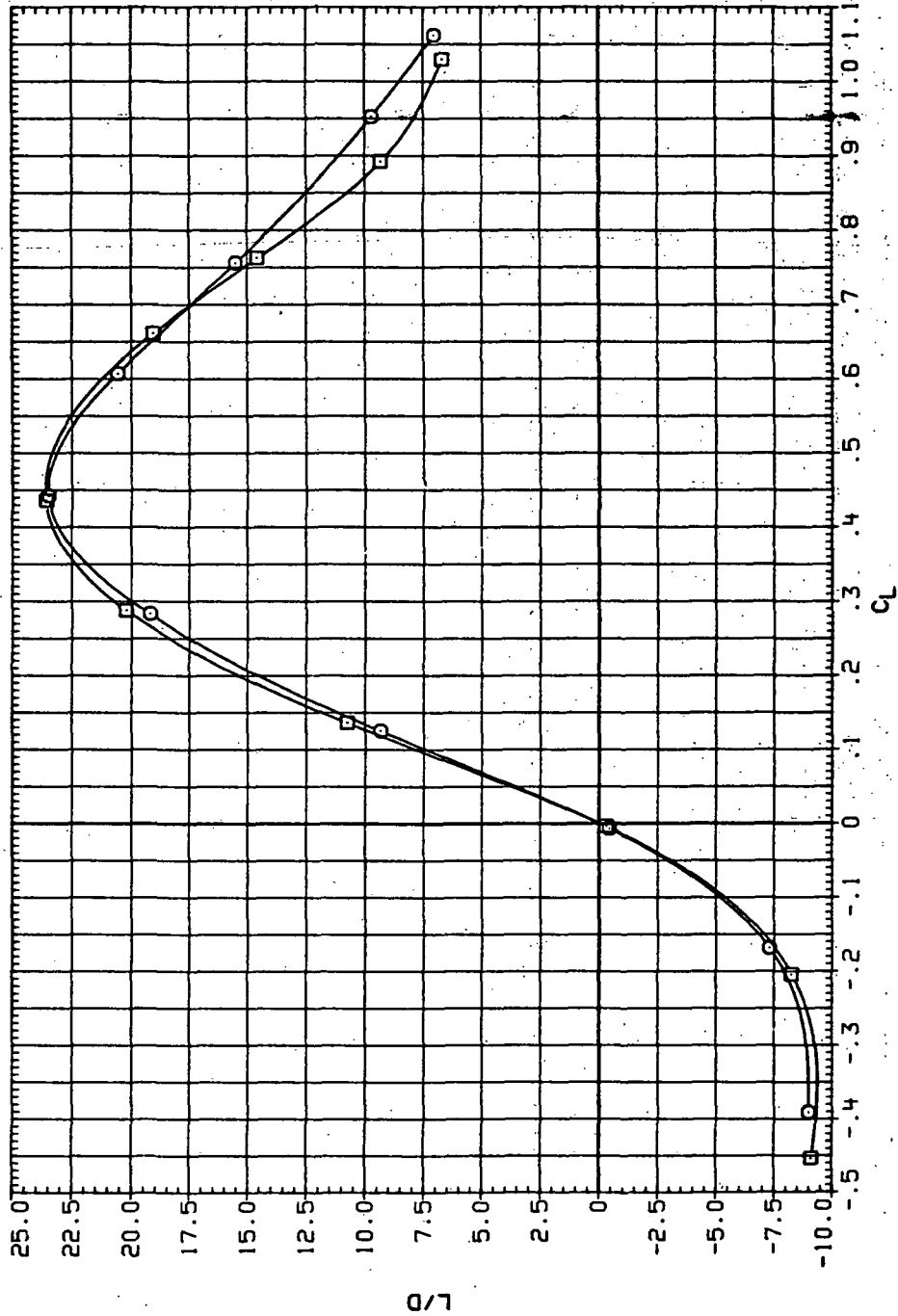


(c) C<sub>m</sub> vs C<sub>L</sub>

Figure 87. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR169 ○ 7M08 (STEEL)  
 RJR215 □ 7M08 (STEEL)

RN/L Q(NSH)  
 6.230 13.400  
 8.200 17.800

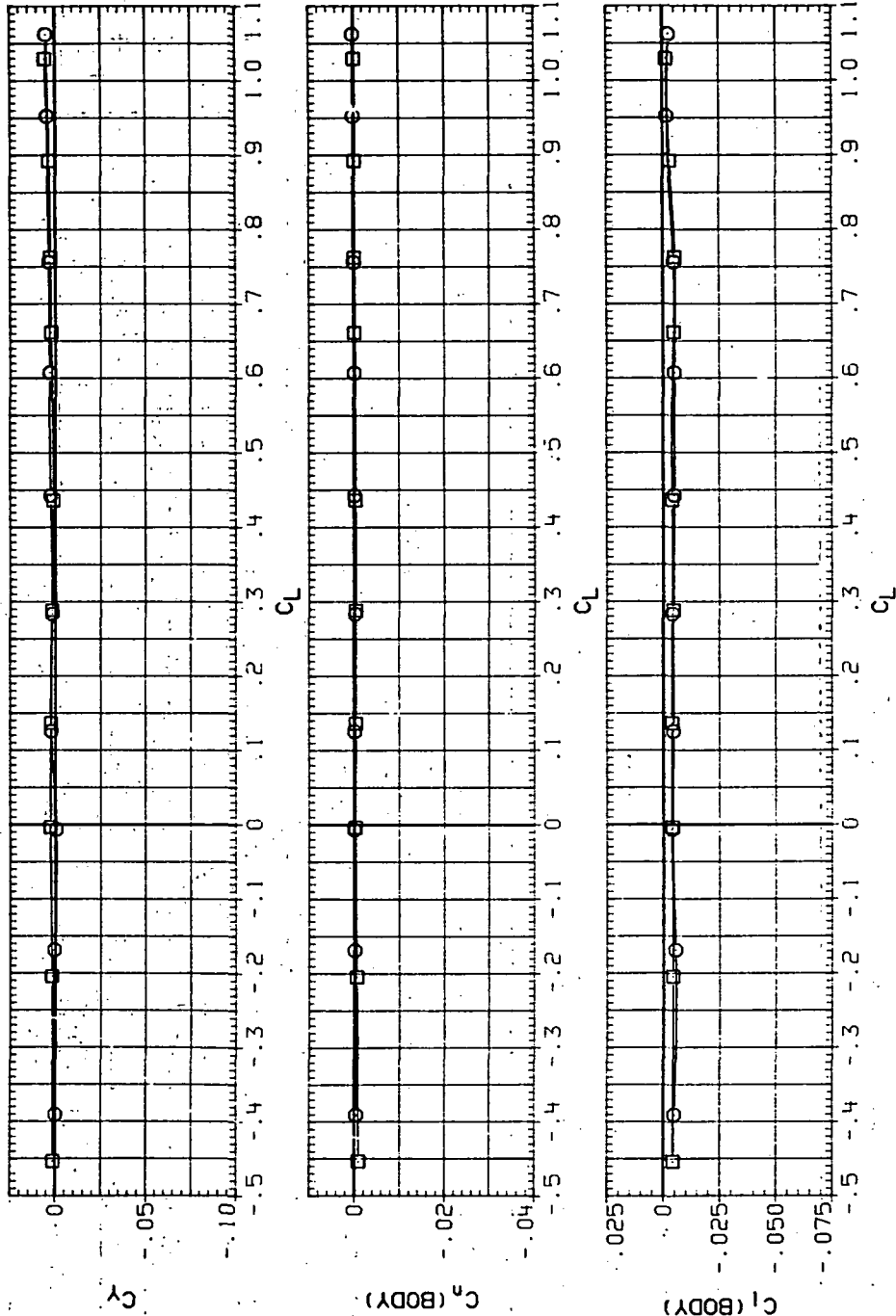


(d)  $L/D$  vs  $C_L$

Figure 87.— Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR169            740B (STEEL)  
 RJR215            740B (STEEL)

RN/L    Q(INSH)  
 6,230    13,400  
 8,200    17,800

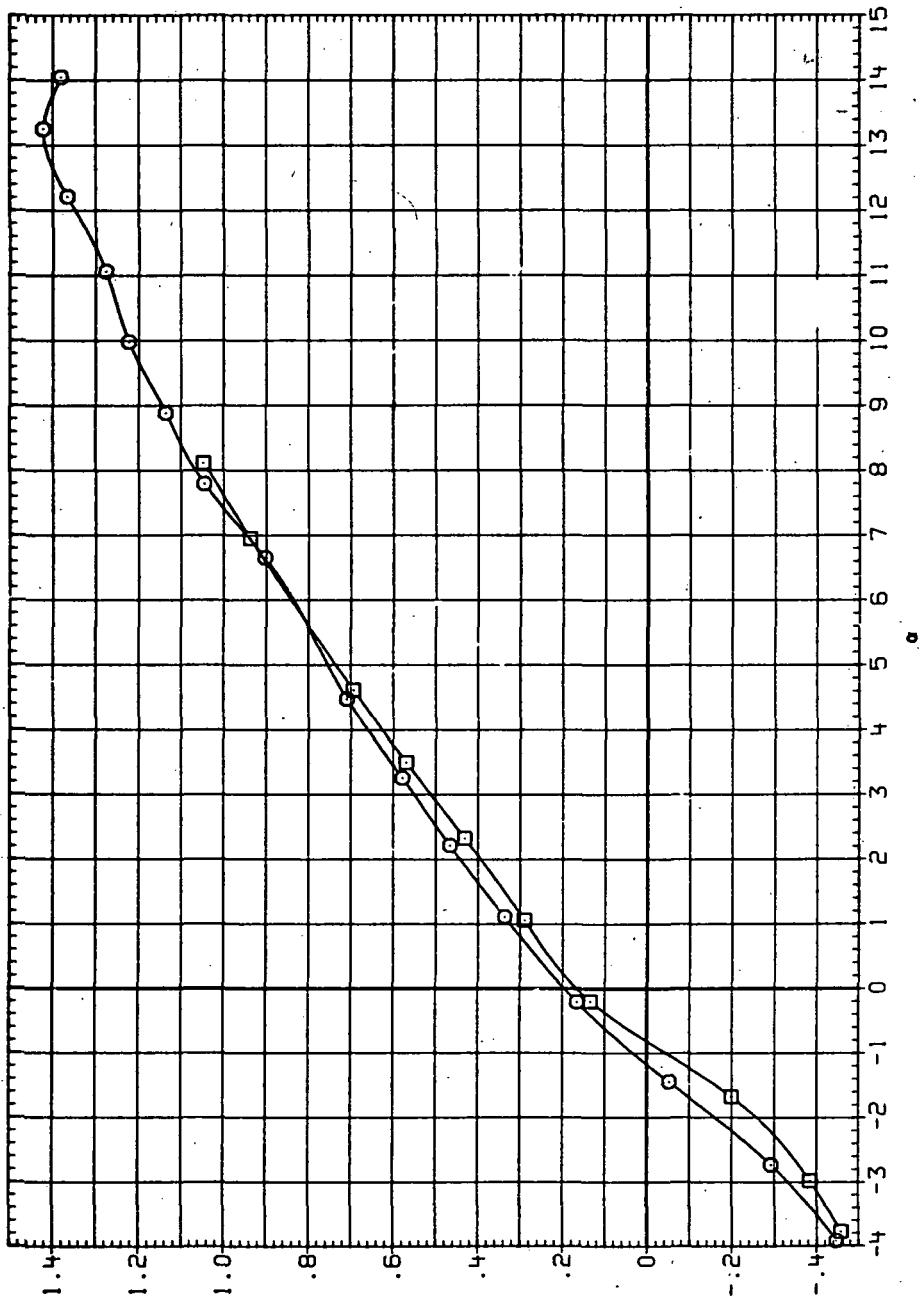


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 87.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR170 O 7MOB (STEEL)  
 RJR216 □ 7MOB (STEEL)

RV/L Q (INCH)  
 8.230 14.500  
 8.200 19.200



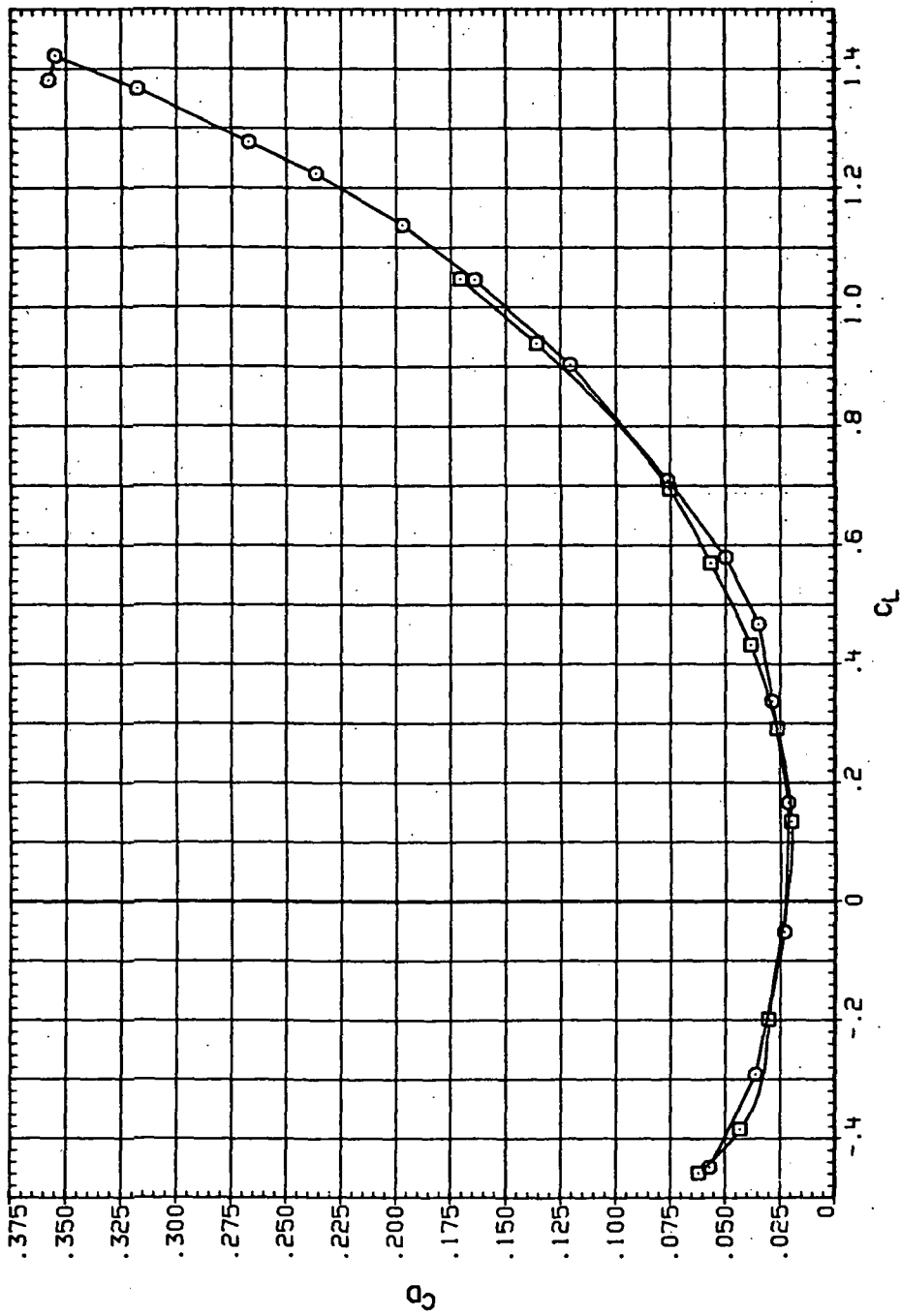
(a)  $C_L$  vs  $\alpha$ .

Figure 88.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 0$ ,  $M = 0.9$  and the NACA 65A204 airfoil).



DATA SET SYMBOL CONFIGURATION  
 RJR170 ○ 7NDB (STEEL)  
 RJR216 □ 7NDB (STEEL)

RV/L Q(NSH)  
 6.230 14.500  
 8.200 19.200

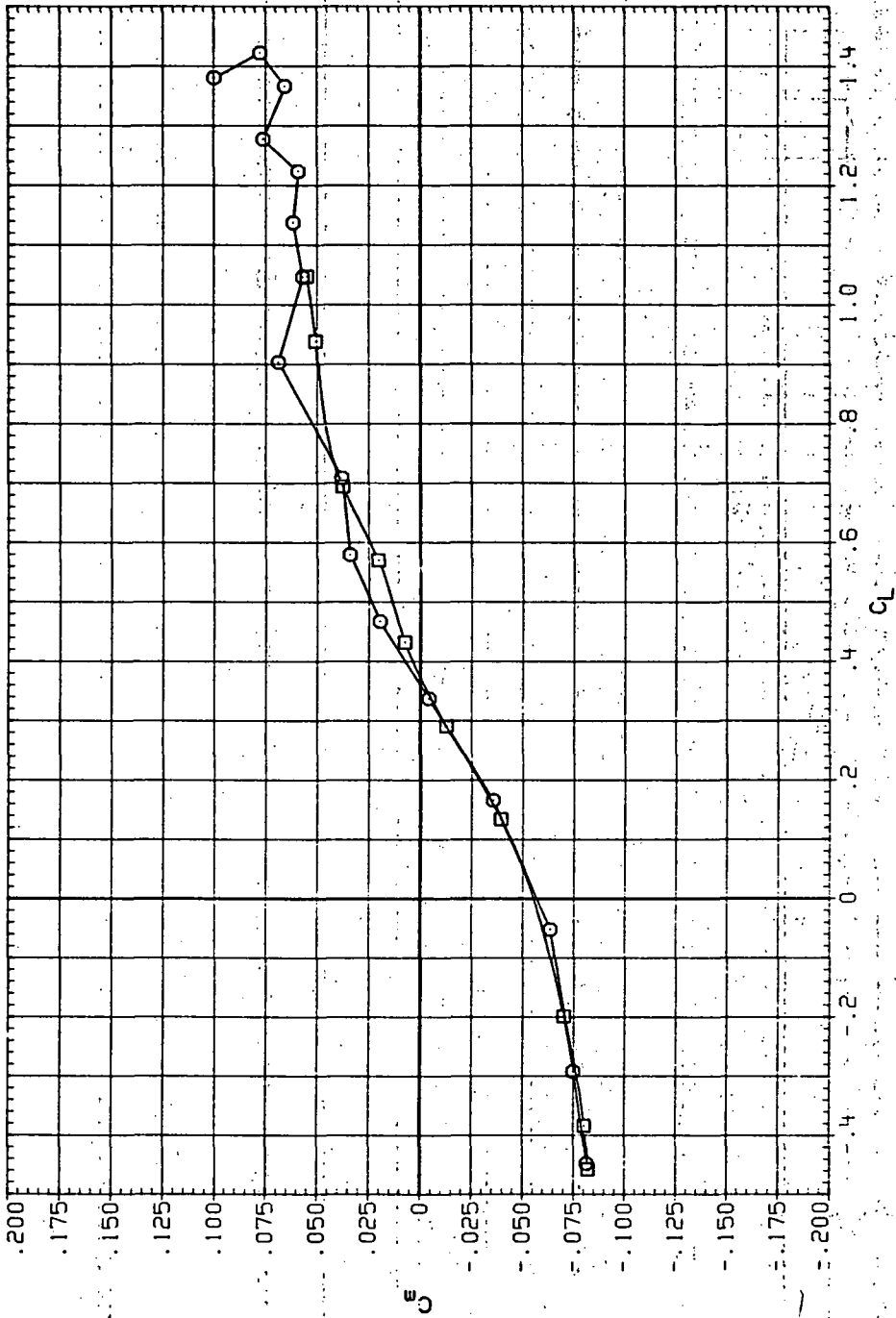


(b)  $C_D$  vs  $C_L$ .

Figure 88.-- Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR170 740B (STEEL)  
 RJR216 740B (STEEL)

RV/L Q(NSM)  
 6.230 14.500  
 8.200 19.200

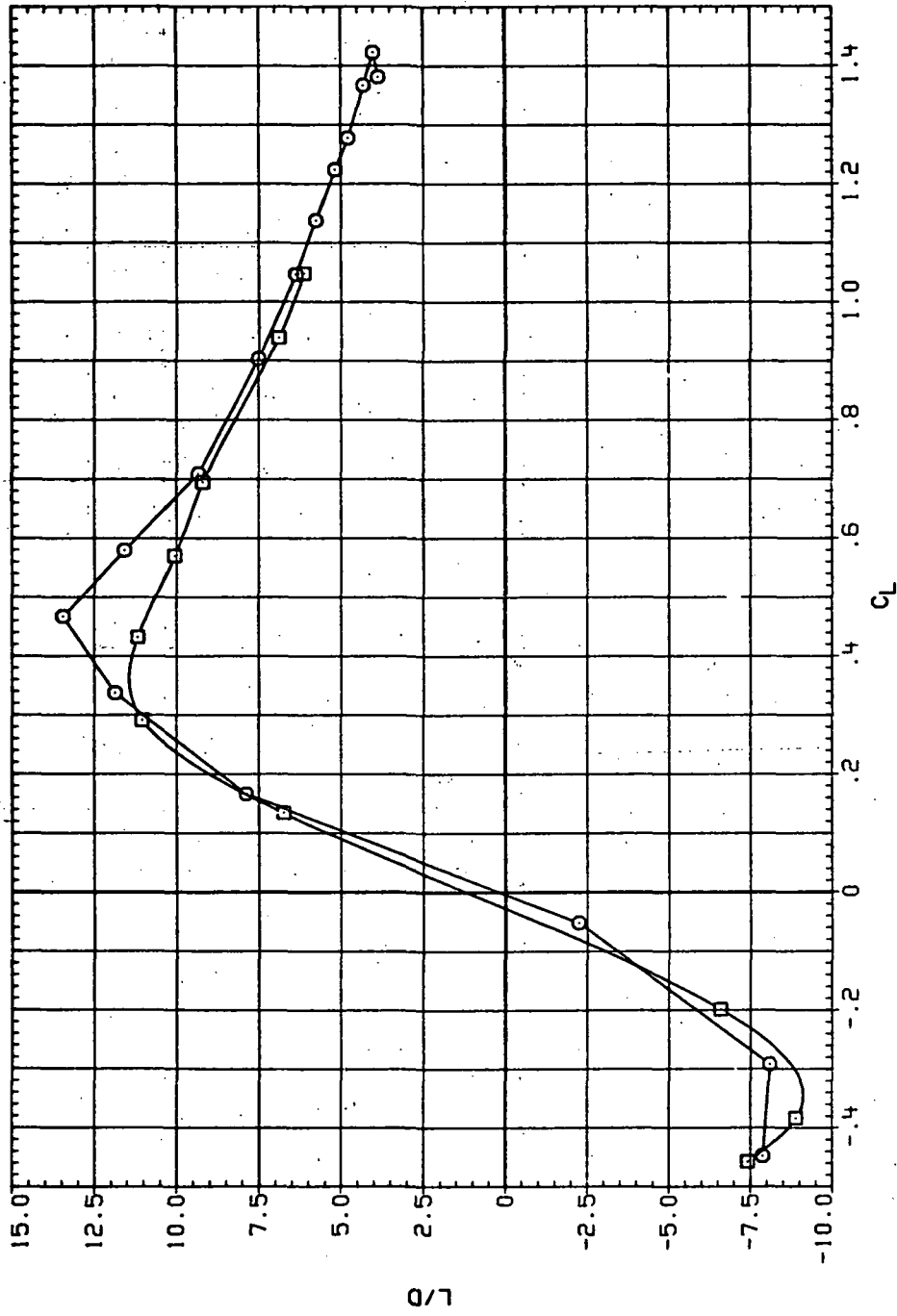


(c)  $C_m$  vs  $C_L$

Figure 88. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR170 ○ 7N08 (STEEL)  
 RJR276 □ 7N08 (STEEL)

RM/L Q (INCH)  
 8.230 14.500  
 8.260 19.200

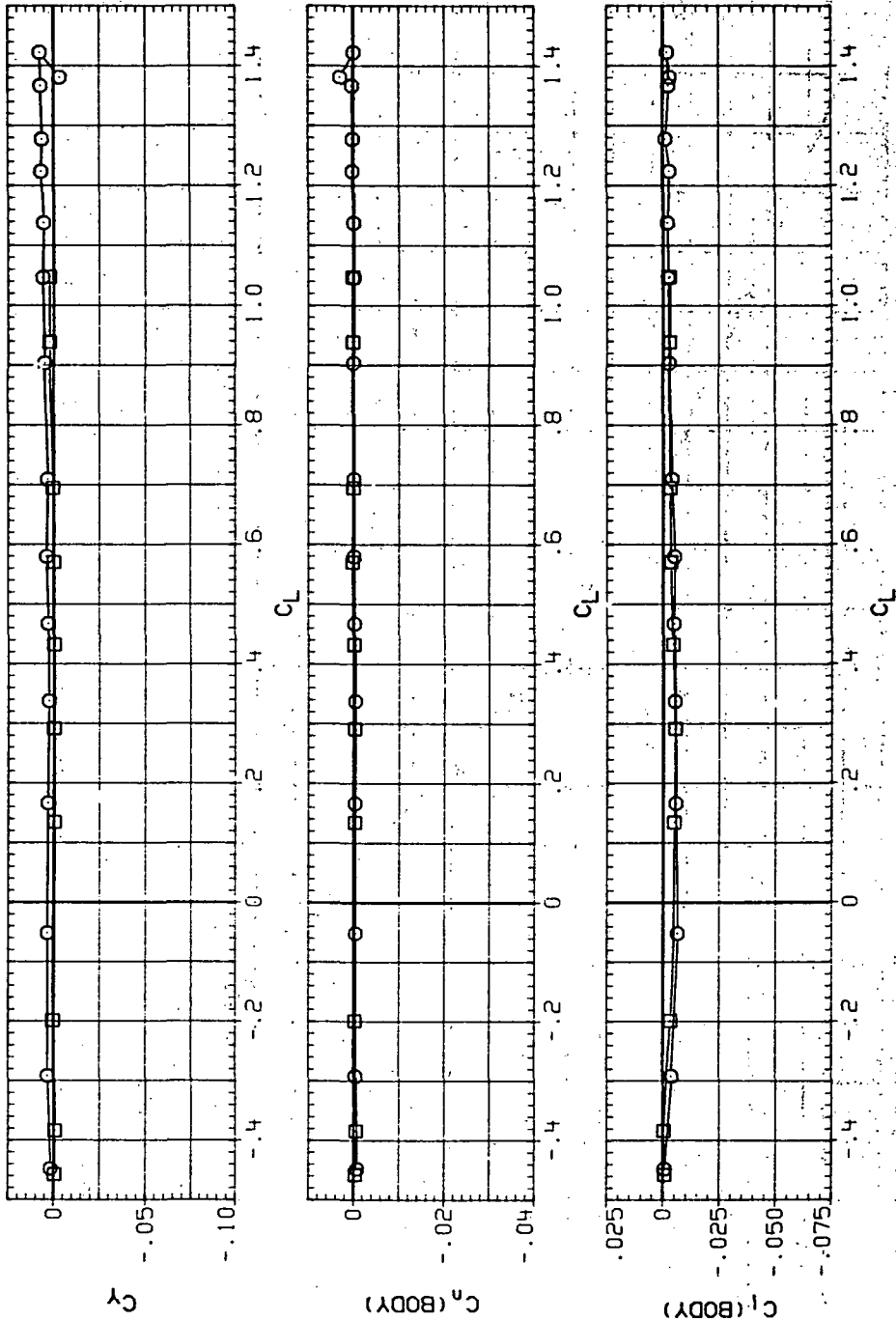


(d)  $L/D$  vs  $C_L$ .

Figure 88.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR170 740B (STEEL)  
 RJR216 740B (STEEL)

RN/L 0 (NSM)  
 6.230 14.500  
 8.200 19.200

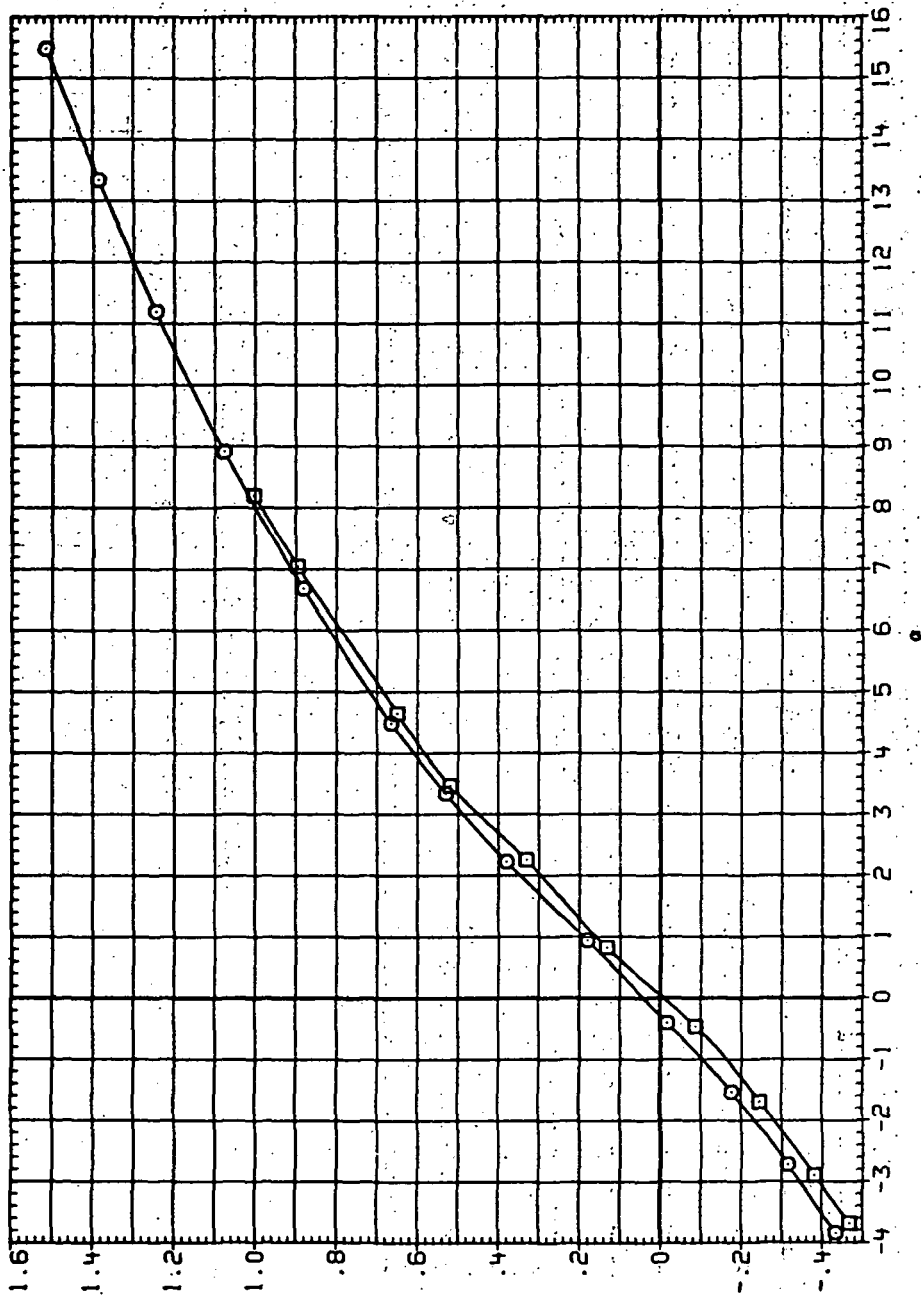


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 88. - Concluded.

0 SET SYMBOL CONFIGURATION  
 h-171 7N08 (STEEL)  
 R-2217 8N08 (STEEL)

01NSH1  
 8.200 15.000  
 8.200 19.800

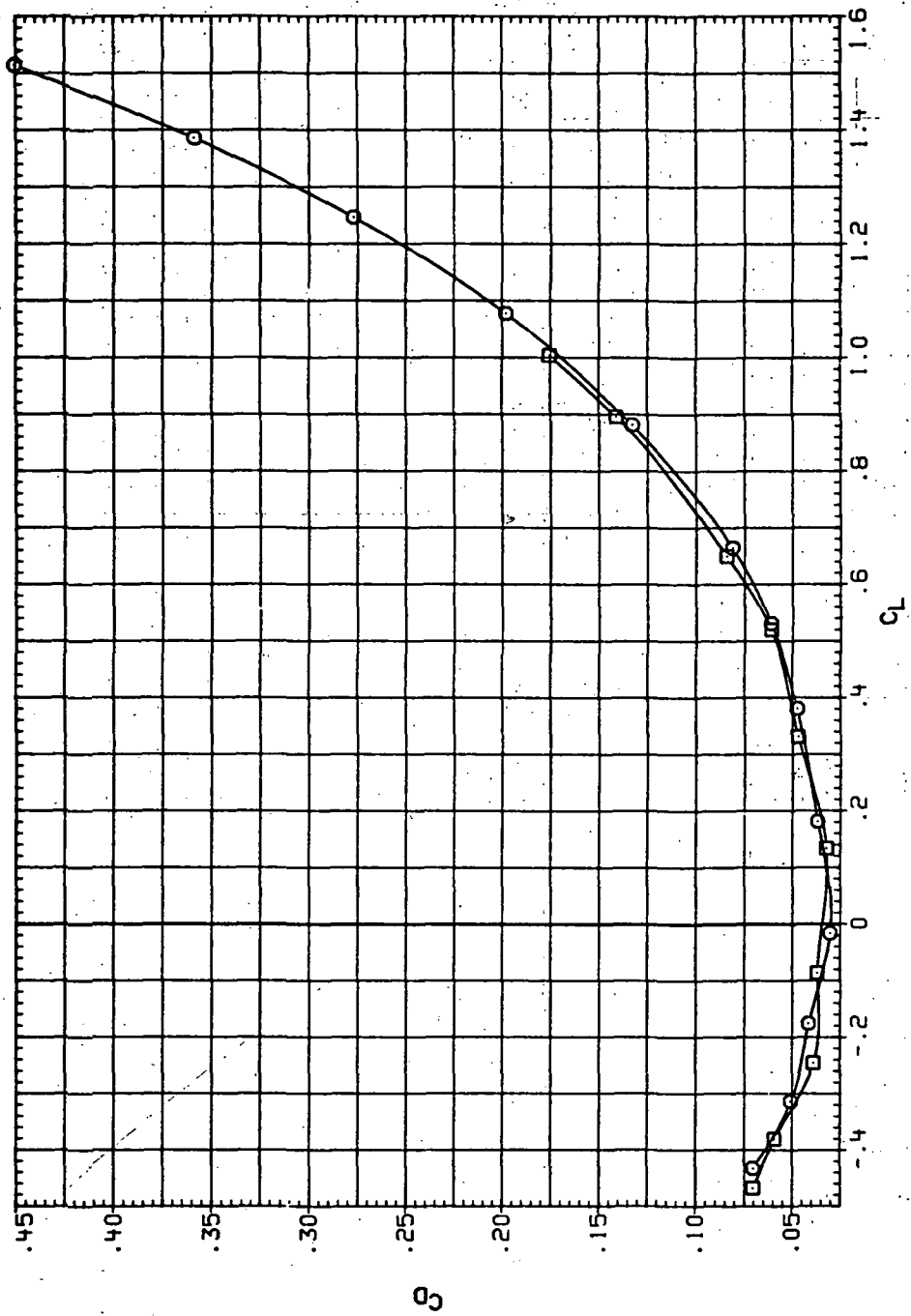


(a)  $C_L$  vs  $\alpha$

Figure 89.— Dynamic-pressure effects on the aerodynamic characteristics of the steel trapezoidal oblique wing-body combination ( $\Lambda = 0$ ,  $M = 0.95$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 71 ○ 7A08 (STEEL)  
 77 □ 7A08 (STEEL)

RV/L Q (INCH)  
 30 15.000  
 30 19.900

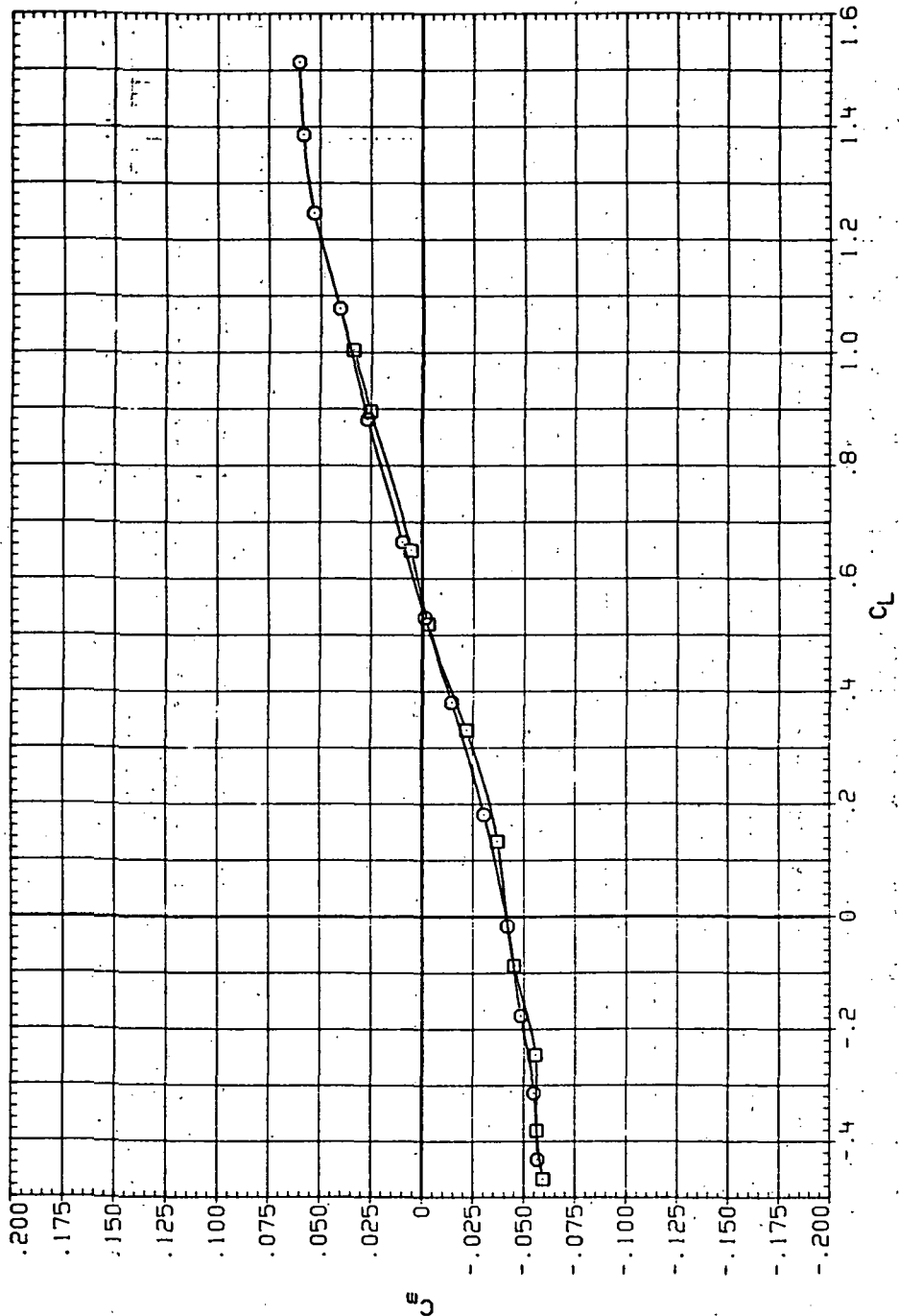


(b)  $C_D$  vs  $C_L$ .

Figure 89. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RUR171 O 7408 (STEEL)  
 RUR217 □ 7408 (STEEL)

RN/L Q(NSM)  
 6.230 15.000  
 8.200 19.900

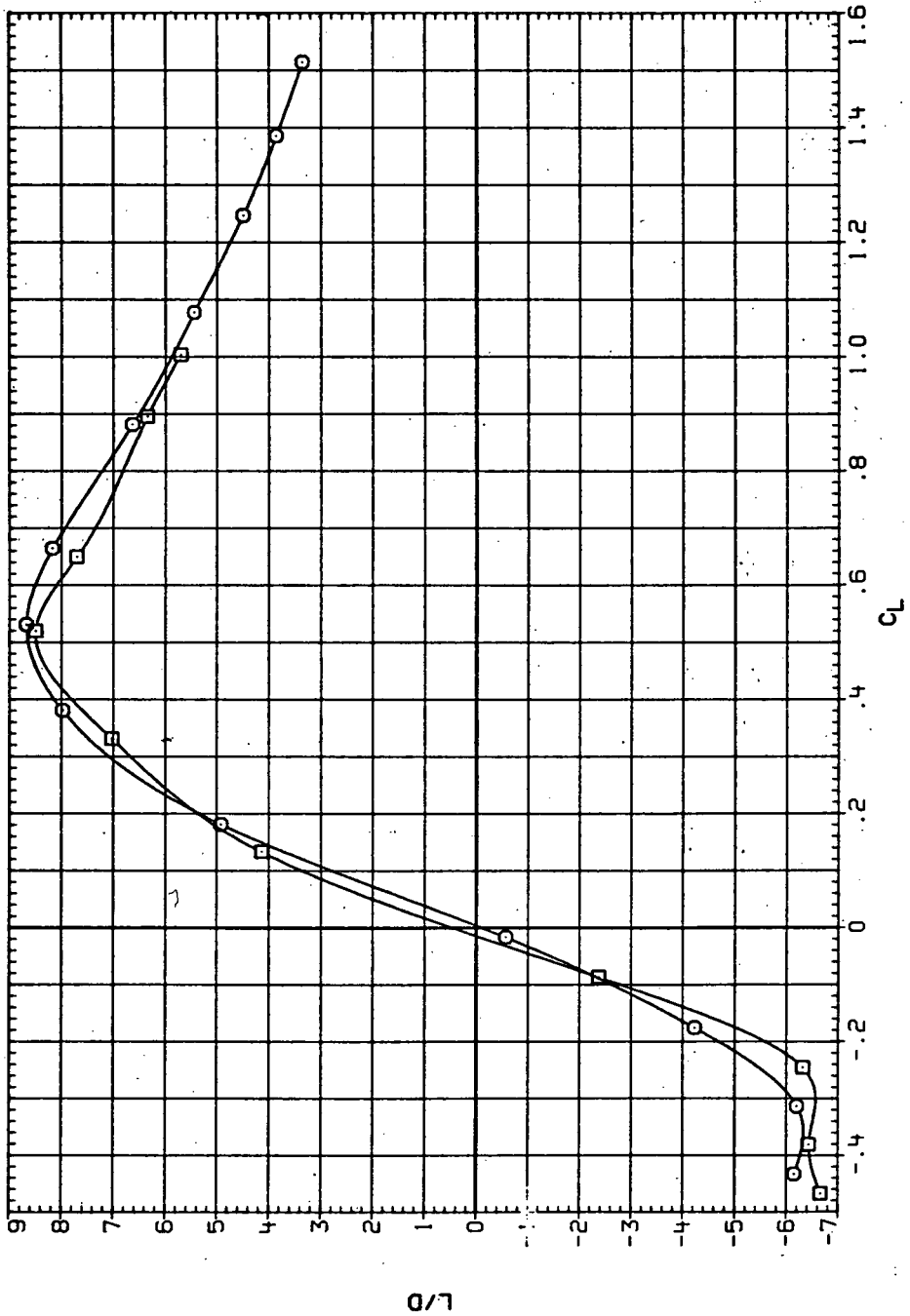


(c)  $C_m$  vs  $C_L$ .

Figure 89.—Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR171 ○ 7MOB (STEEL)  
 RJR217 □ 7MOB (STEEL)

RV/L (IN/IN)  
 8.230 15.000  
 8.200 19.900



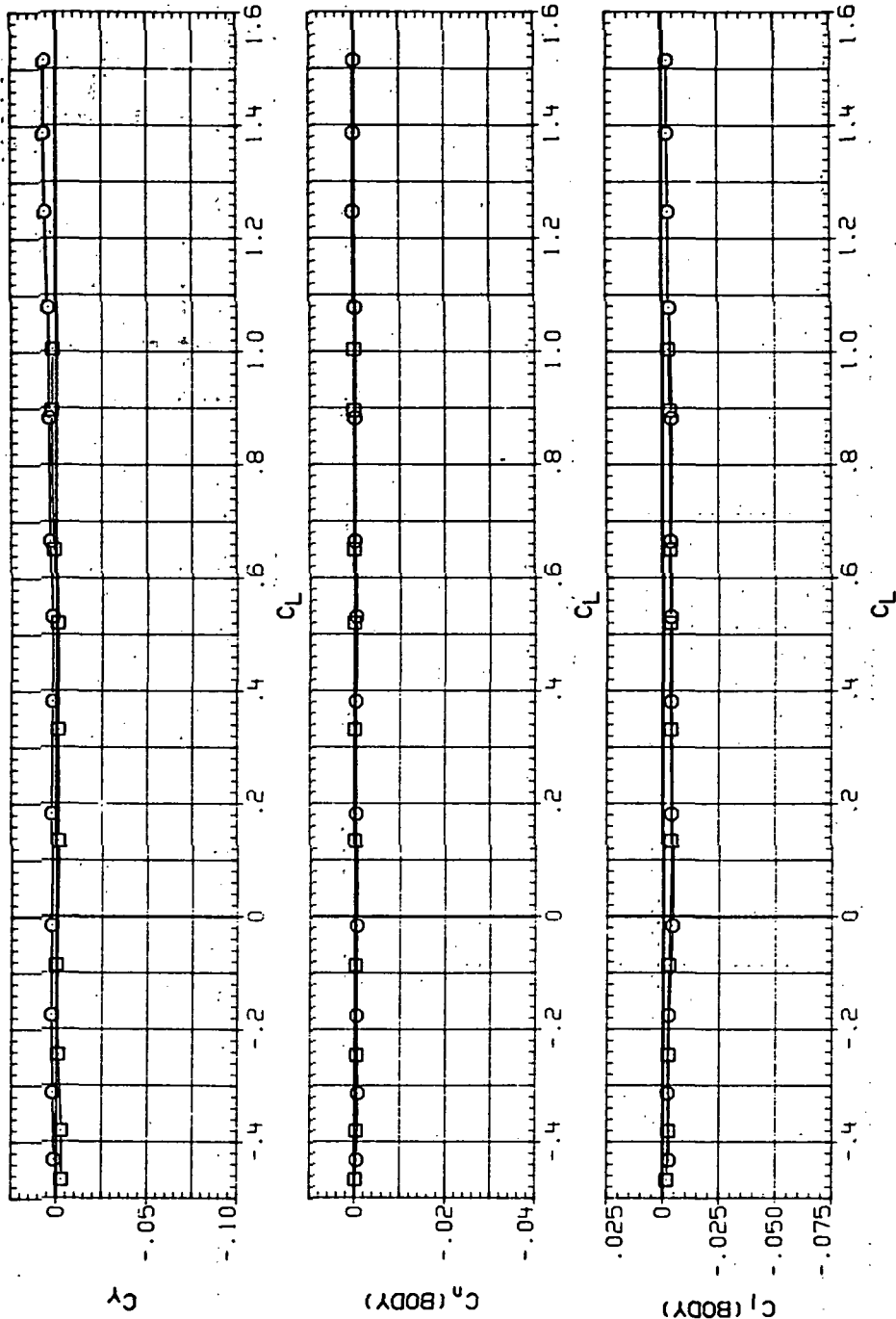
(d)  $L/D$  vs  $CL$ .

Figure 89. - Continued.



DATA SET SYMBOL    CONFIGURATION  
 RJR171            740B (STEEL)  
 RJR217            740B (STEEL)

RN/L            Q(NSH)  
 6.230           15.000  
 8.200           19.900

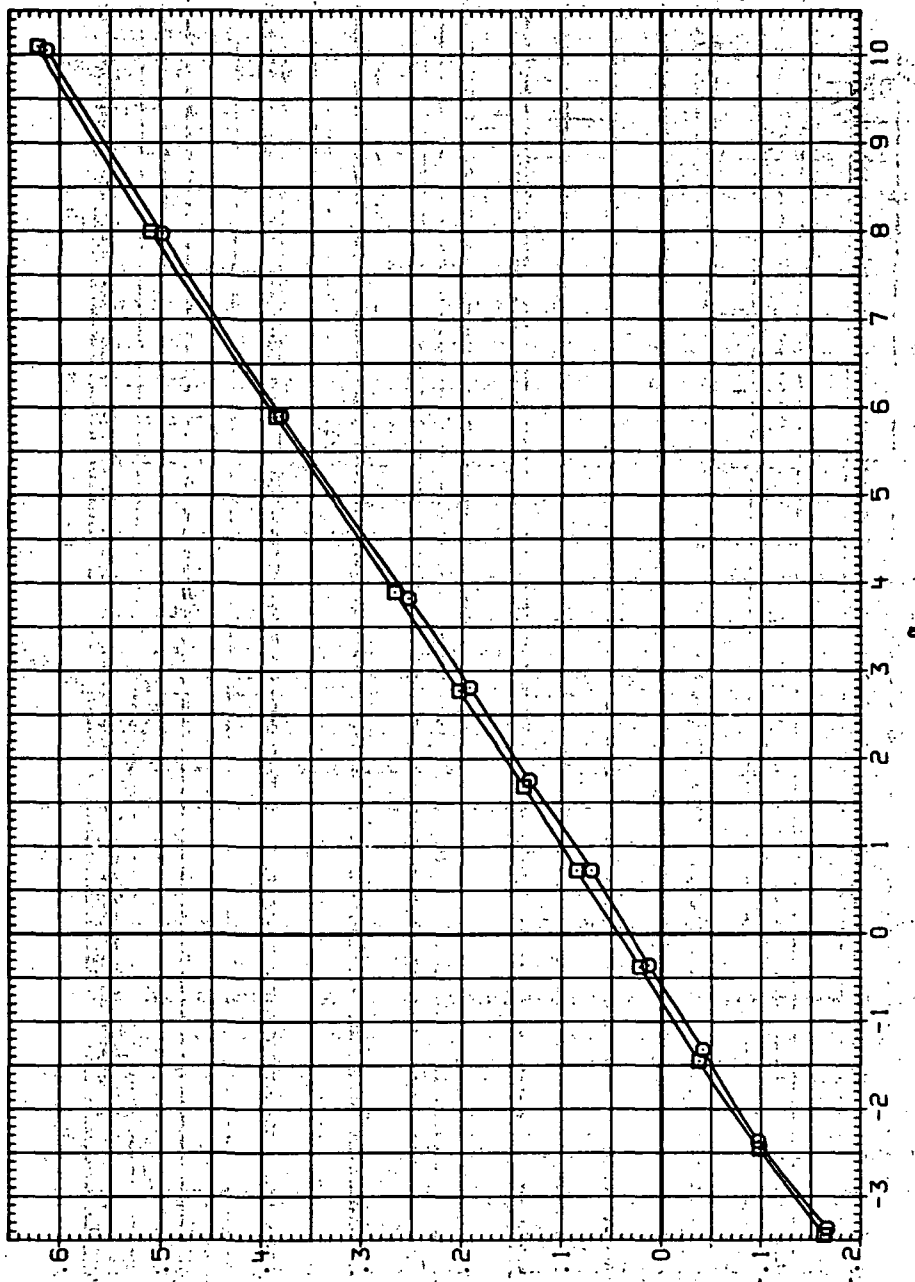


(e)  $C_y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 89.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR259 □ 6A250 (STEEL)  
 RJR258 ○ 6A200 (STEEL)

RV/L  
 6.230  
 6.200

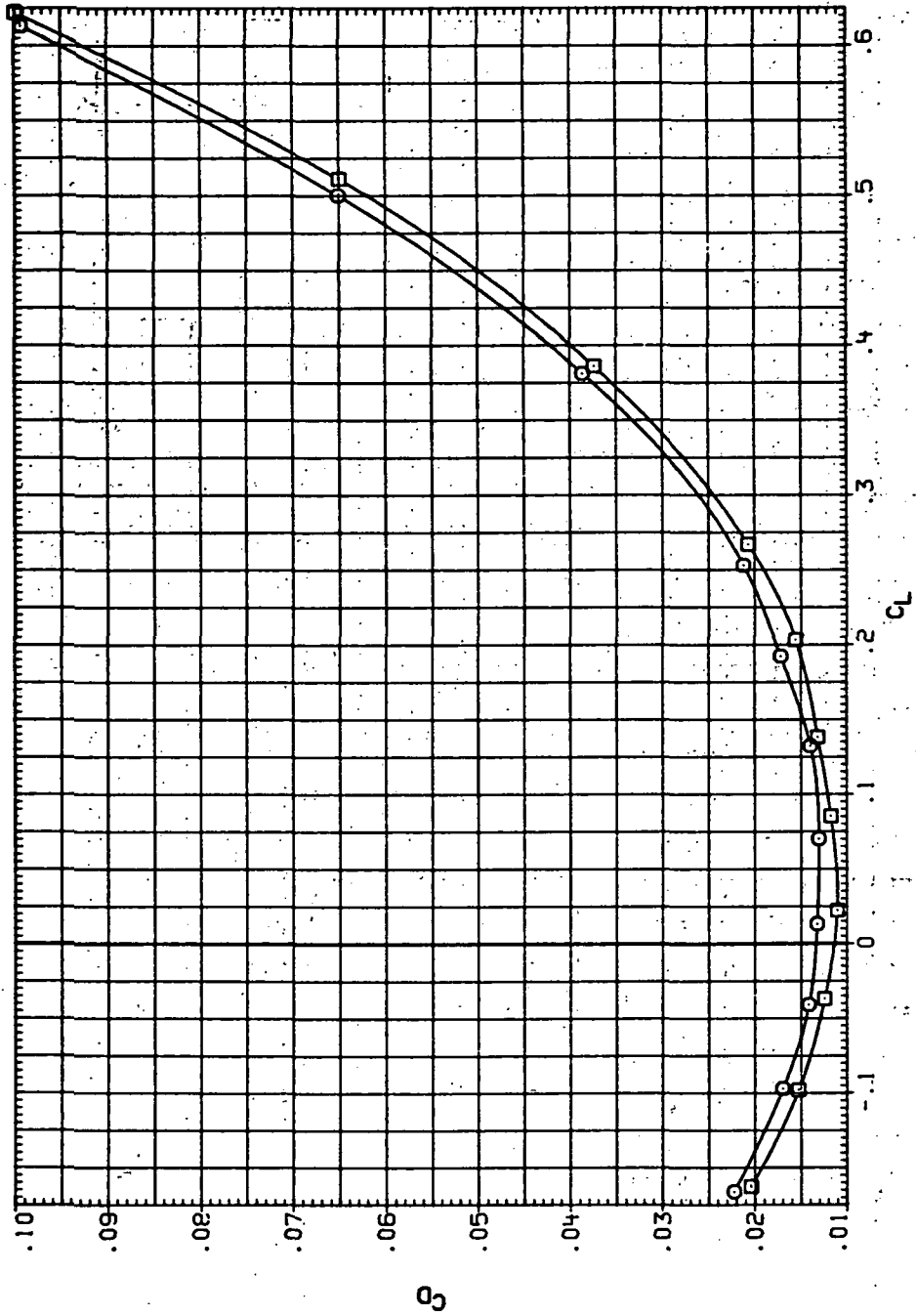


(a)  $C_L$  vs  $\alpha$ .

Figure 90. — Reynolds-number effects on the aerodynamic characteristics of the steel swept wing-body combination ( $M = 0.4$  and the NACA 65A204 airfoil).

C SET SYMBOL CONFIGURATION  
 RJR259 8 BA458 (STEEL)  
 RJR258 8 BA458 (STEEL)

8.230  
 8.200

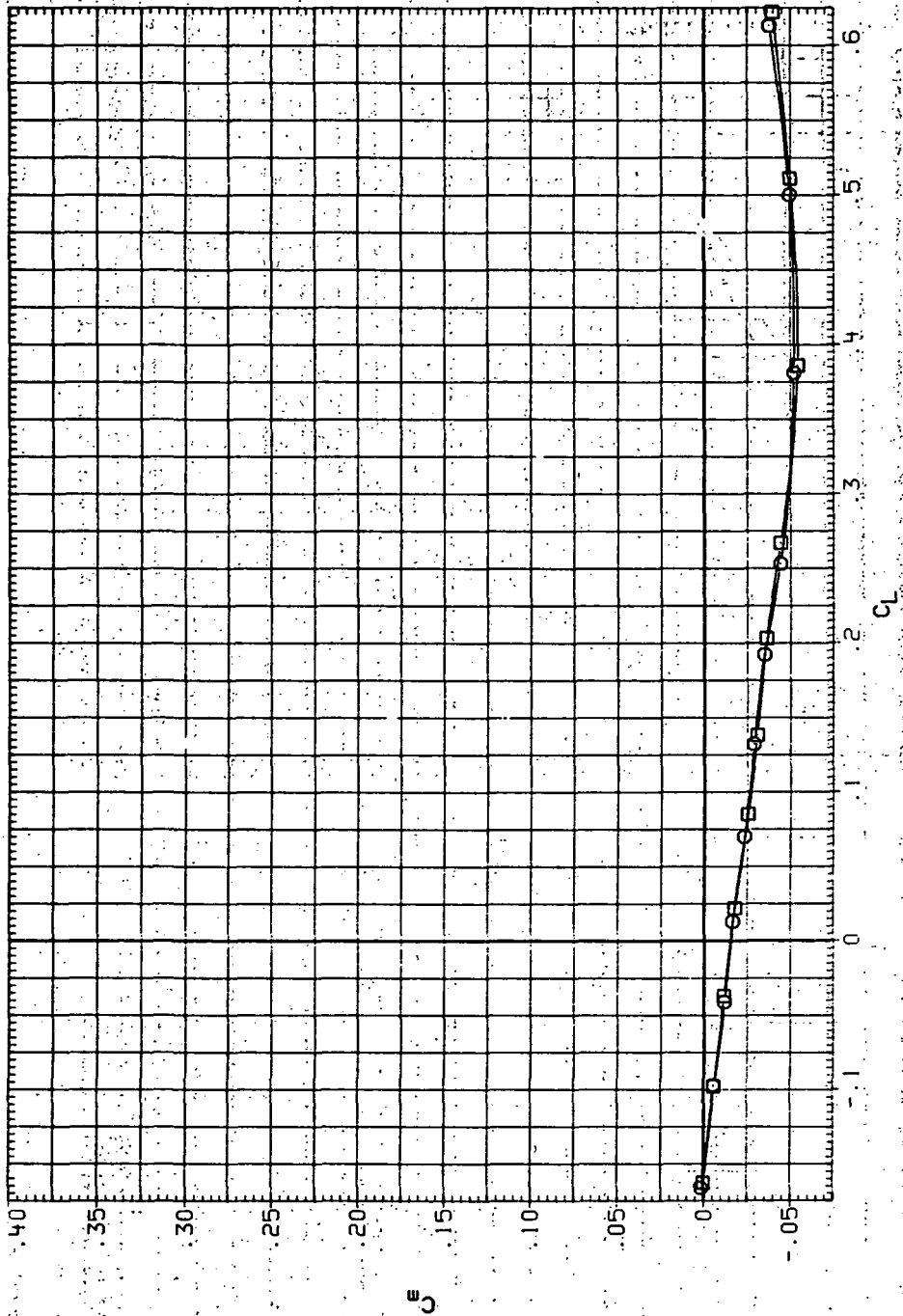


(b)  $C_D$  vs  $C_L$

Figure 90.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJRCS9 ○ 8M9B (STEEL)  
 RJRCS8 □ 8M9E (STEEL)

RN/L  
 6.230  
 8.200

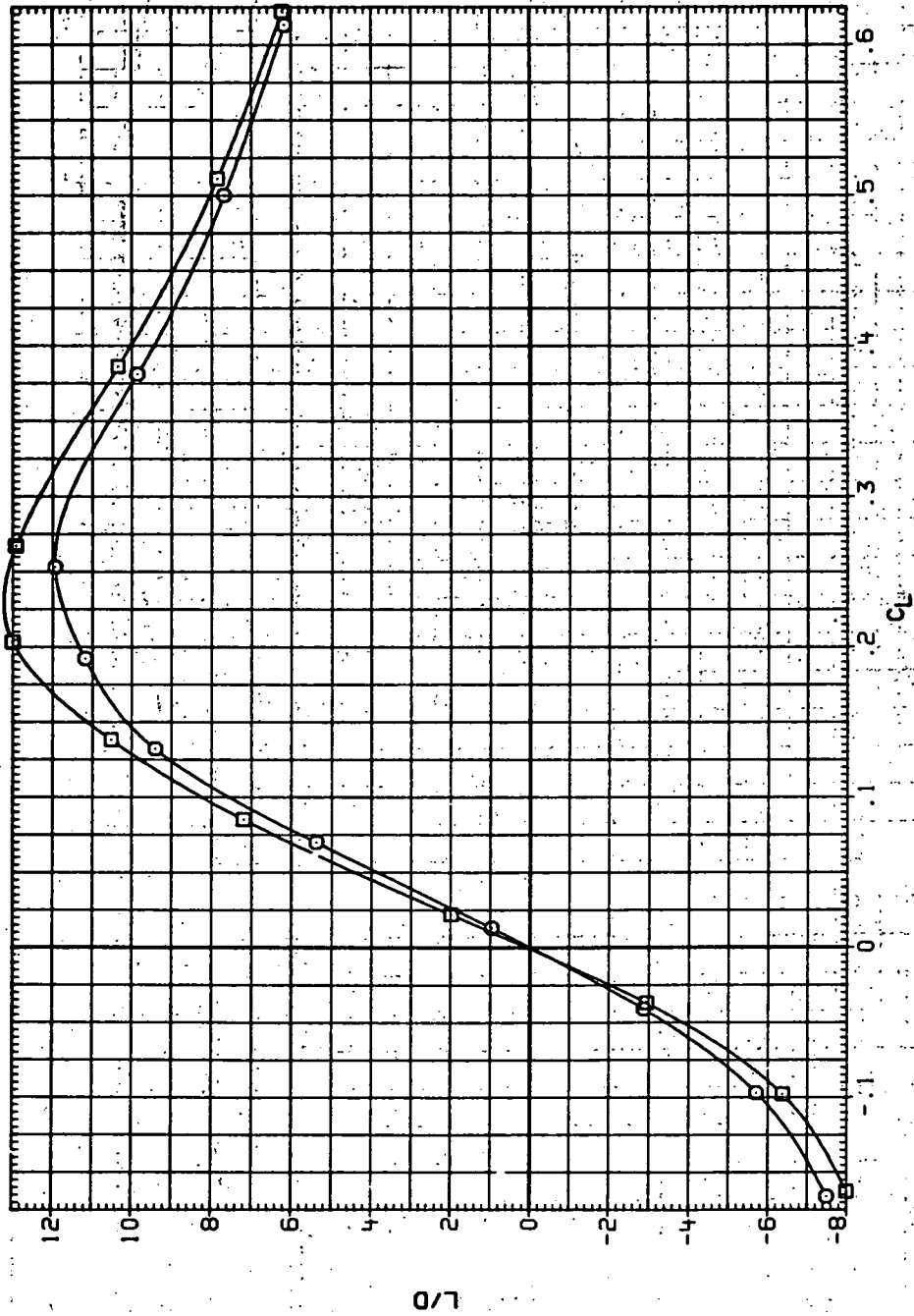


(c)  $C_m$  vs  $C_L$ .

Figure 90. - Continued.

DATA SET SYMBOL CONFIGURATION  
 1 58 8A-58 (STEEL)  
 2 58 8A-58 (STEEL)

RV/L  
 30  
 2.00

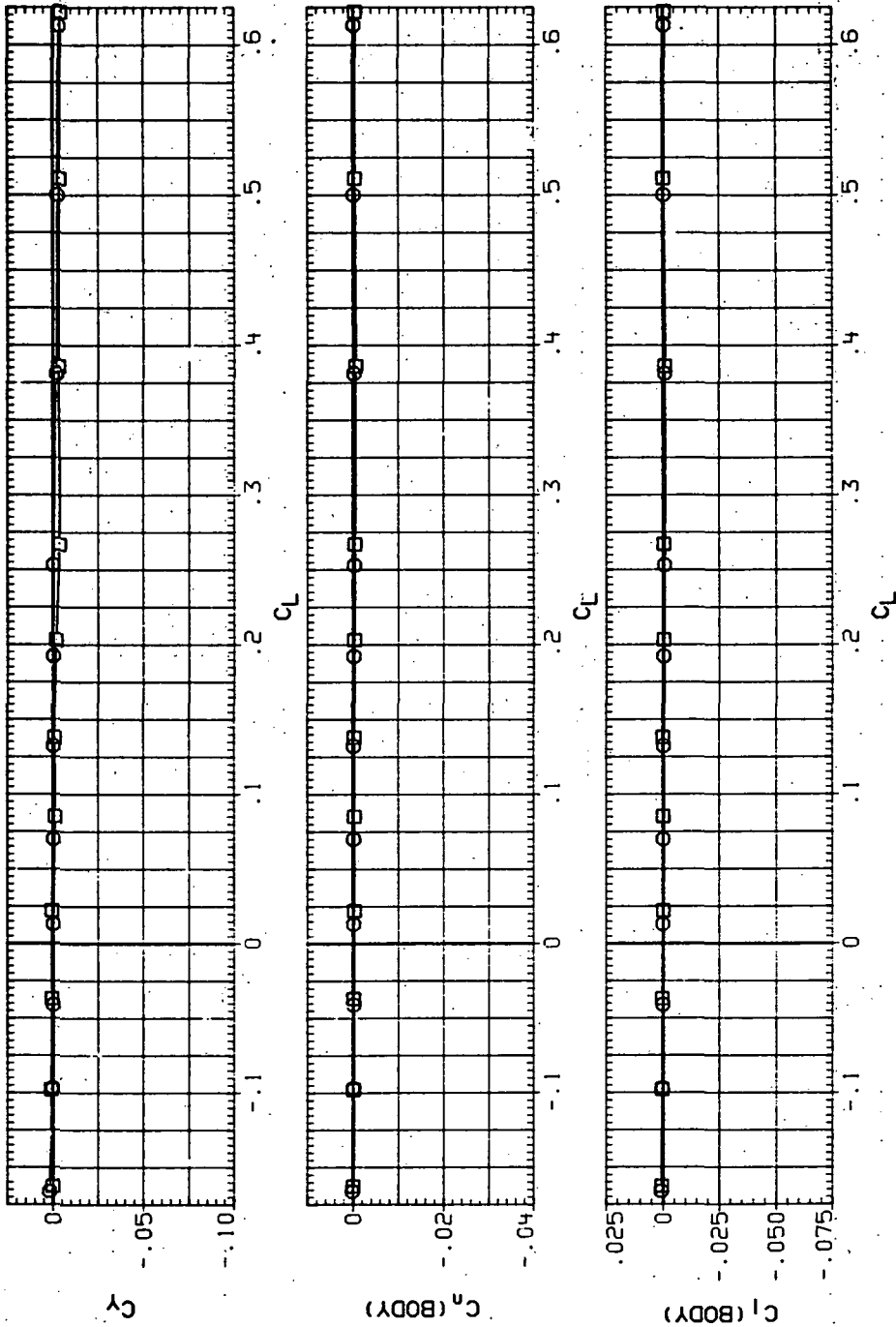


(d)  $L/D$  vs  $C_L$ .

Figure 90.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR259 ◻ 8M-58 (STEEL)  
 RJR258 ◻ 8M-58 (STEEL)

RN/L  
 6.230  
 8.200

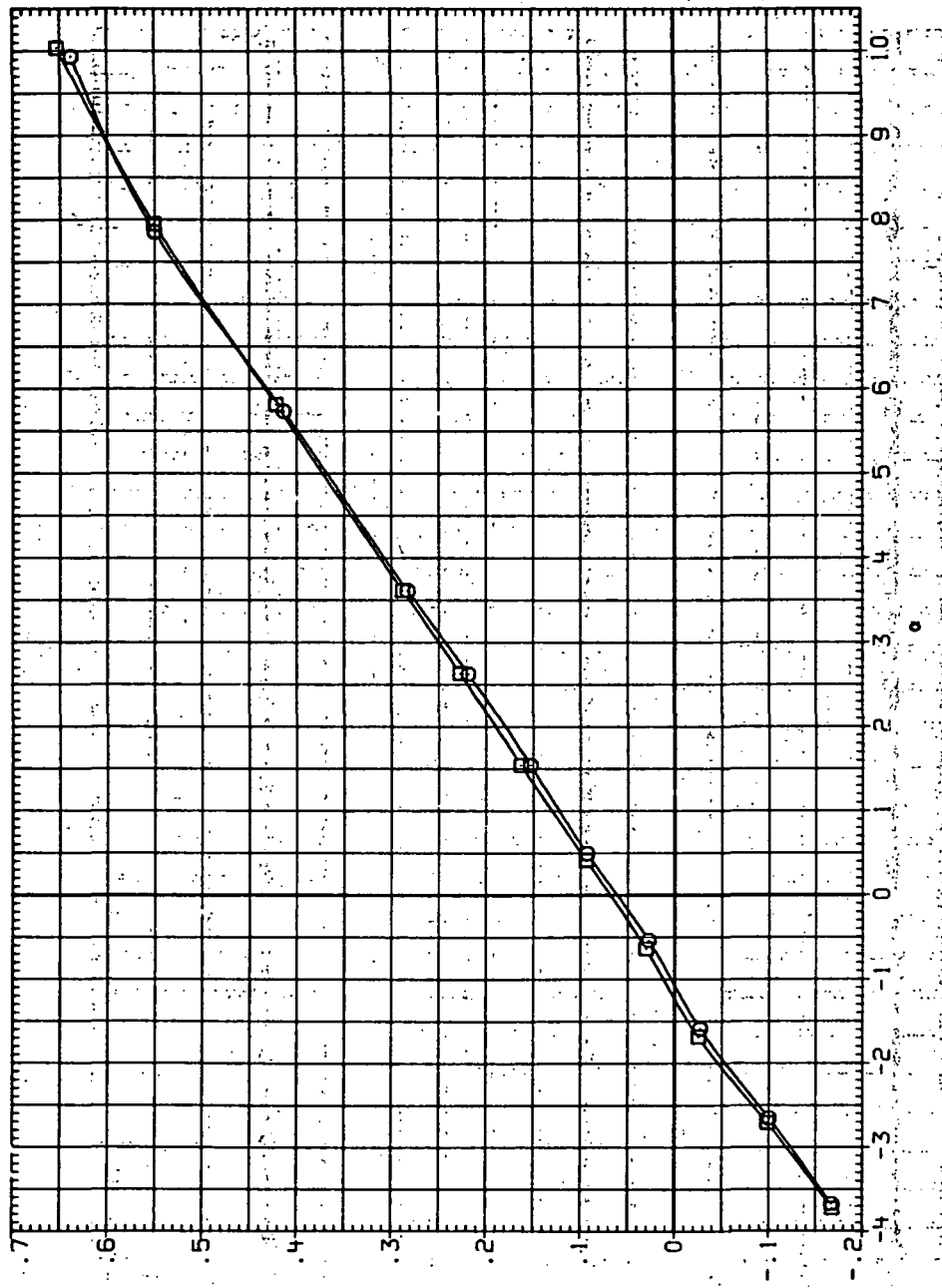


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 90.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR259 □ 6M58 (STEEL)  
 RJR258 ○ 8M58 (STEEL)

RN/L  
 6.230  
 8.200

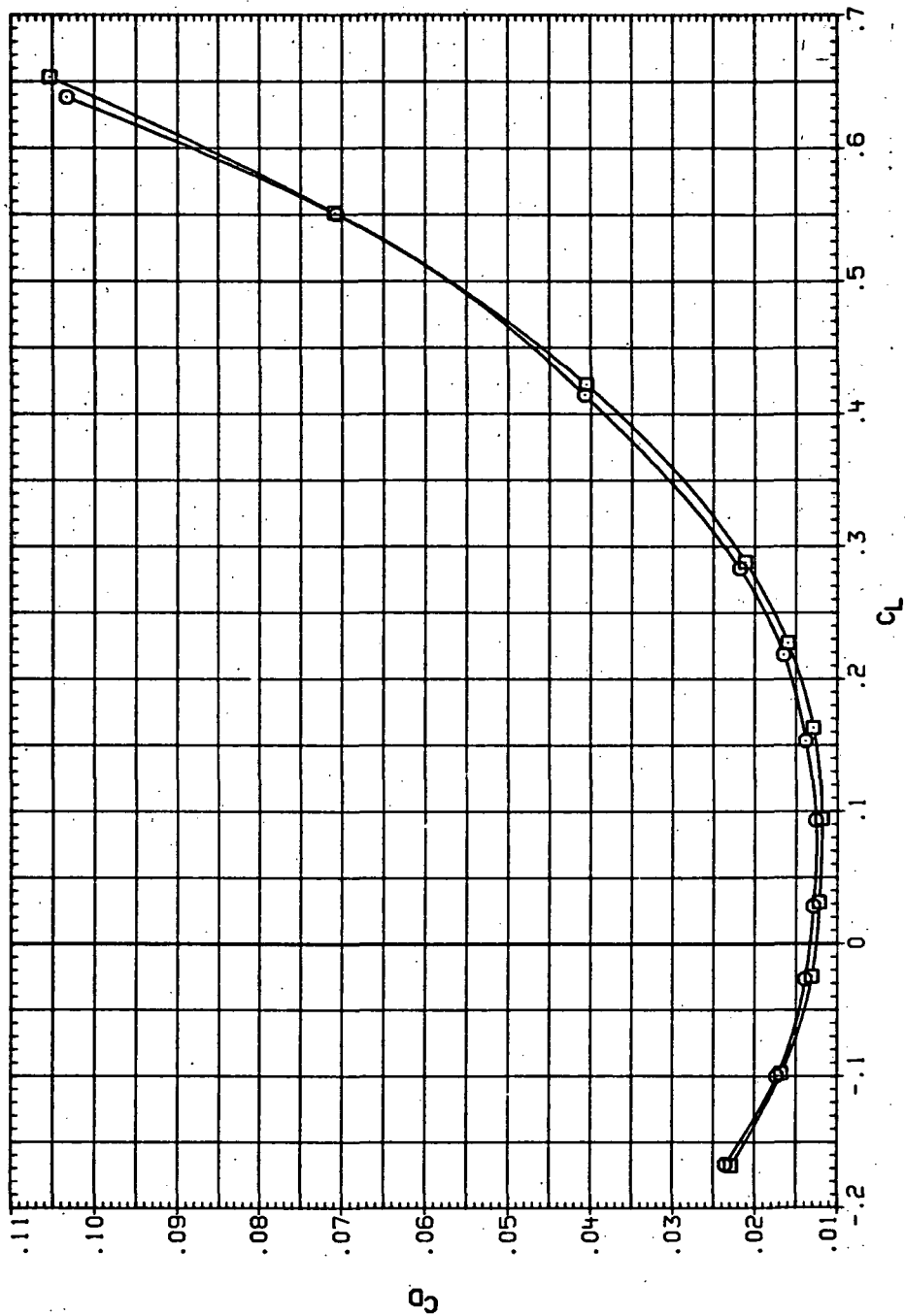


(a)  $C_L$  vs  $\alpha$ .

Figure 91. — Reynolds-number effects on the aerodynamic characteristics of the steel swept wing-body combination ( $M = 0.6$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 R1R2S8 □ GA4SB (STEEL)  
 R1R2S8 ○ GA4SB (STEEL)

RM/L  
 8.230  
 8.200



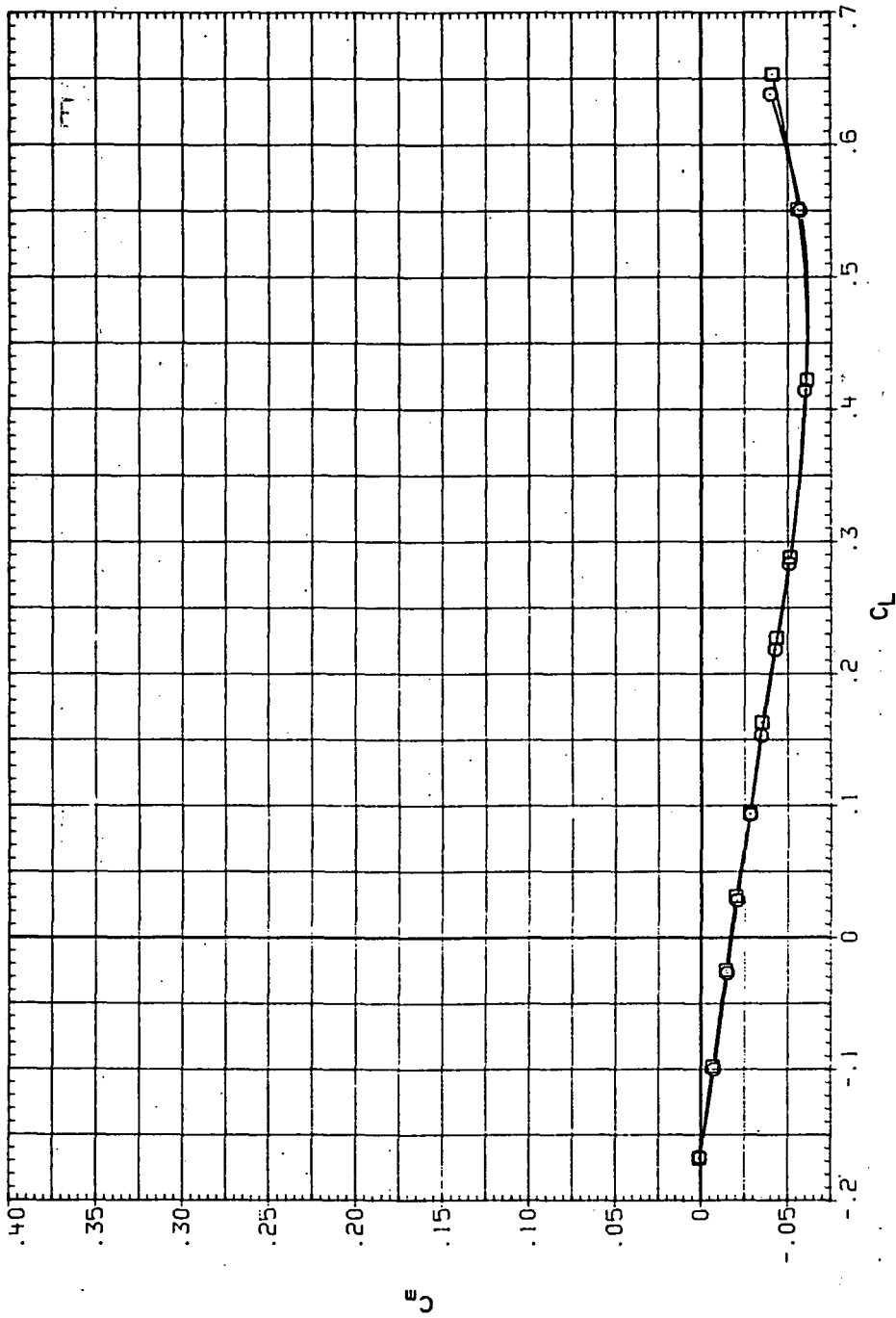
(b)  $C_D$  vs  $C_L$ .

Figure 91.— Continued.



DATA SET SYMBOL .CONF IGURATION  
 RJR259 ○ 8M45B (STEEL)  
 RJR298 □ 8M45B (STEEL)

RN/L  
 6.230  
 8.200

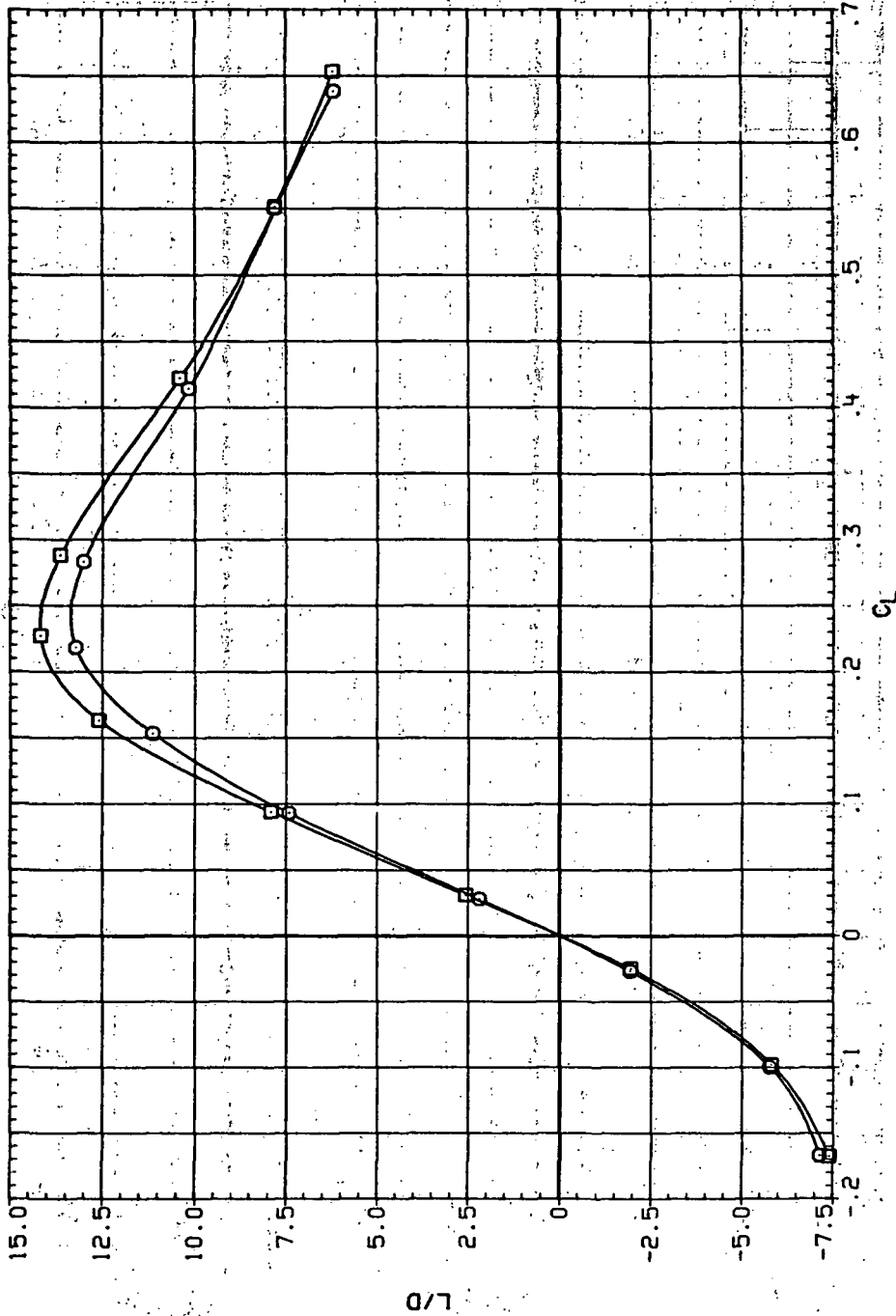


(c)  $C_m$  vs  $C_L$ .

Figure 91.— Continued.

DA SET SYMBOL CONFIGURATION  
 RUR259 O 8M5B (STEEL)  
 RUR258 □ 8M5B (STEEL)

6.230  
 8.200

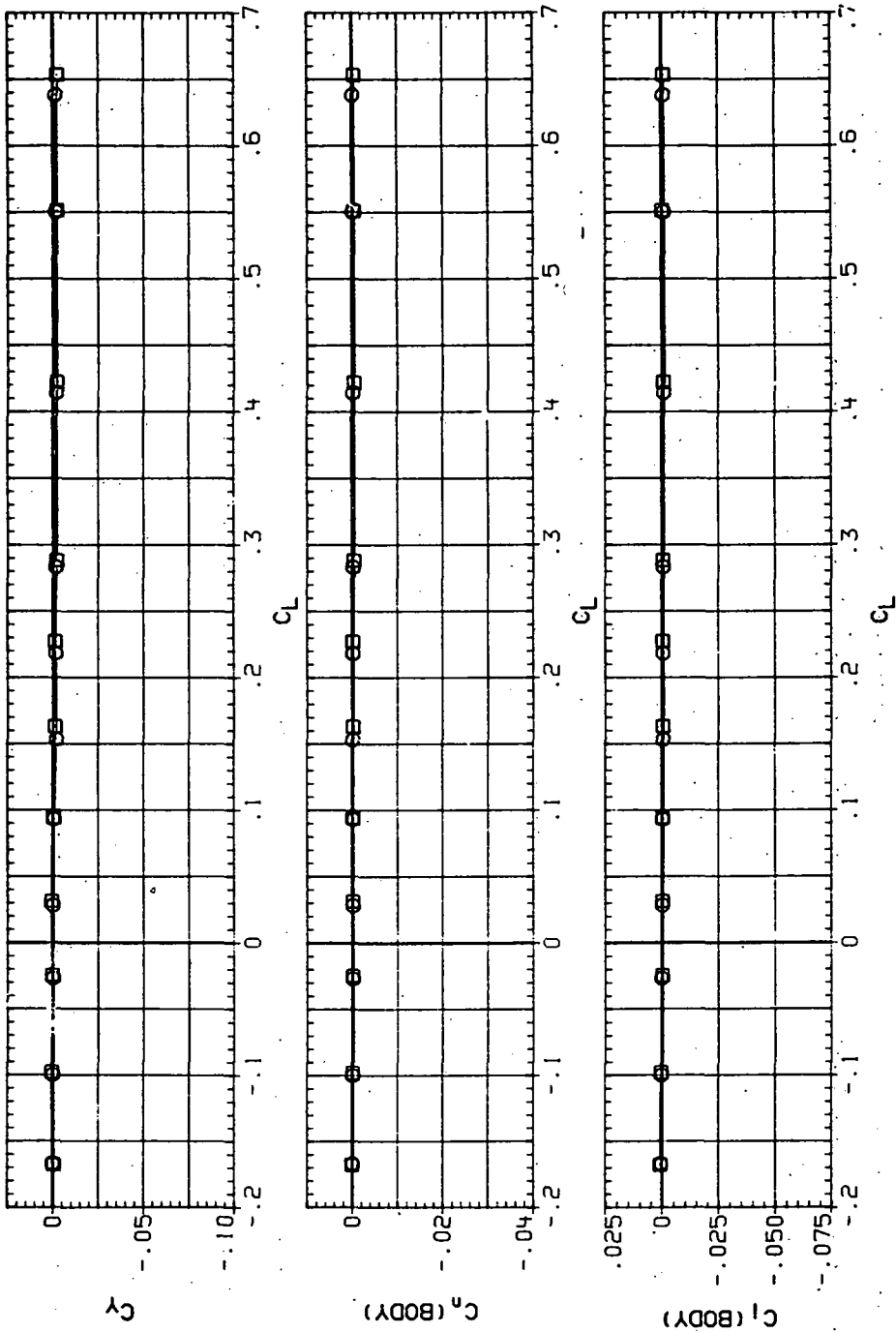


(d) L/D vs C<sub>L</sub>

Figure 91. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJA259 ○ 8M-58 (STEEL)  
 RJR258 □ 8M-58 (STEEL)

RV/L  
 6.230  
 8.200



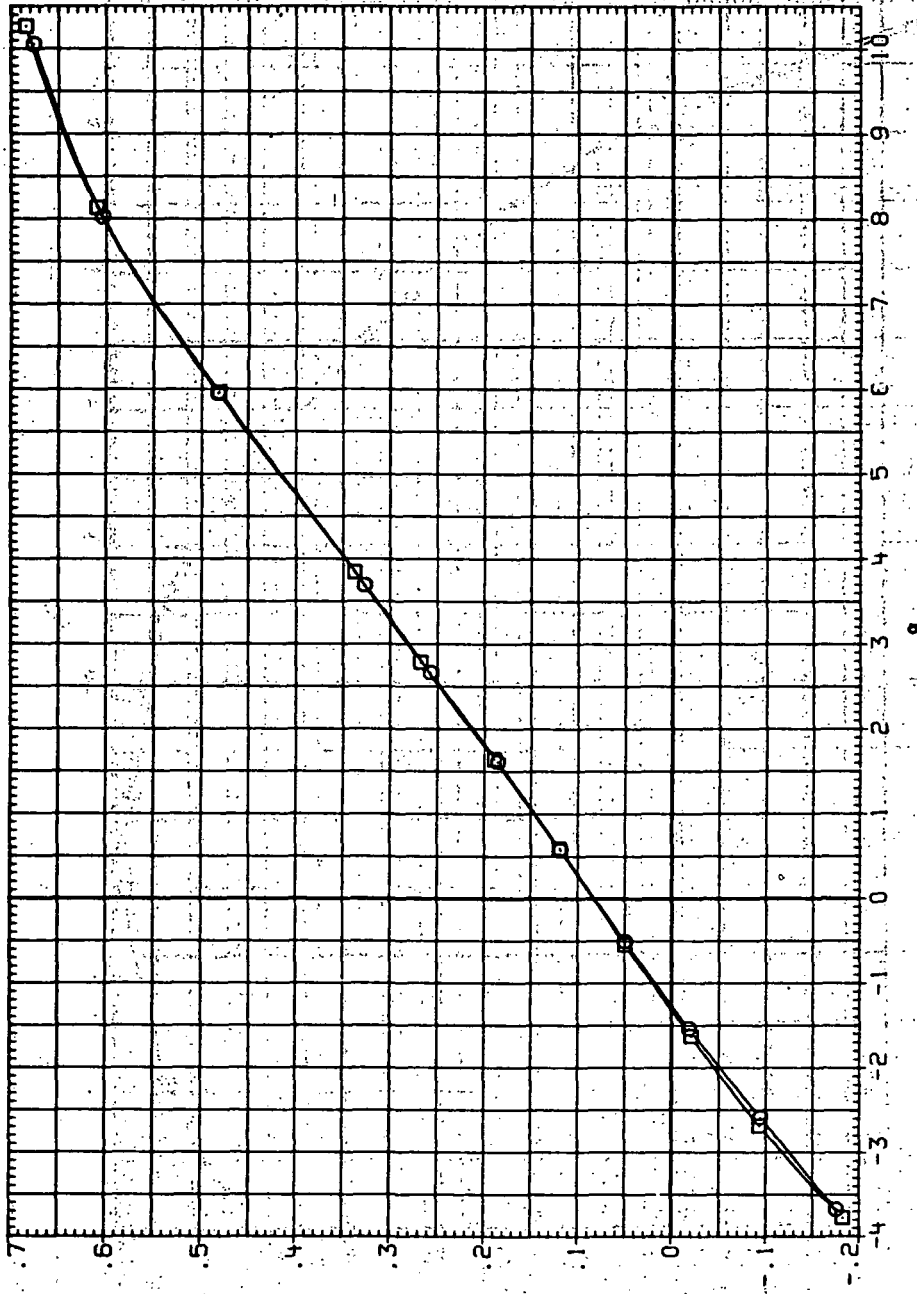
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 91.- Concluded.

DATA SET SYMBOL CONFIGURATION  
 R JS 8M5B (STEEL)  
 RUC5B 8M5B (STEEL)

RM 11  
 6.00  
 6.00

1000000

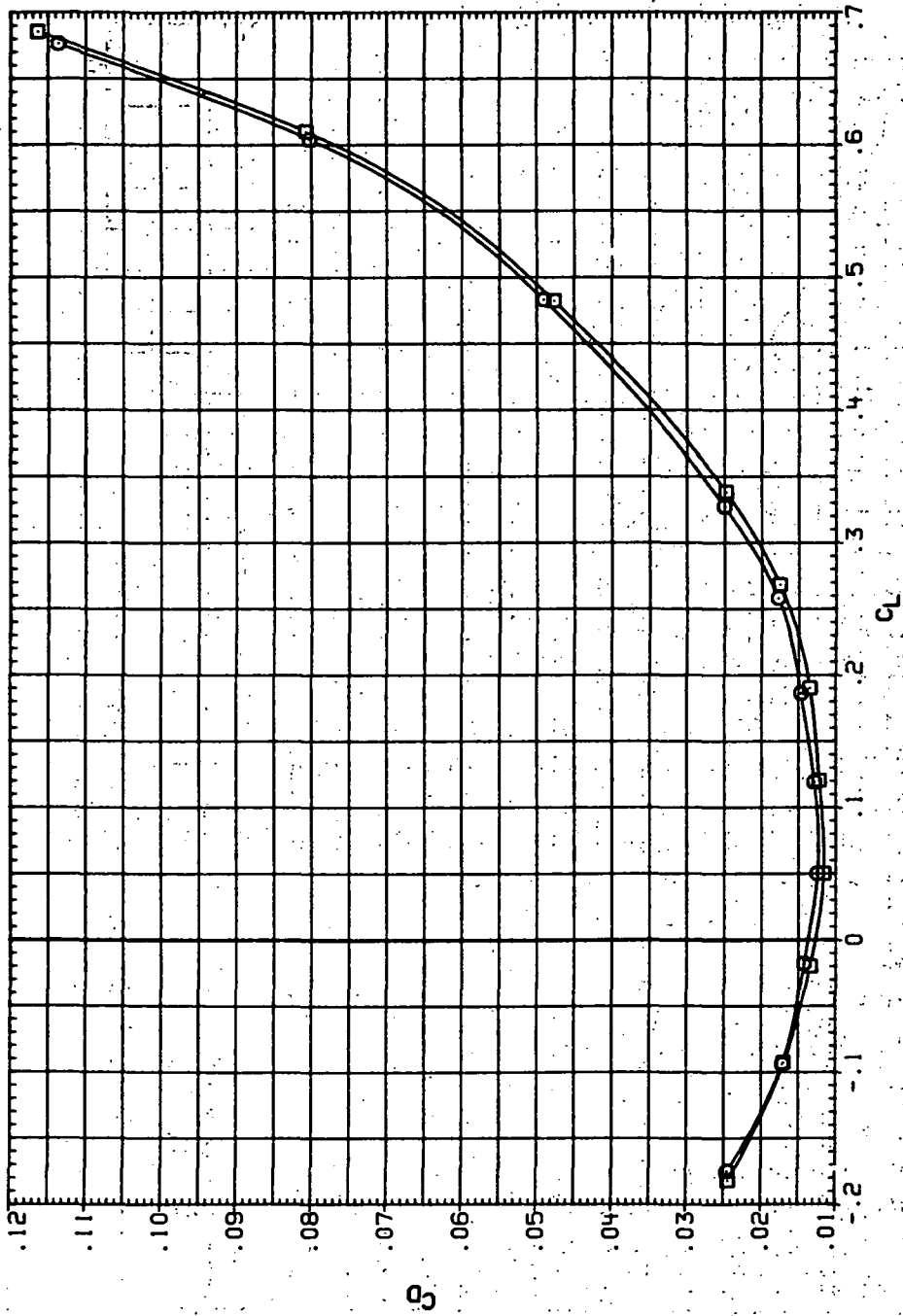


(a)  $C_L$  vs  $\alpha$ .

Figure 92.— Reynolds-number effects on the aerodynamic characteristics of the steel swept-wing-body combination ( $M = 0.8$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RUP258 ○ 8M/58 (STEEL)  
 RUP259 □ 8M/58 (STEEL)

RV/L  
 8.230  
 8.200

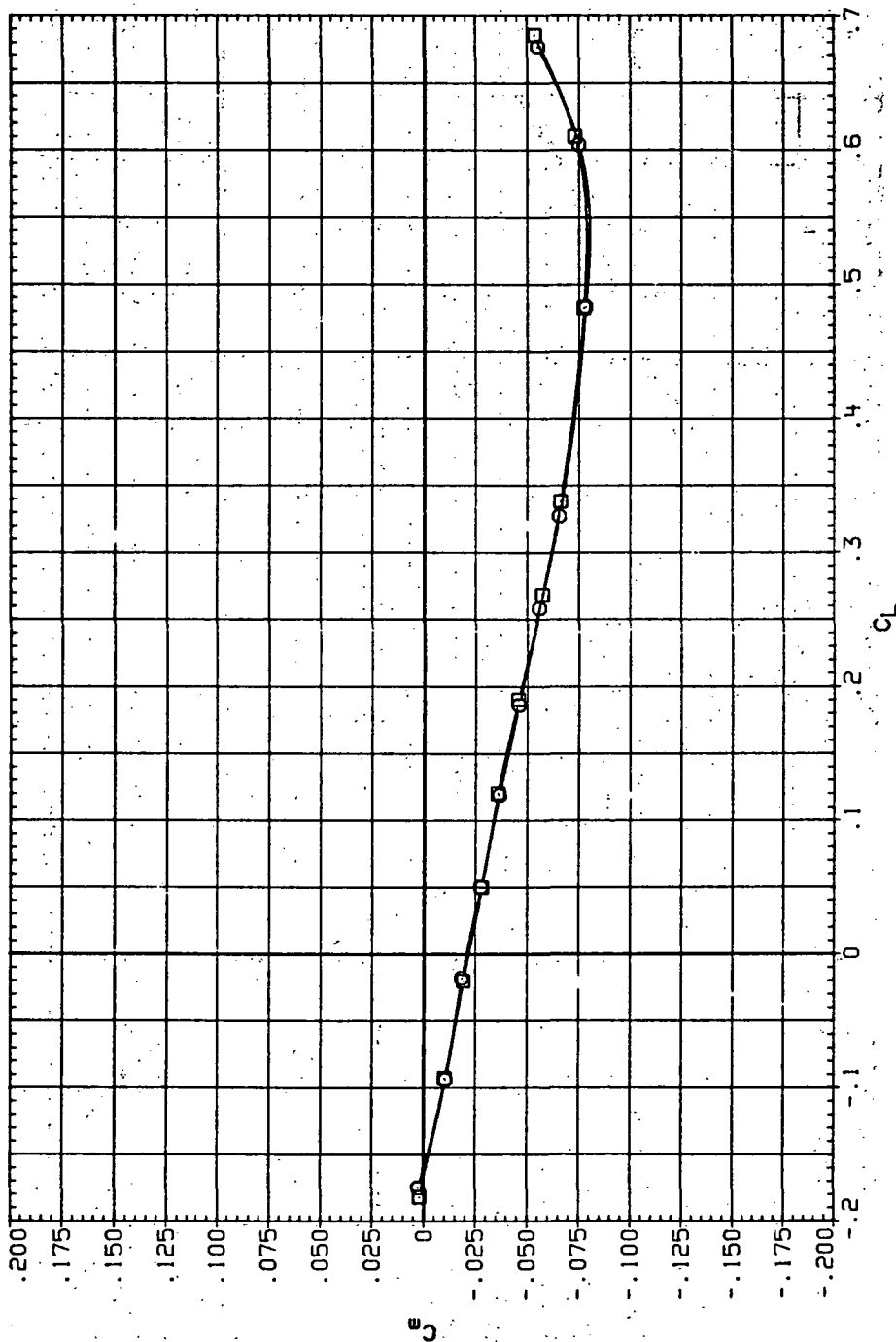


(b)  $C_D$  vs  $C_L$ .

Figure 92. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR259 ○ 8M58 (STEEL)  
 RJR258 □ 8M58 (STEEL)

RV/L  
 6.230  
 8.200

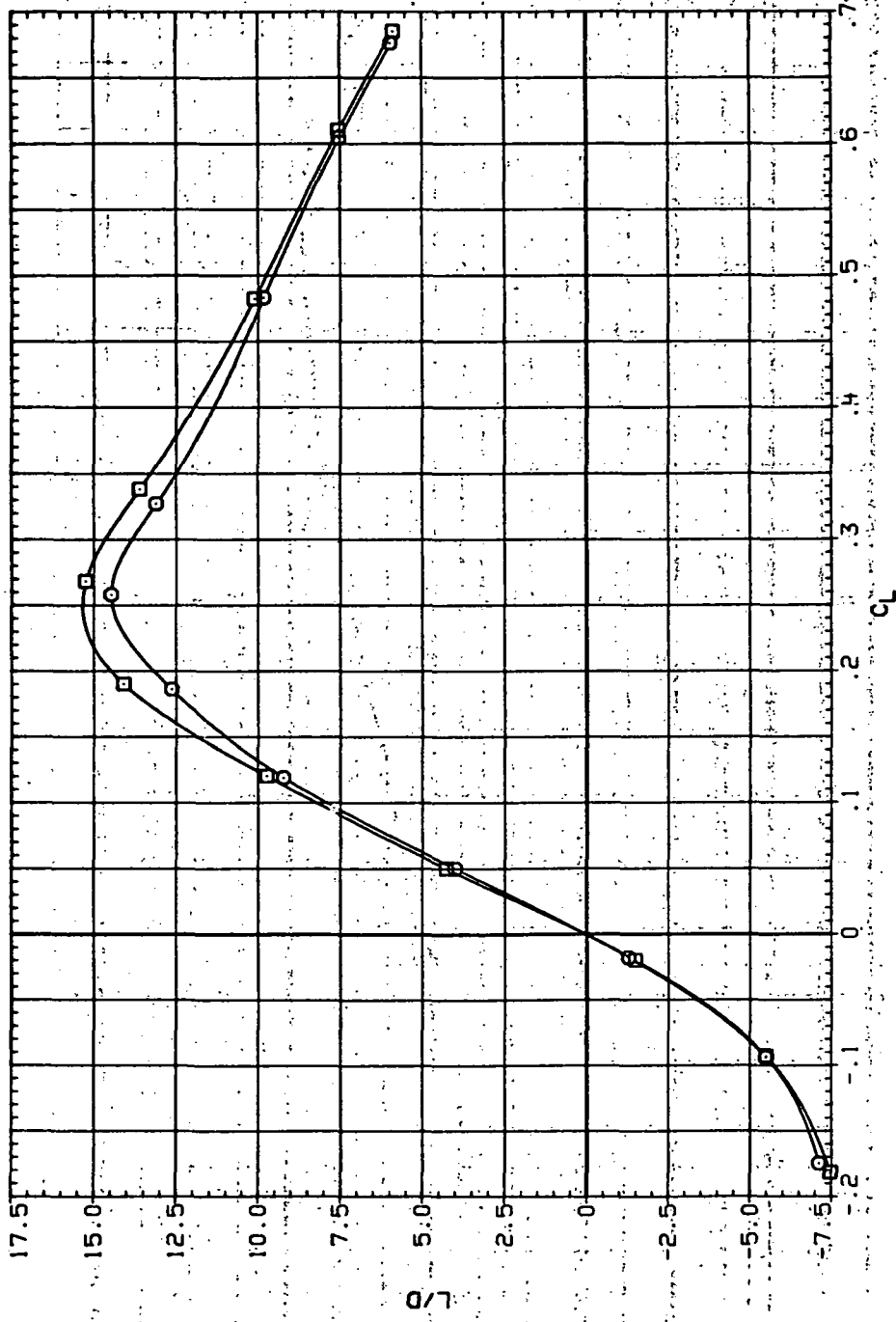


(c)  $C_m$  vs  $C_L$ .

Figure 92.- Continued.

DATA SET SYMBOL CONFIGURATION  
 RUR259 □ BAN5B (STEEL)  
 RUR258 ○ BAN5B (STEEL)

R/L  
 8.230  
 8.200

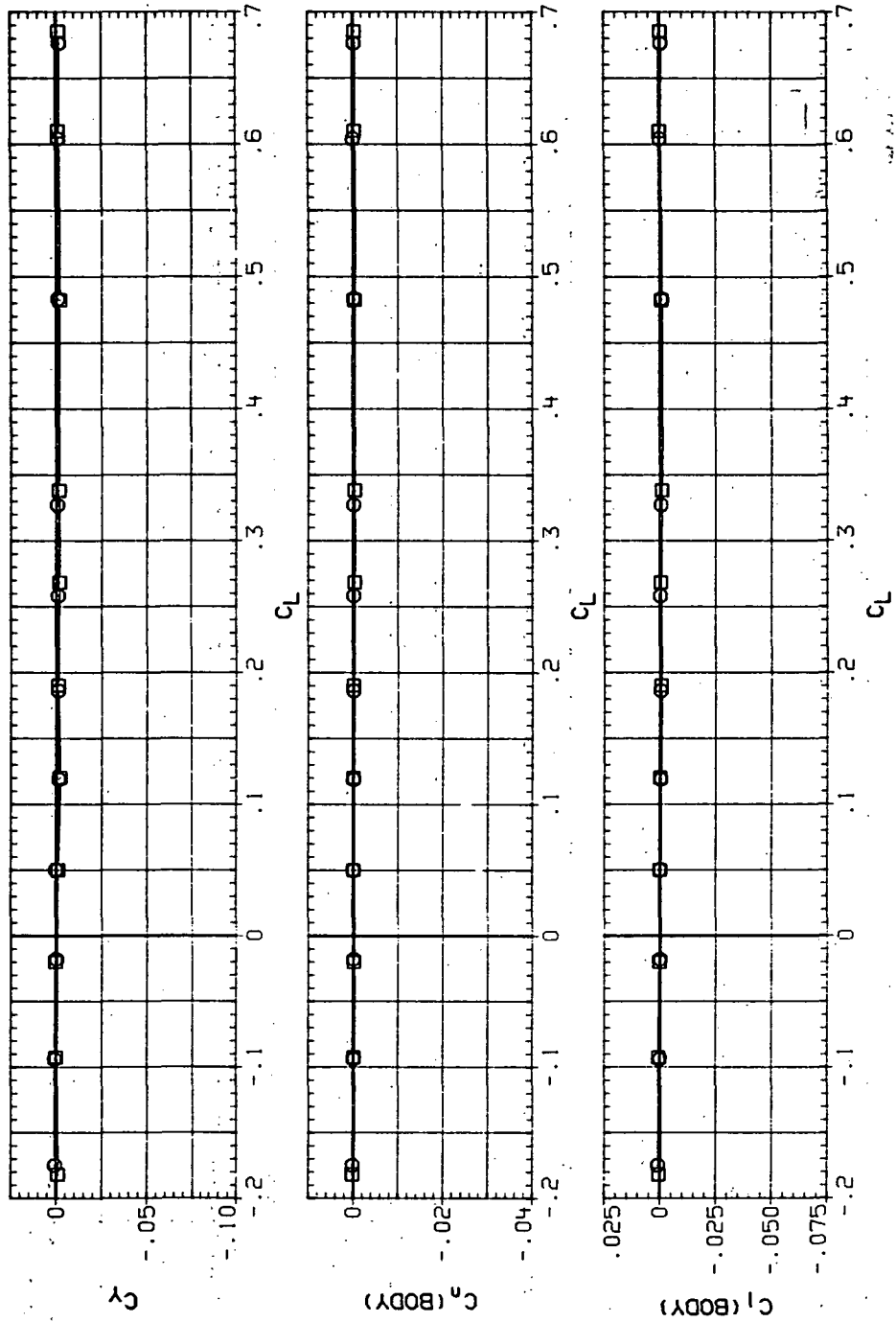


(d) L/D vs C<sub>L</sub>.

Figure 92. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR659 ○ 8M45B (STEEL)  
 RJR658 □ 8M45B (STEEL)

RN/L  
 6.230  
 8.200



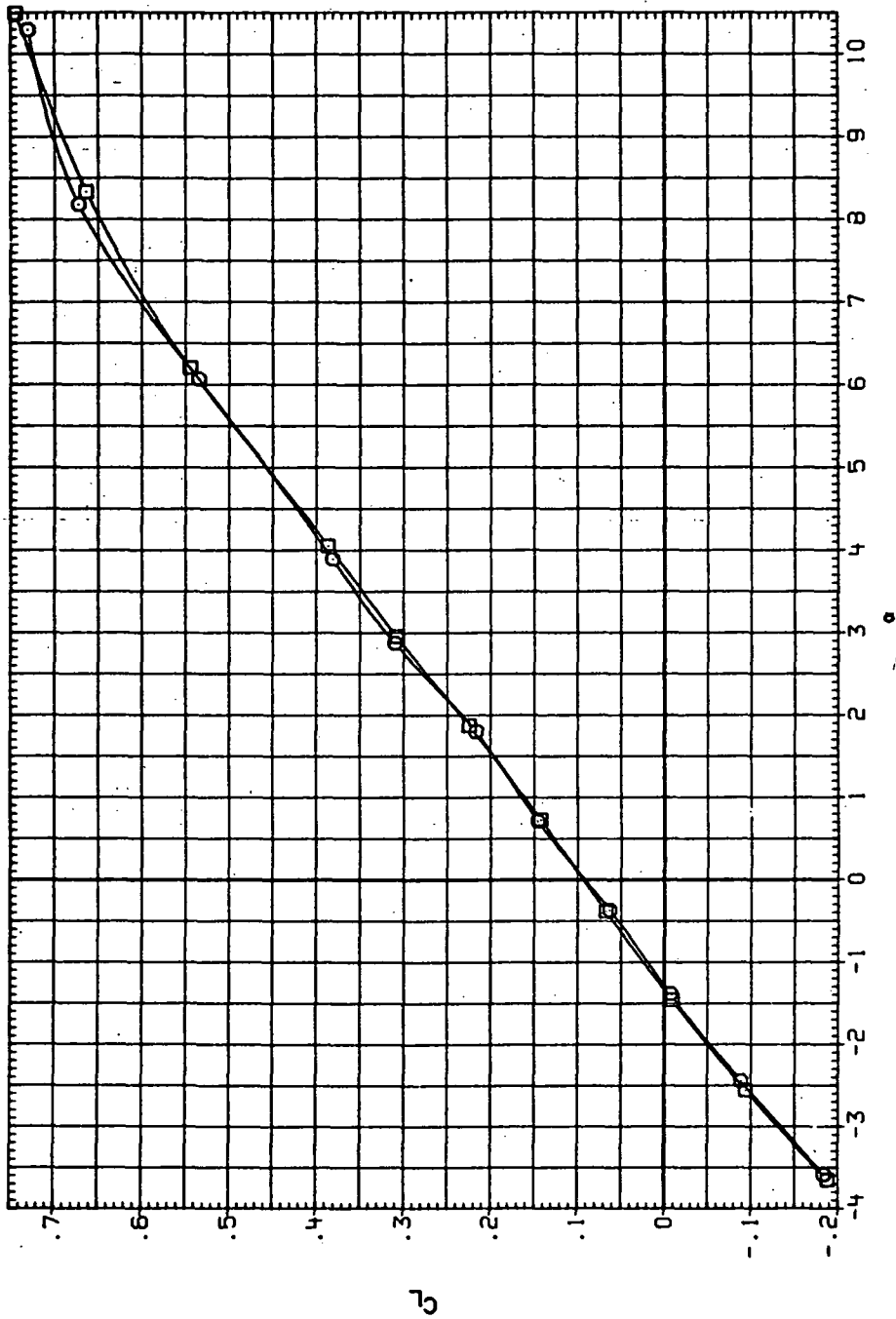
(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 92.— Concluded.



DA... SET SYMBOL CONFIGURATION  
 RJG259 8A-59 (STEEL)  
 RJG258 8A-59 (STEEL)

R  
 8.230  
 8.200

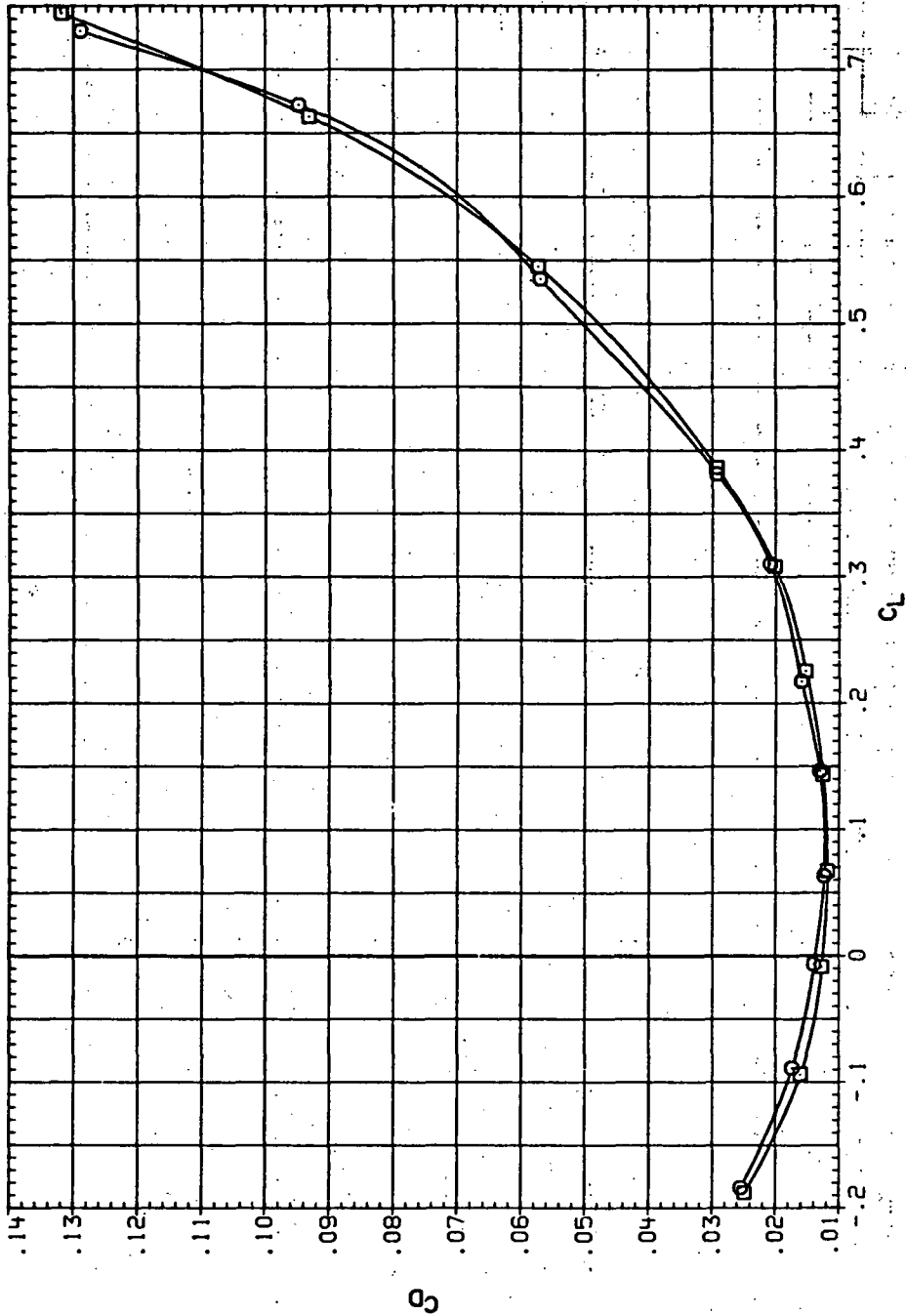


(a)  $C_L$  vs  $\alpha$ .

Figure 93.— Reynolds-number effects on the aerodynamic characteristics of the steel swept wing-body combination ( $M = 0.9$  and the NACA 65A204 airfoil).

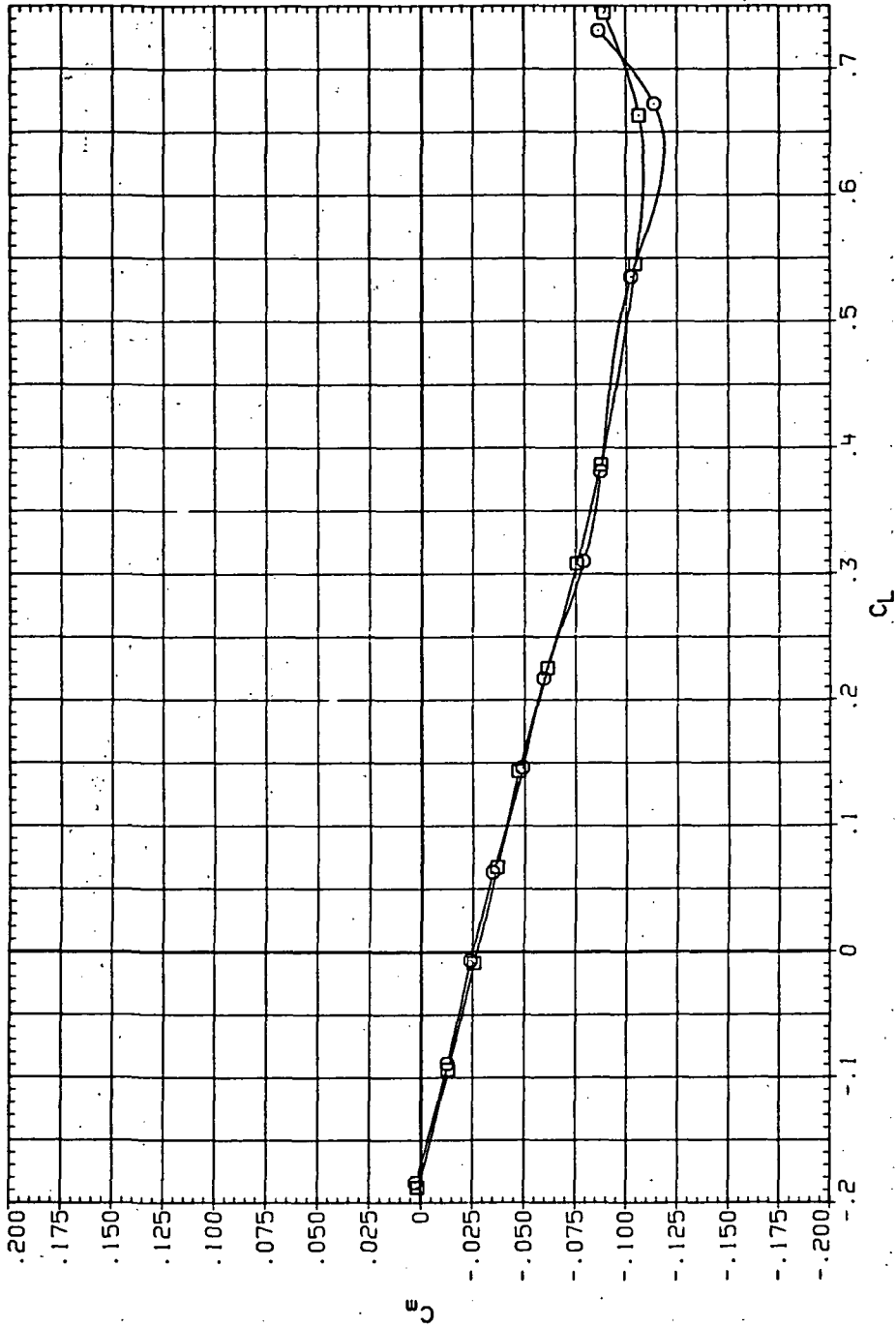
DA ET SYMBOL CONFIGURATION  
 RUM259 8M5B (STEEL)  
 RUM258 8M5B (STEEL)

RUM259  
 8.50  
 8.200



DATA SET SYMBOL CONFIGURATION  
 RJR259  $\square$  6AN5B (STEEL)  
 RJR258  $\circ$  6AN5B (STEEL)

RN/L  
 6.230  
 8.200

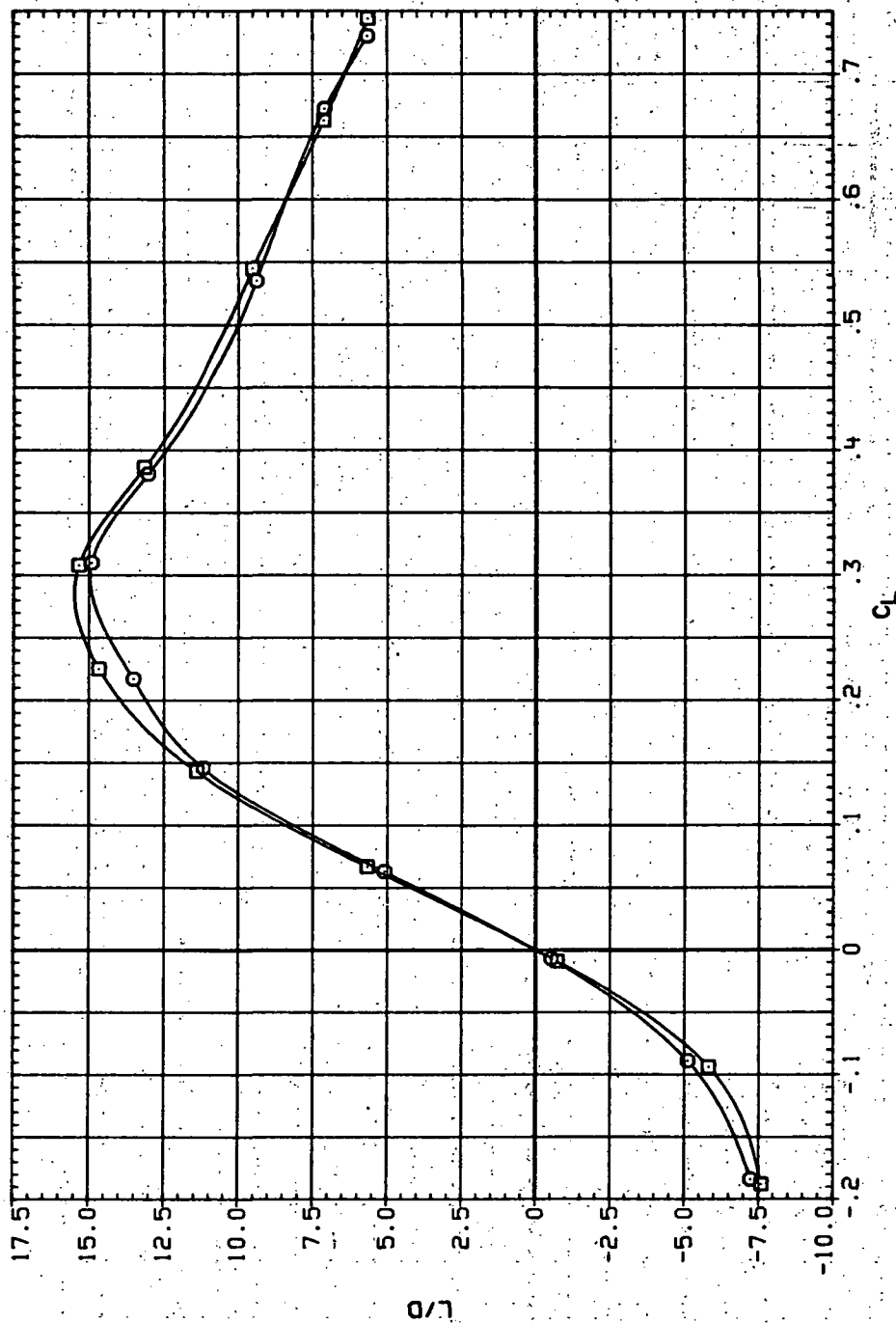


(c)  $C_m$  vs  $C_L$ .

Figure 93.— Continued.

DATA SET SYMBOL CONFIGURATION  
 R1R2S8 ○ SH3B (STEEL)  
 R1R2S8 □ SH3B (STEEL)

RN/L  
 8.230  
 8.200

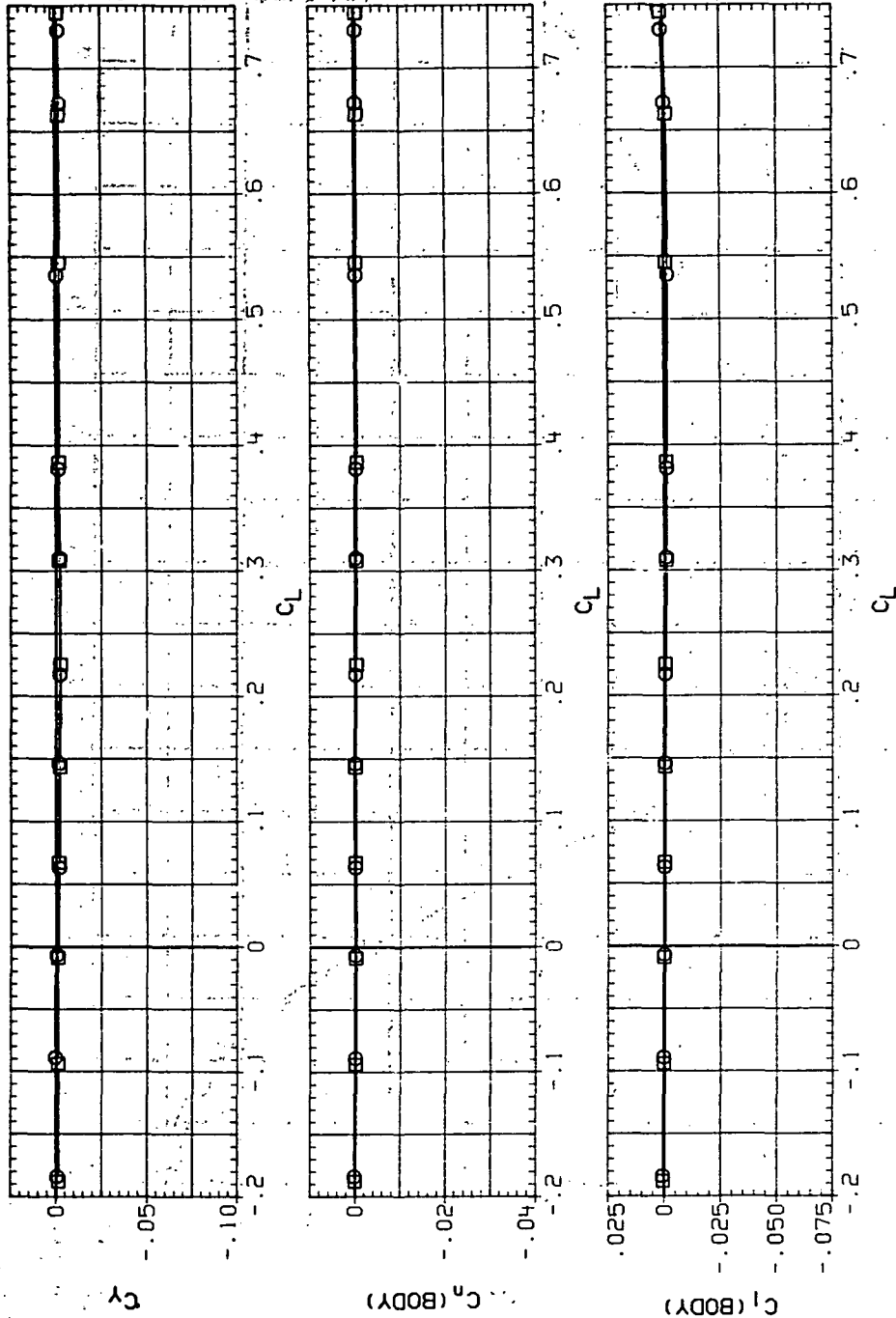


(d)  $L/D$  vs  $C_L$

Figure 93. - Continued.

DATA SET SYMBOL    CONFIGURATION  
 RJR259    8A458 (STEEL)  
 RJR258    8A458 (STEEL)

RN/L  
 6.230  
 8.200

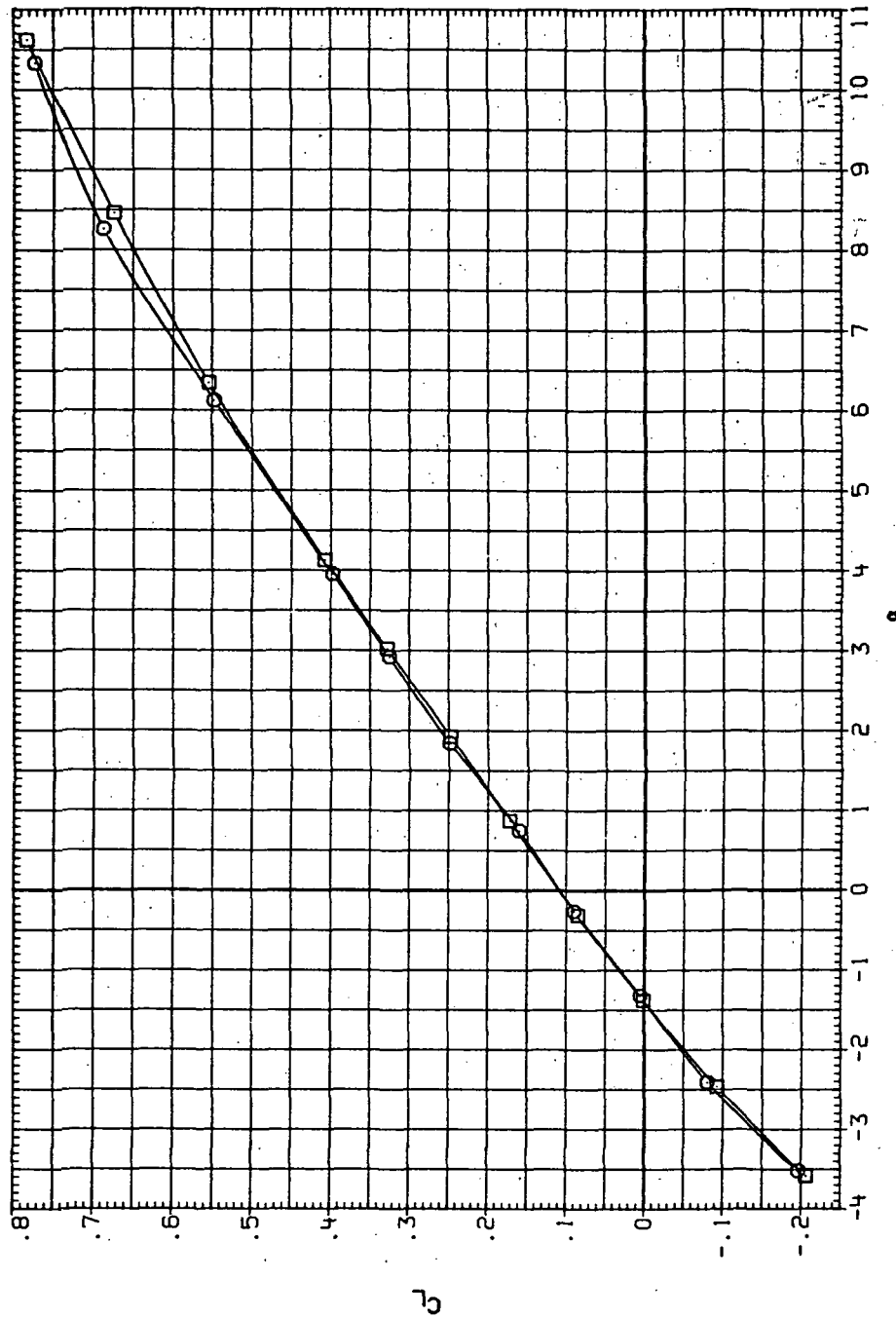


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 93.— Concluded.

DATA SET SYMBOL CONFIGURATION  
RJR258 ○ 8M58 (STEEL)  
RJR258 □ 8M58 (STEEL)

RV/L  
6.230  
8.200

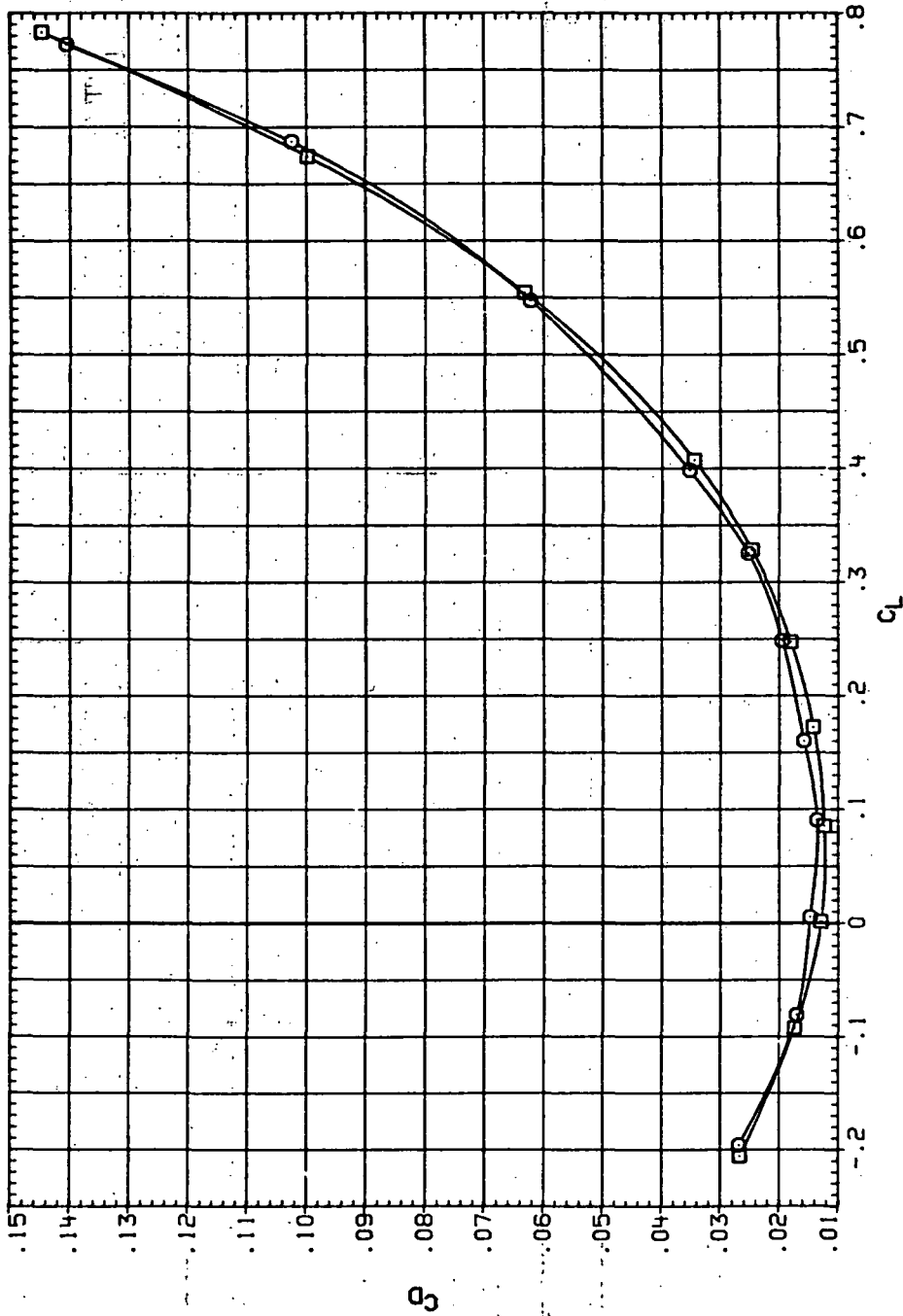


(a)  $C_L$  vs  $\alpha$ .

Figure 94.— Reynolds-number effects on the aerodynamic characteristics of the steel swept wing-body combination ( $M = 0.95$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR259 ◯ BM-58 (STEEL)  
 RJR258 ◻ BM-58 (STEEL)

RM/L  
 6.230  
 8.200

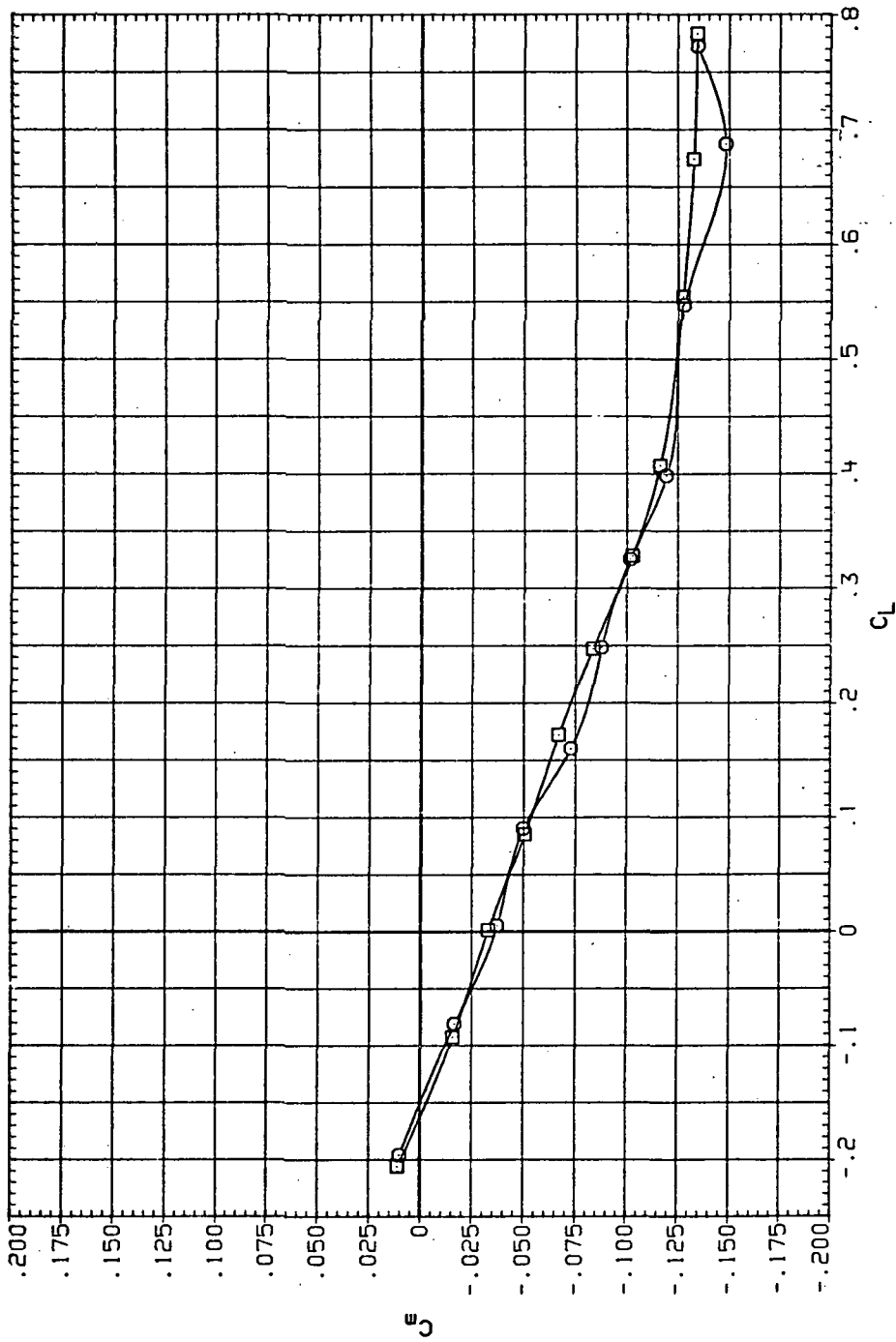


(b)  $C_D$  vs  $C_L$ .

Figure 94. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RUP259  $\square$  8H45B (STEEL)  
 RUP258  $\circ$  8H45B (STEEL)

RN/L  
 6.230  
 8.200



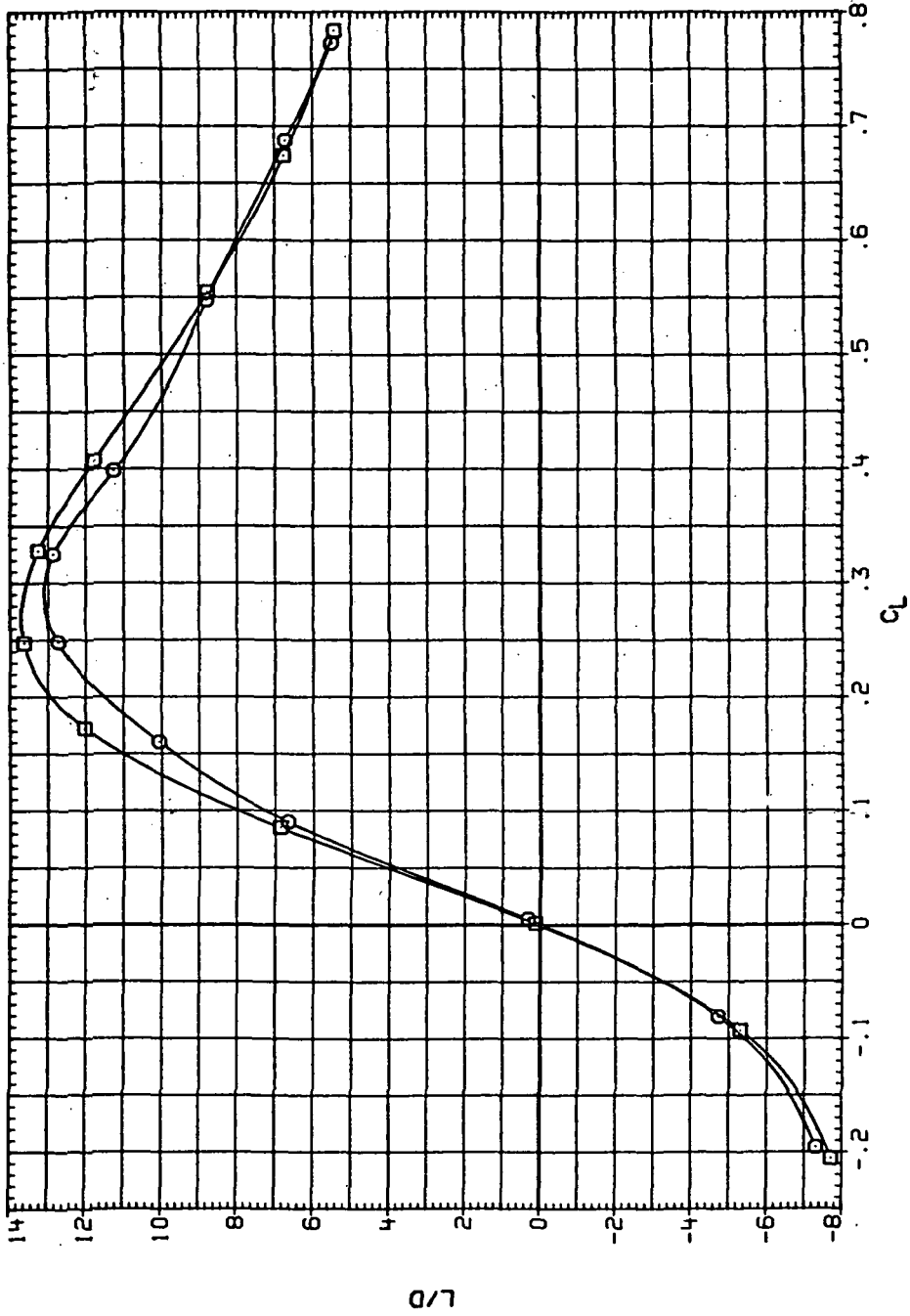
(c)  $C_m$  vs  $C_L$ .

Figure 94.— Continued.



DAT 'T SYMBOL CONFIGURATION  
 R.JR259 8x58 (STEEL)  
 R.JR258 8x58 (STEEL)

RR  
 8.500  
 8.200

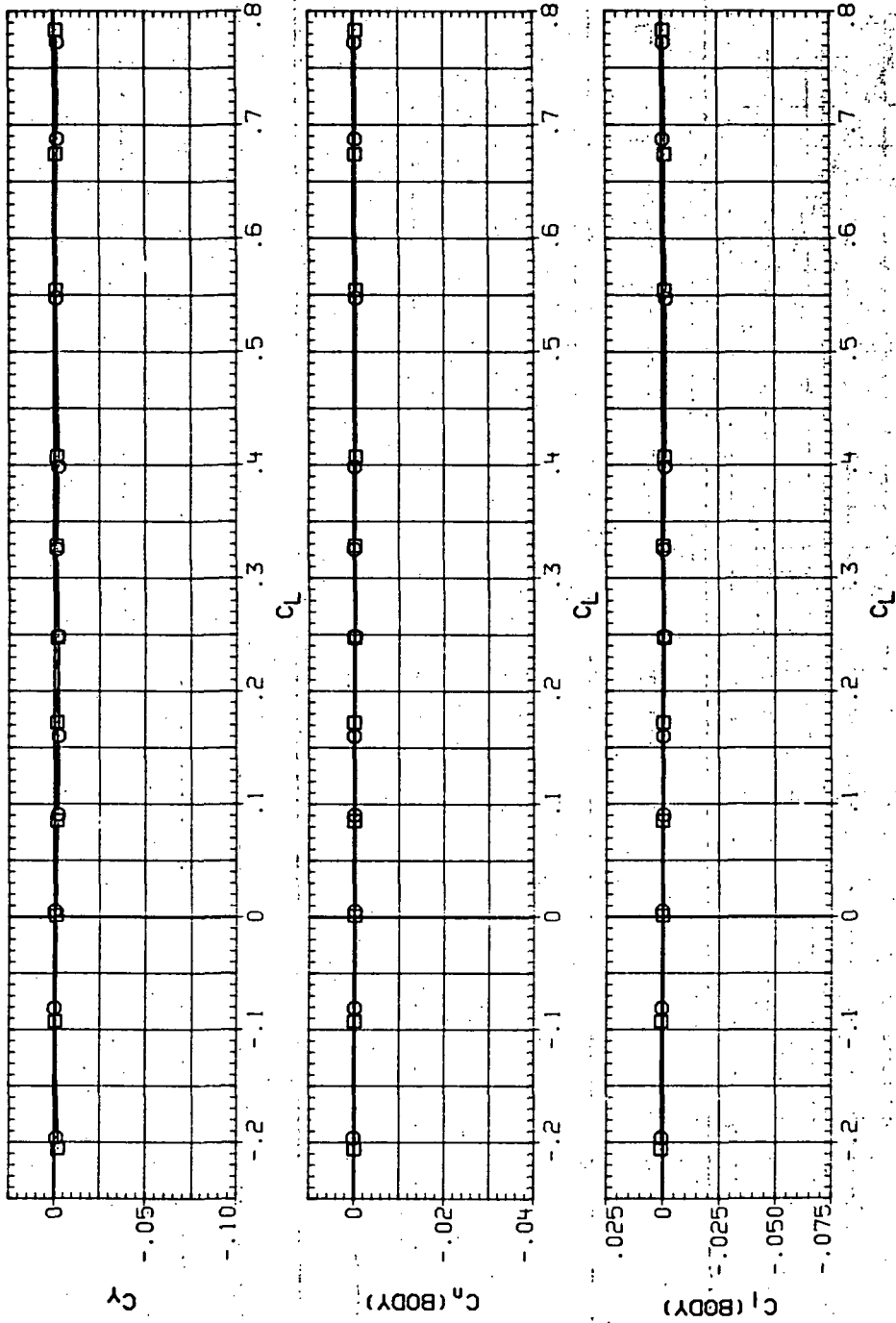


(d)  $L/D$  vs  $C_L$ .

Figure 94.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR259 ◯ 8M45B (STEEL)  
 RJR256 ◻ 8M45B (STEEL)

RV/L  
 6.230  
 8.200

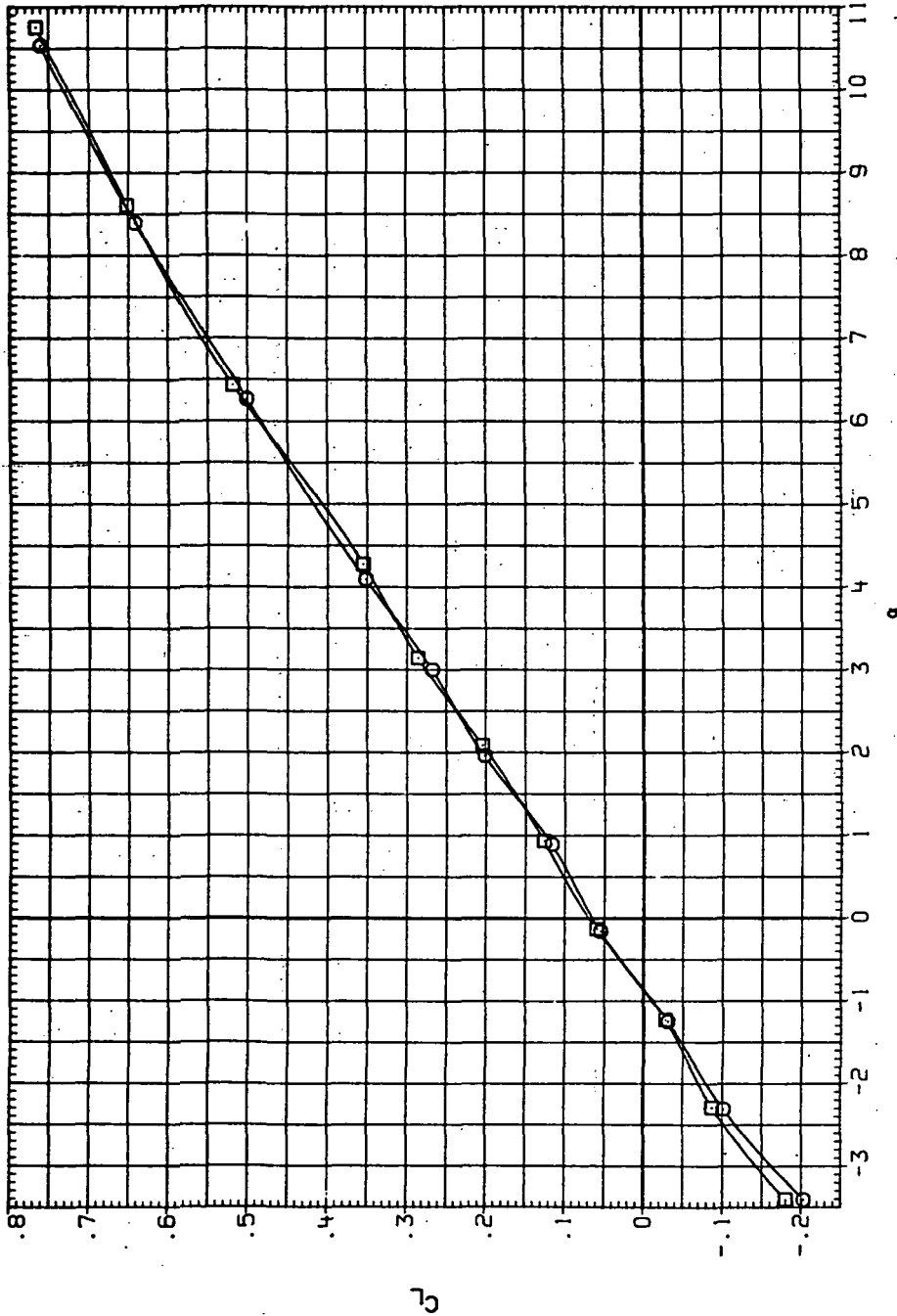


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 94. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR259 ○ 8A458 (STEEL)  
 RJR258 □ 8A458 (STEEL)

RV/L  
 6.230  
 8.200

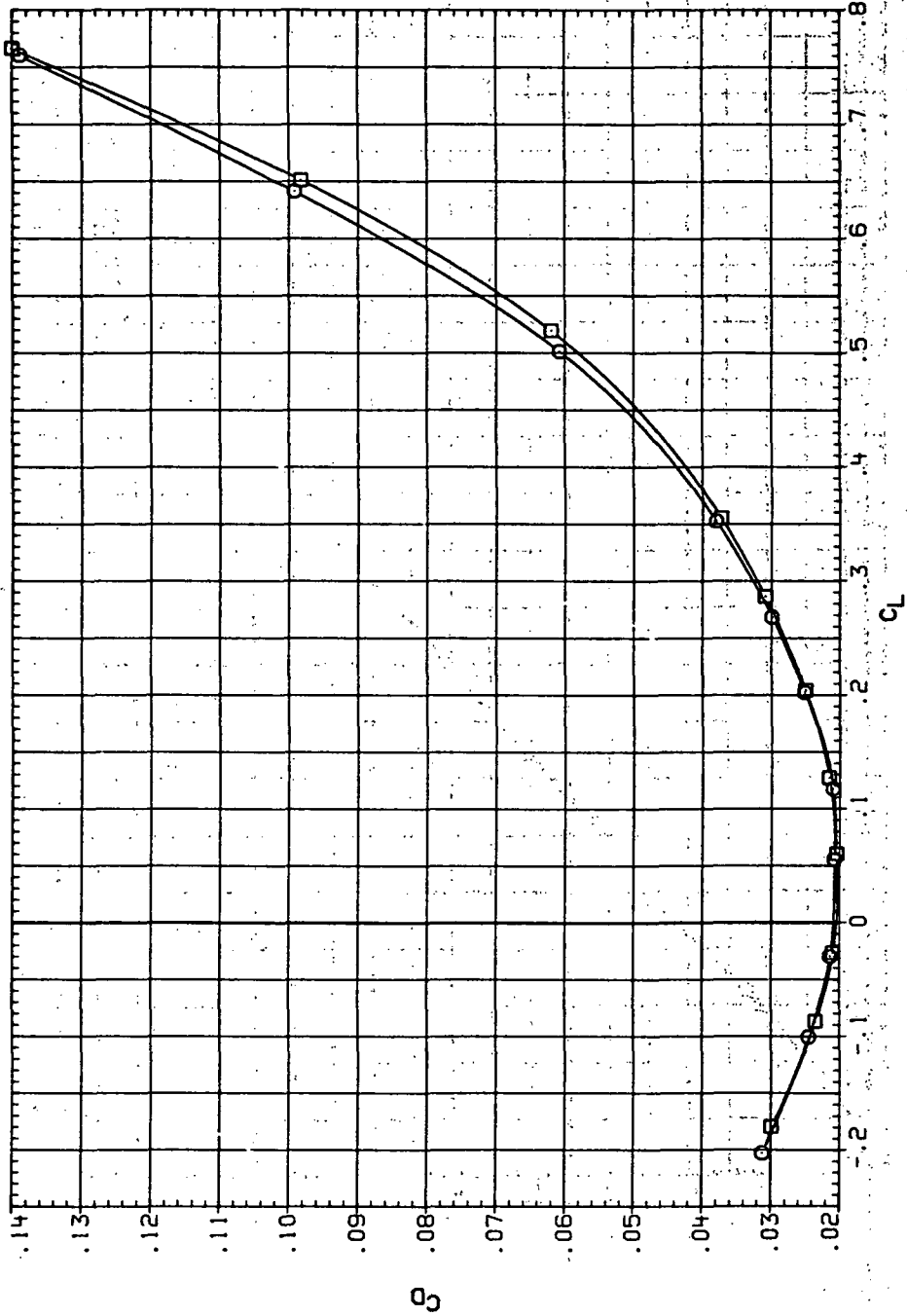


(a)  $C_L$  vs  $\alpha$ .

Figure 95.— Reynolds-number effects on the aerodynamic characteristics of the steel swept wing-body combination ( $M = 1.1$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RURE58 ○ BANKS (STEEL)  
 RURE58 □ BANKS (STEEL)

RN/L  
 6.230  
 8.200

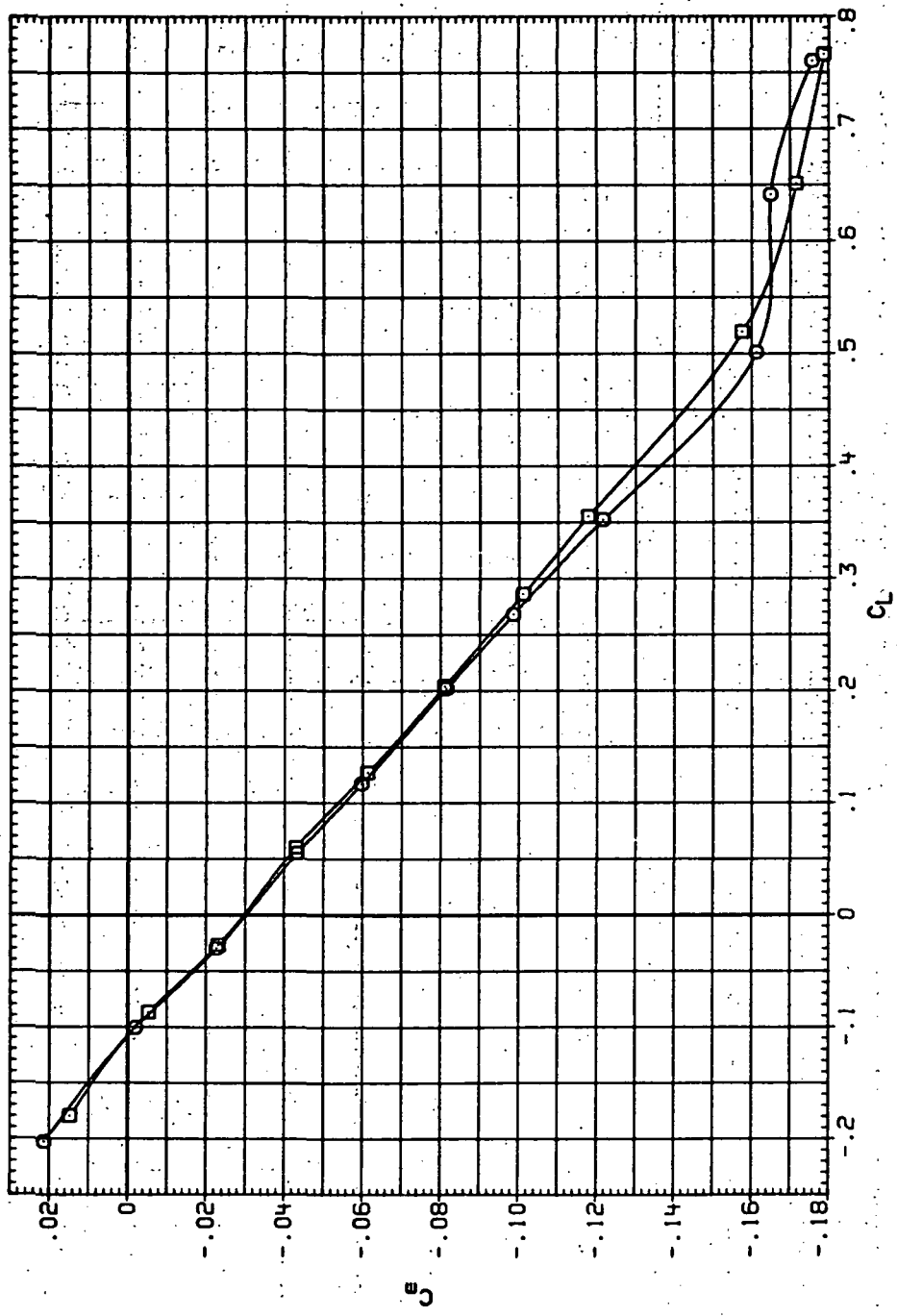


(b)  $C_D$  vs  $C_L$ .

Figure 95.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR259 ○ 8M/58 (STEEL)  
 RJR258 □ 8M/58 (STEEL)

RN/L  
 6.230  
 6.200

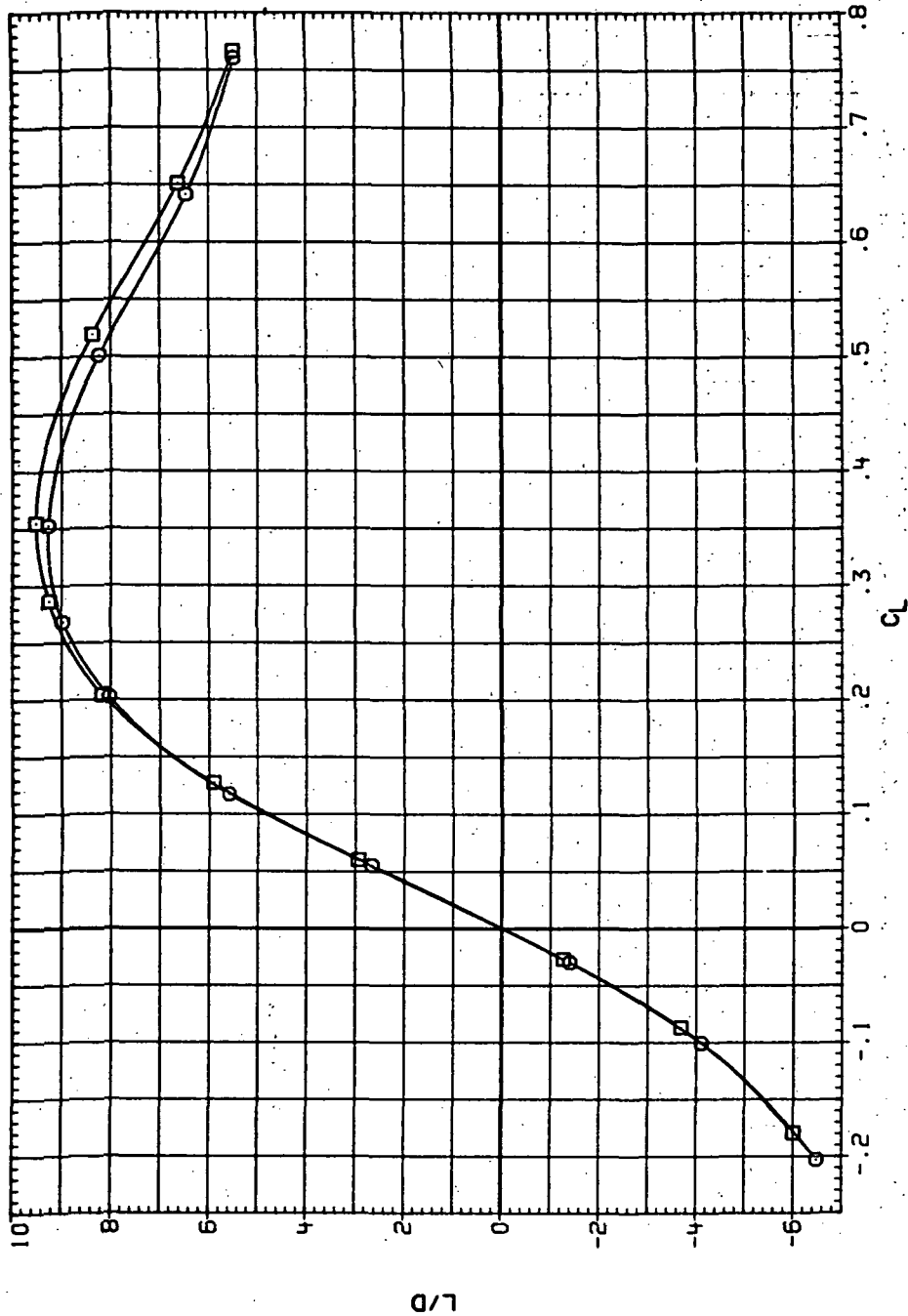


(c)  $C_m$  vs  $C_L$

Figure 95. — Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR259 ○ BM-59 (STEEL)  
 RJR258 □ BM-58 (STEEL)

RV/L  
 6.230  
 8.200

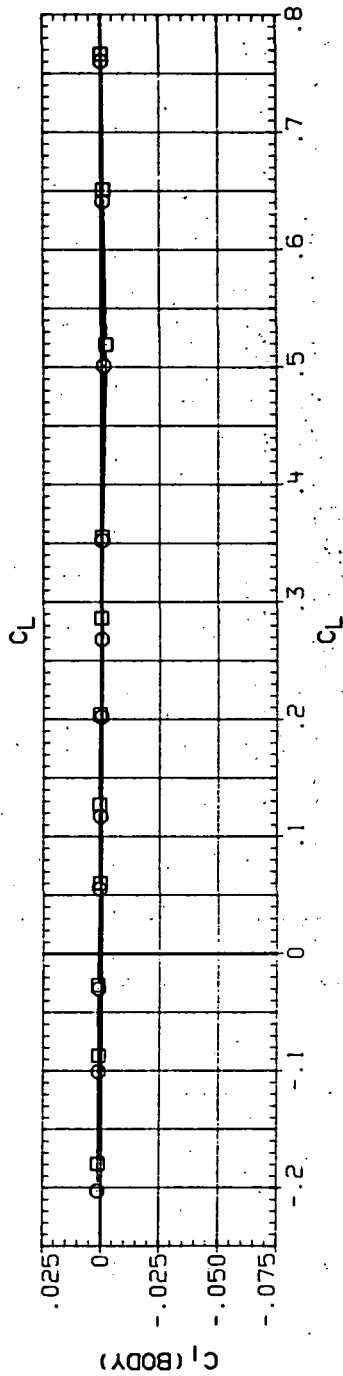
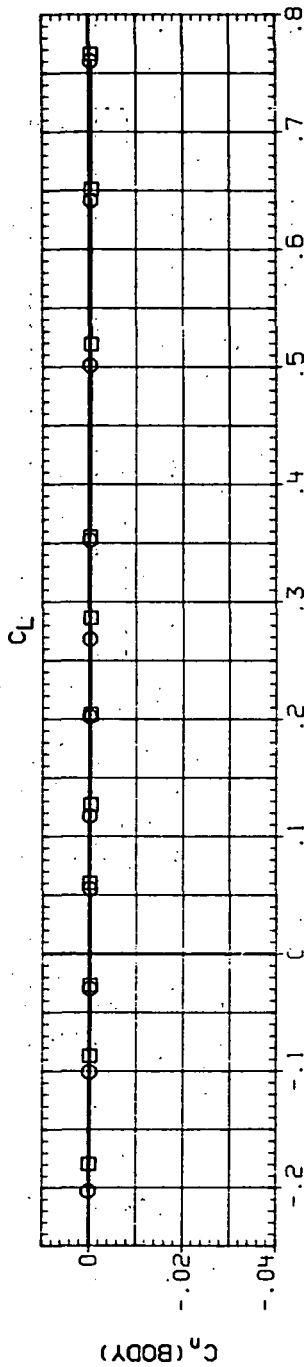
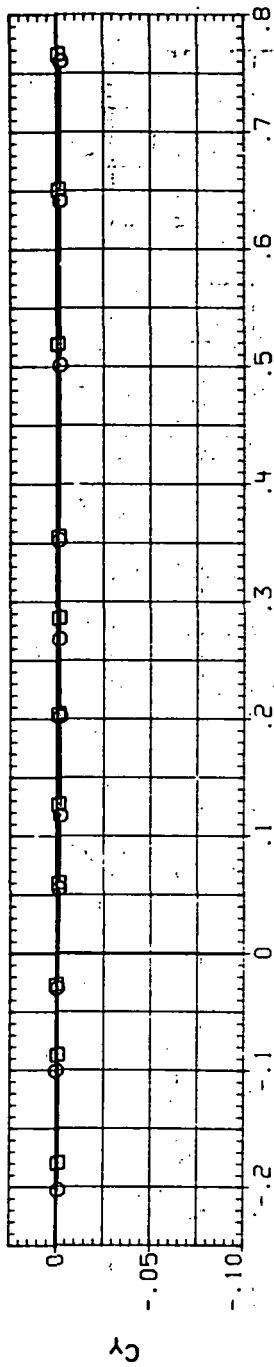


(d)  $L/D$  vs  $C_L$ .

Figure 95:— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR259 8M58 (STEEL)  
 RJR258 8M58 (STEEL)

RN/L  
 6.230  
 8.200

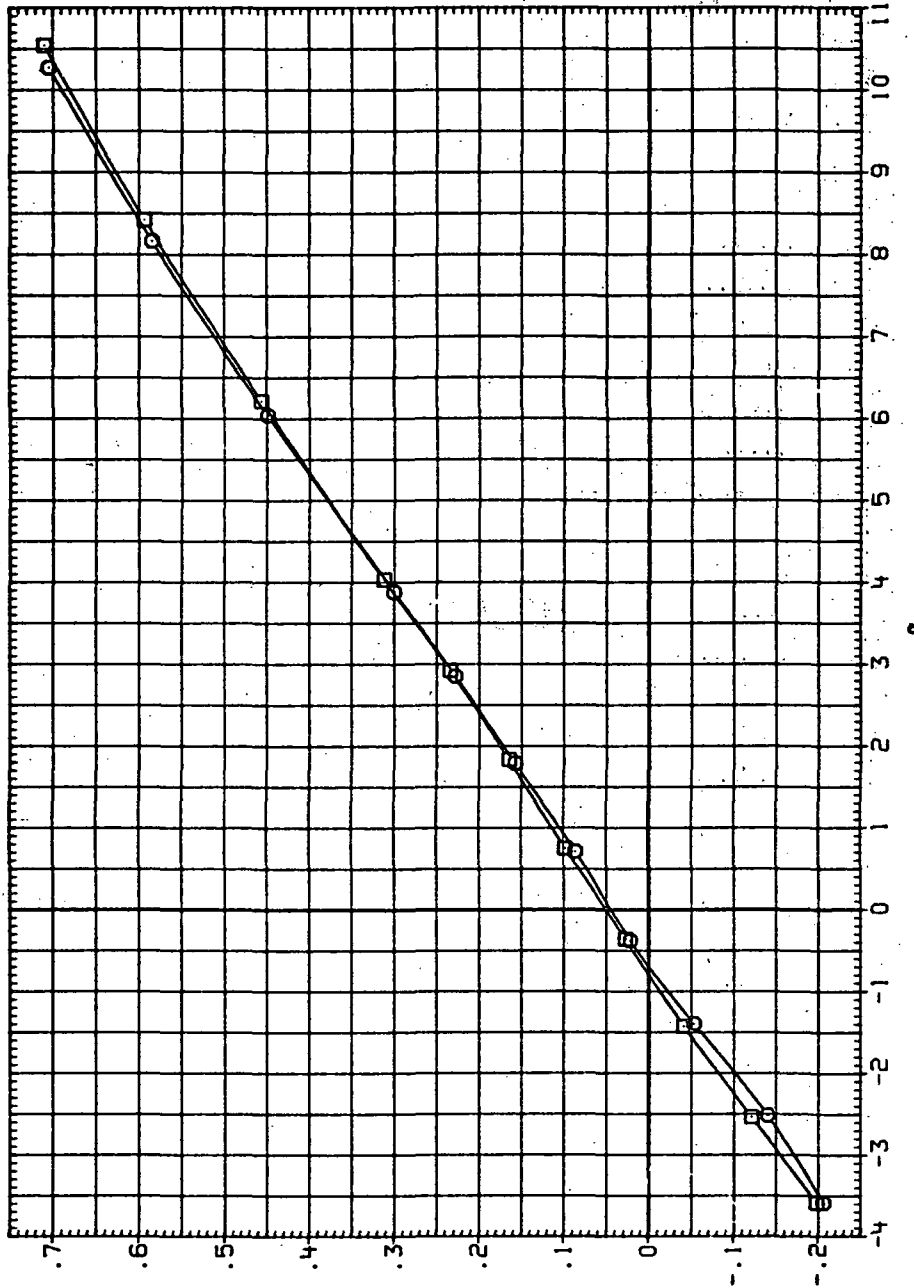


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 95.— Concluded.

DATA SYMBOL CONFIGURATION  
 R-R259  $\square$  BAN58 (STEEL)  
 R-R258  $\circ$  BAN58 (STEEL)

RVN  
 6,230  
 8,200



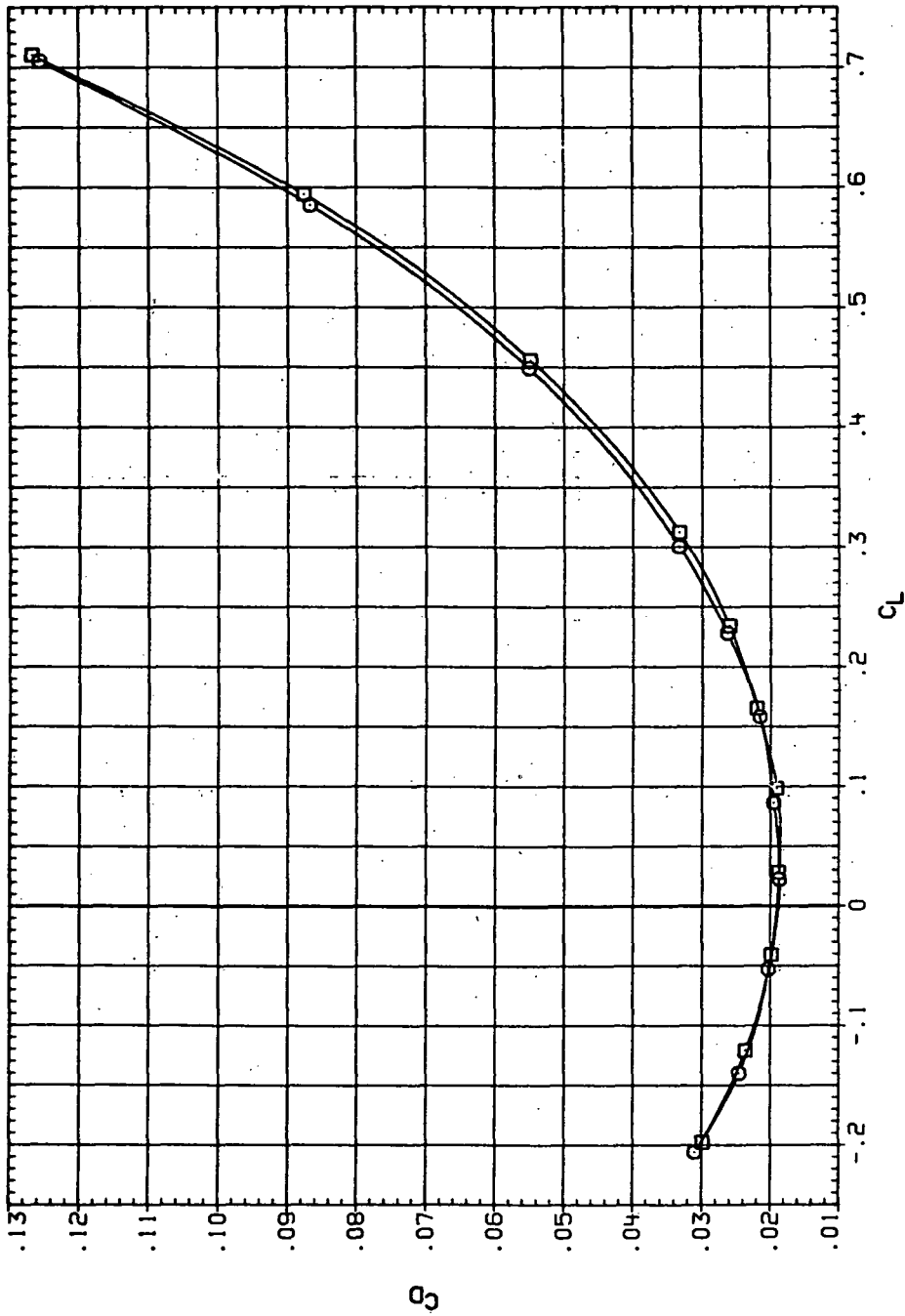
(a)  $C_L$  vs  $\alpha$ .

Figure 96.— Reynolds-number effects on the aerodynamic characteristics of the steel swept wing-body combination ( $M = 1.2$  and the NACA 65A204 airfoil).



DATA --- SYMBOL CONFIGURATION  
 RURE 81A5B (STEEL)  
 RUR25B 81A5B (STEEL)

RN/L  
 8.5  
 8.200

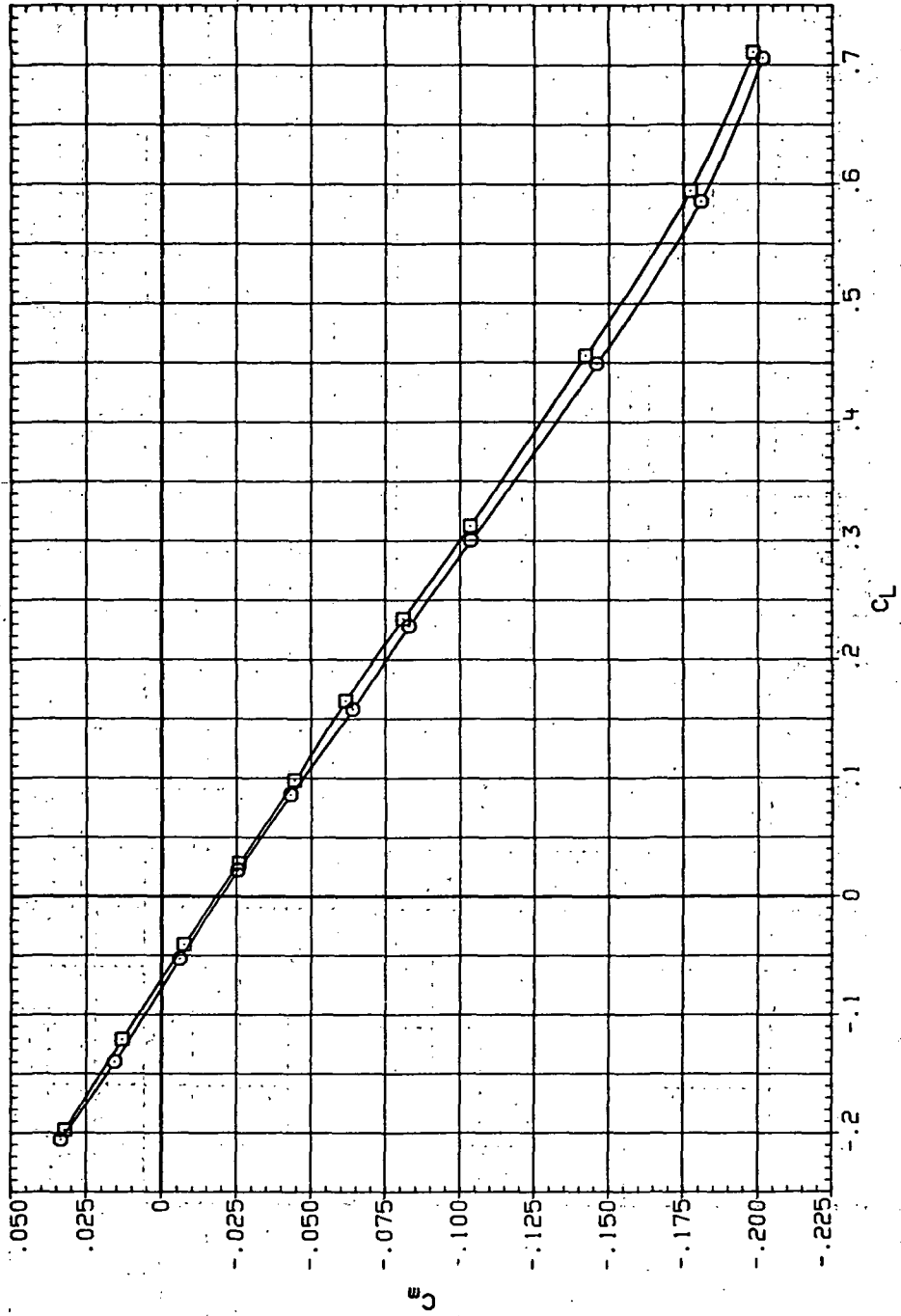


(b)  $C_D$  vs  $C_L$ .

Figure 96. - Continued.

DATA SET SYMBOL CONFIGURATION  
 R1R2B8 ○ 8W5B (STEEL)  
 R1R2B8 □ 8W5B (STEEL)

RN/L  
 6.230  
 8.200

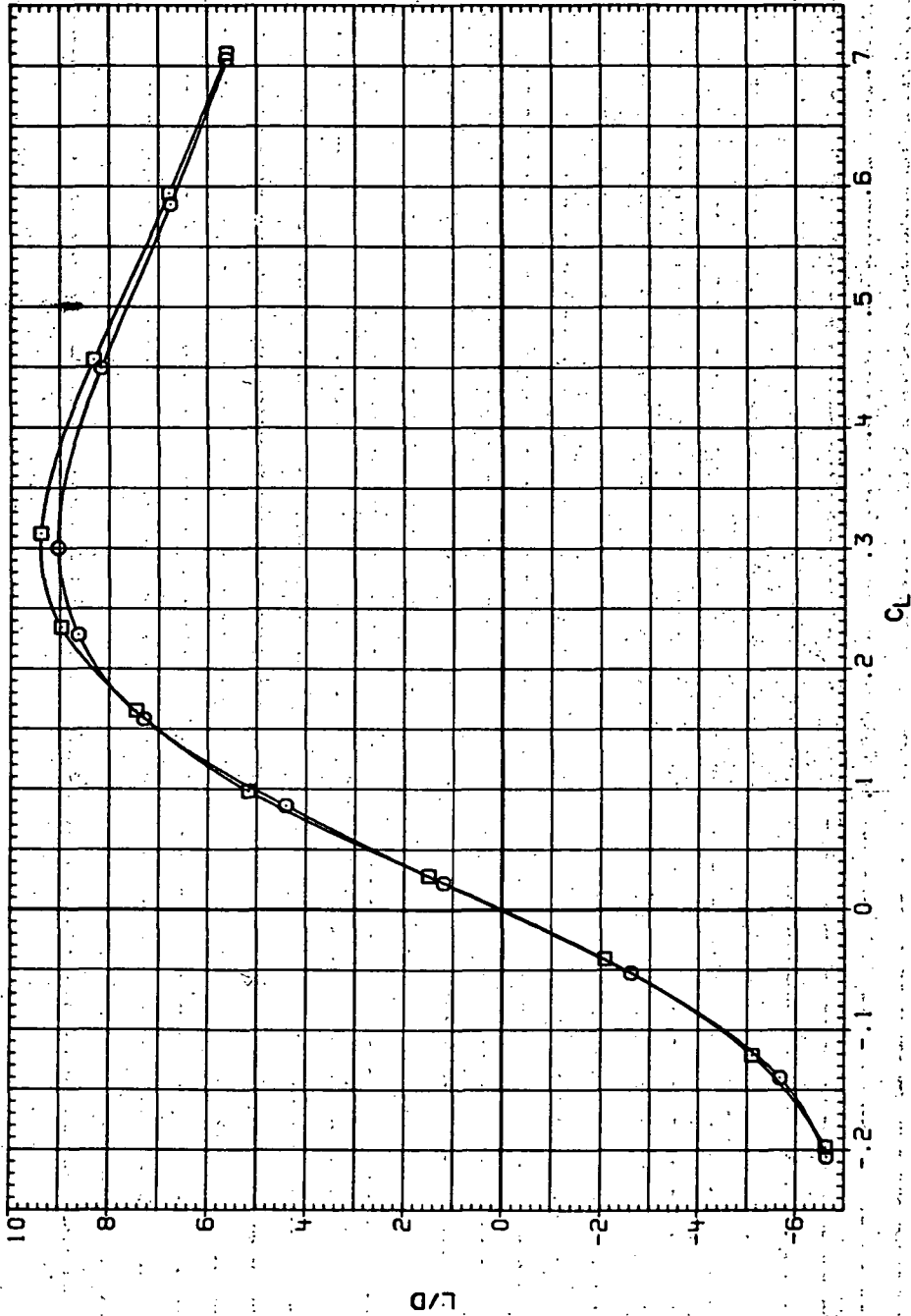


(c)  $C_m$  vs  $C_L$

Figure 96.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR259 ○ BM'59 (STEEL)  
 RJR258 □ BM'59 (STEEL)

RN/L  
 6.230  
 8.200

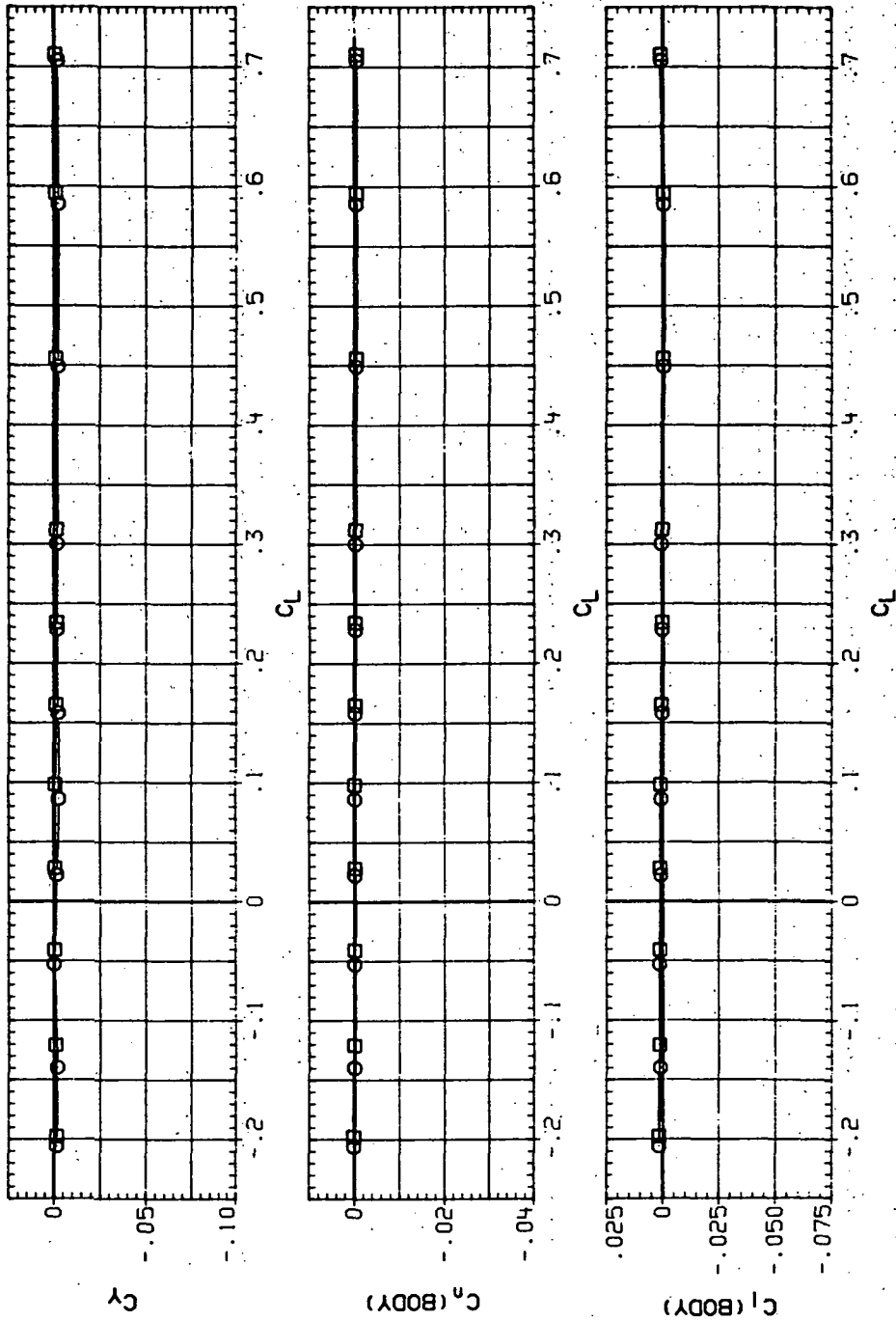


(d)  $L/D$  vs  $C_L$ .

Figure 96. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR259 □ BHM5B (STEEL)  
 RJR258 ○ BHM5B (STEEL)

RV/L  
 6.230  
 8.200

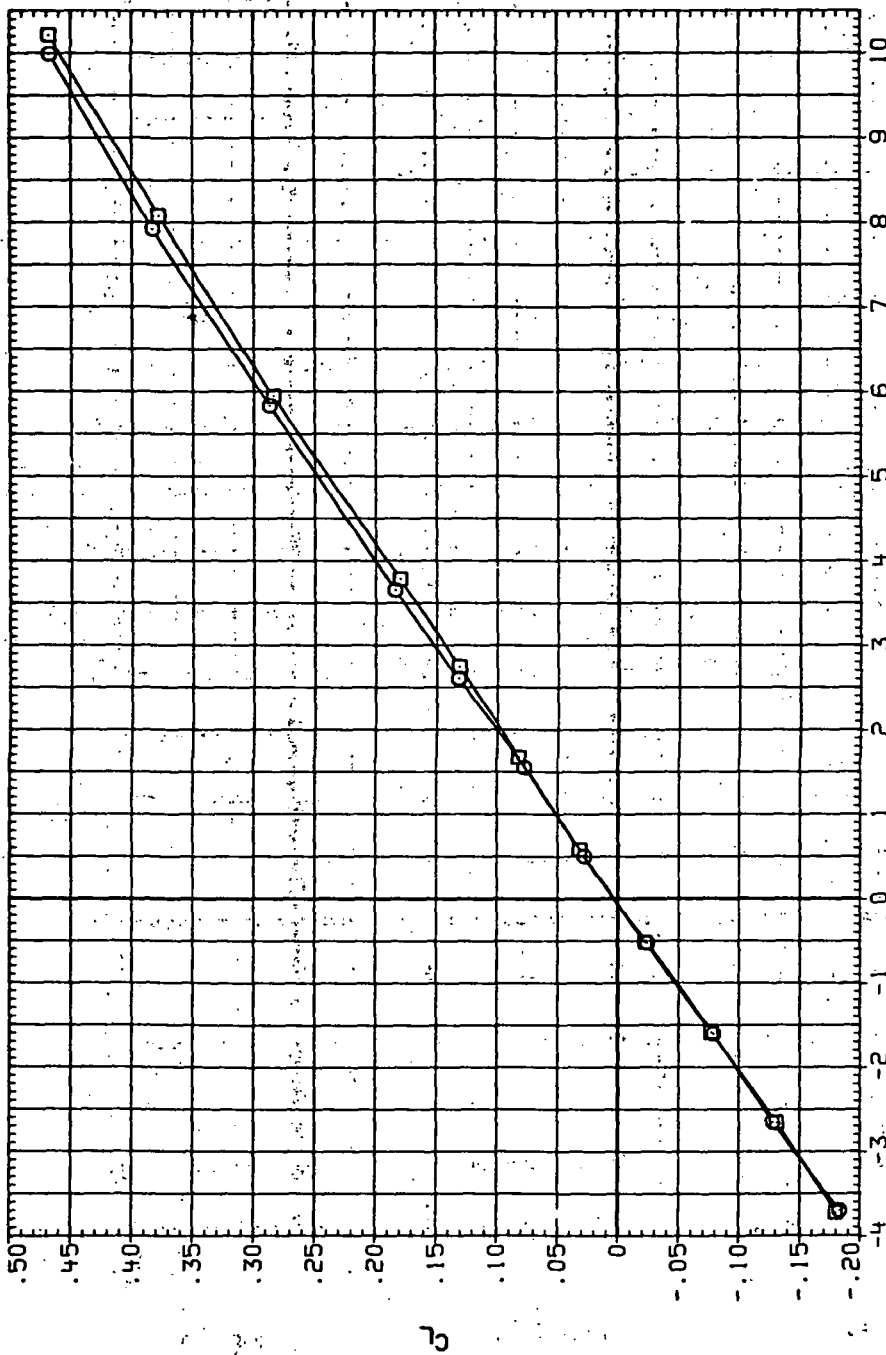


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 96.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR259 8A45B (STEEL)  
 RJR258 8A45B (STEEL)

RN/L  
 6,230  
 8,200

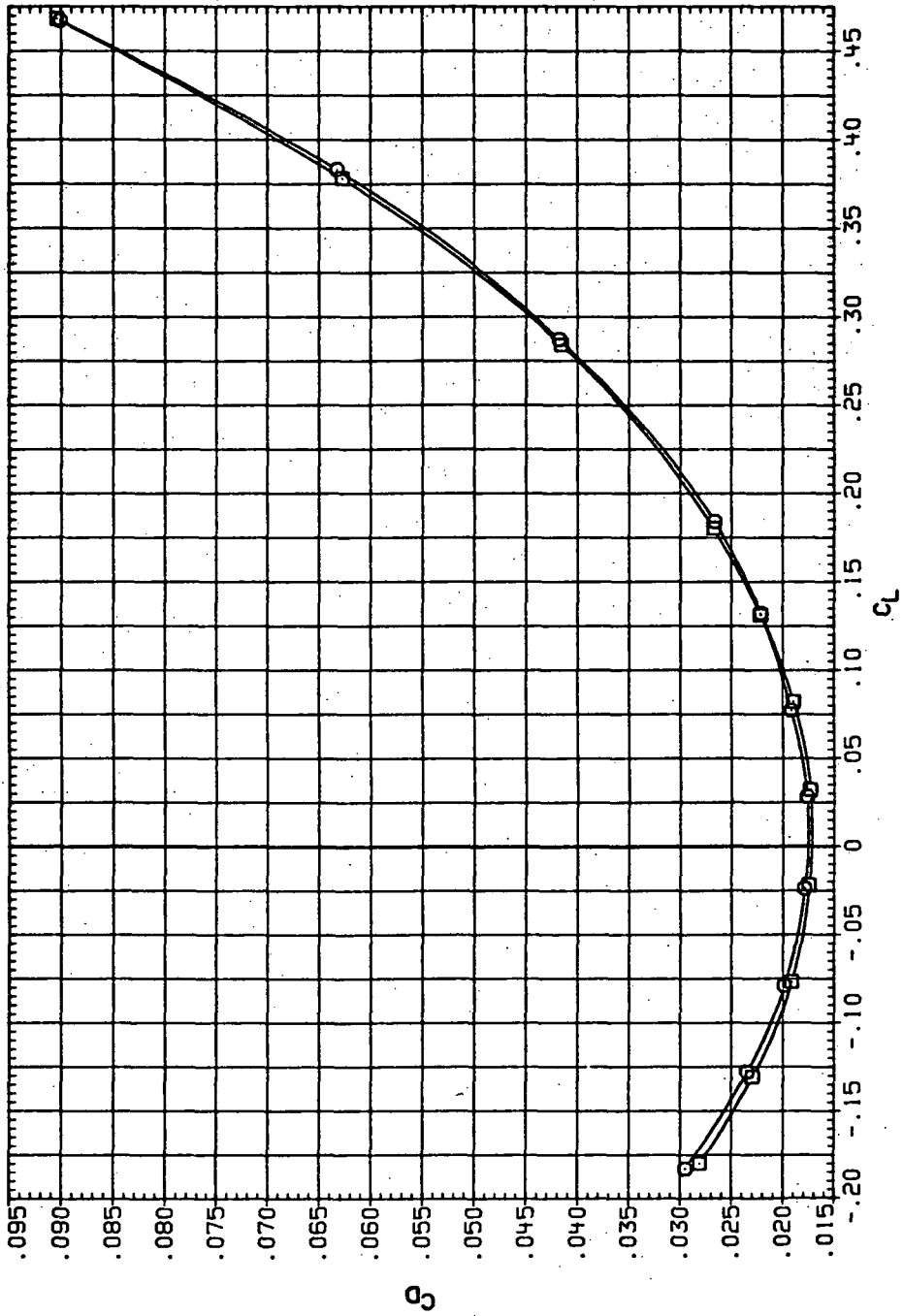


(a)  $C_L$  vs  $\alpha$ .

Figure 97 — Reynolds-number effects on the aerodynamic characteristics of the steel swept wing-body combination ( $M = 1.6$  and the NACA 65A204 airfoil).

DATA No. ( SYMBOL CONFIGURATION  
 R1R2S9 ( ) 8A5B (STEEL)  
 R1R2S8 ( ) 8A5B (STEEL)

RV/L  
 6.230  
 8.200

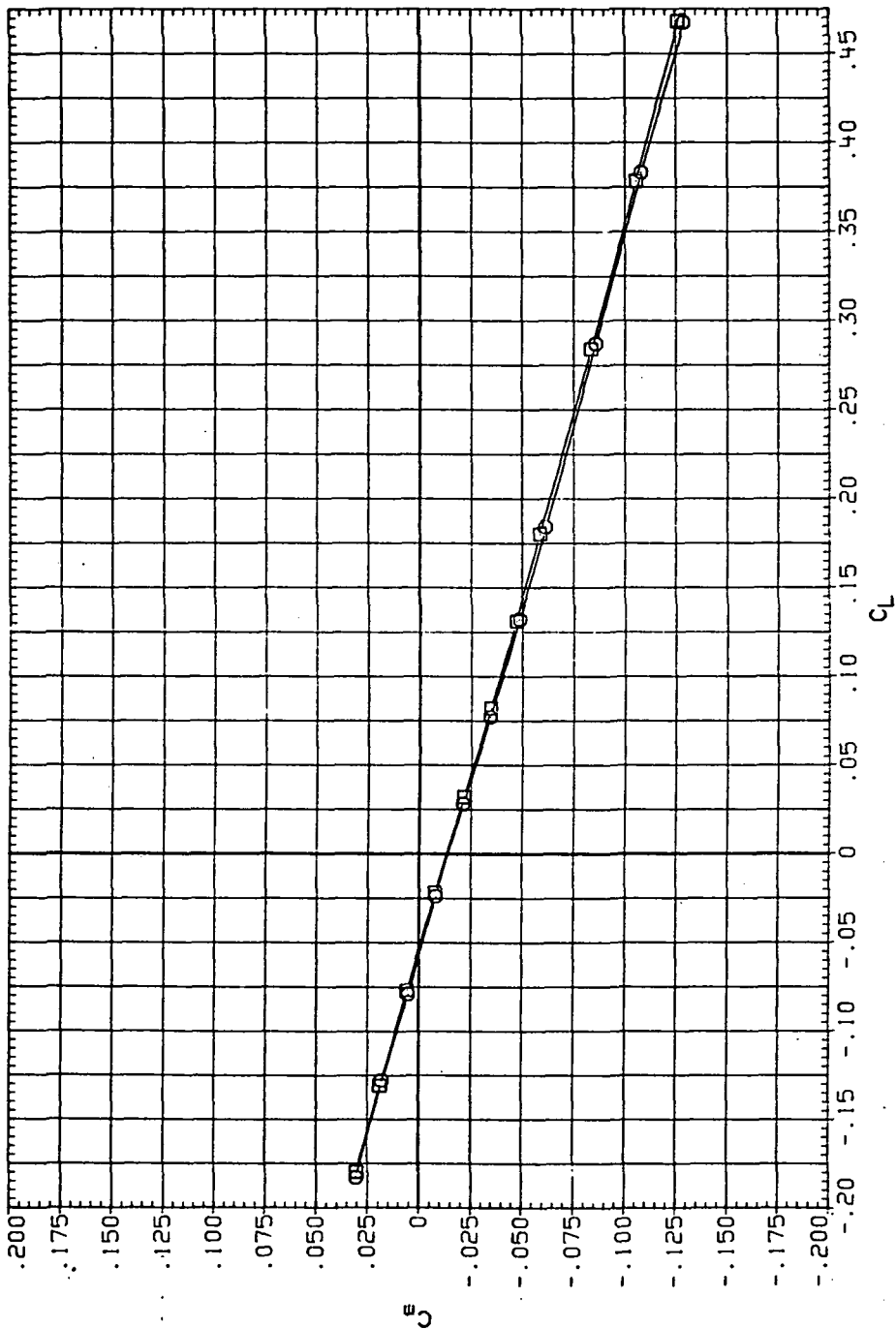


(b)  $C_D$  vs  $C_L$ .

Figure 97.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR258 ◯ BM'58 (STEEL)  
 RJR258 ◻ BM'58 (STEEL)

RN/L  
 6.230  
 6.200

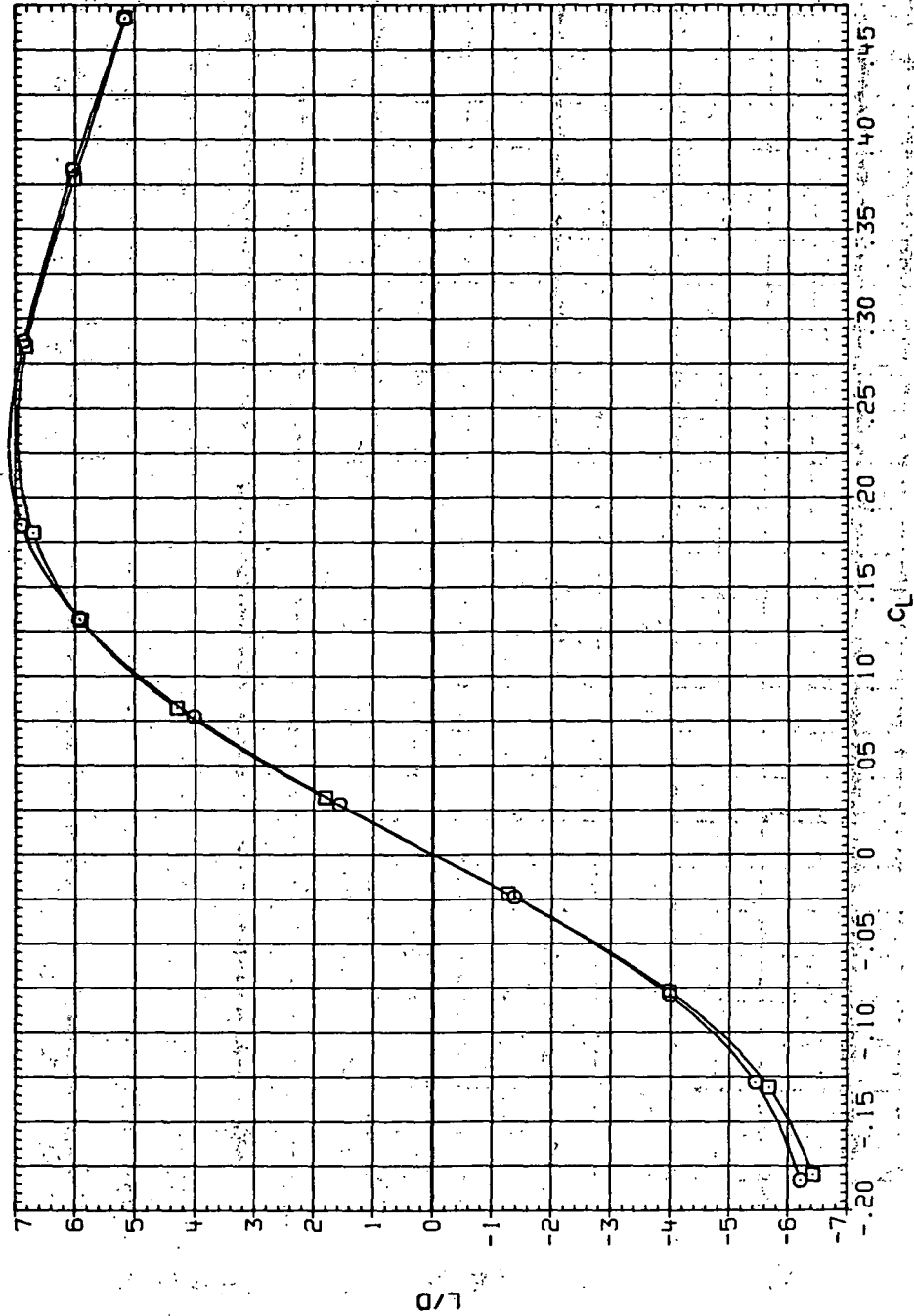


(c)  $C_m$  vs  $C_L$ .

Figure 97. — Continued.

DATA SYMBOL CONFIGURATION  
 RURE ○ BM5B (STEEL)  
 RURE5B □ BM5B (STEEL)

RN/L  
 6.2  
 8.200



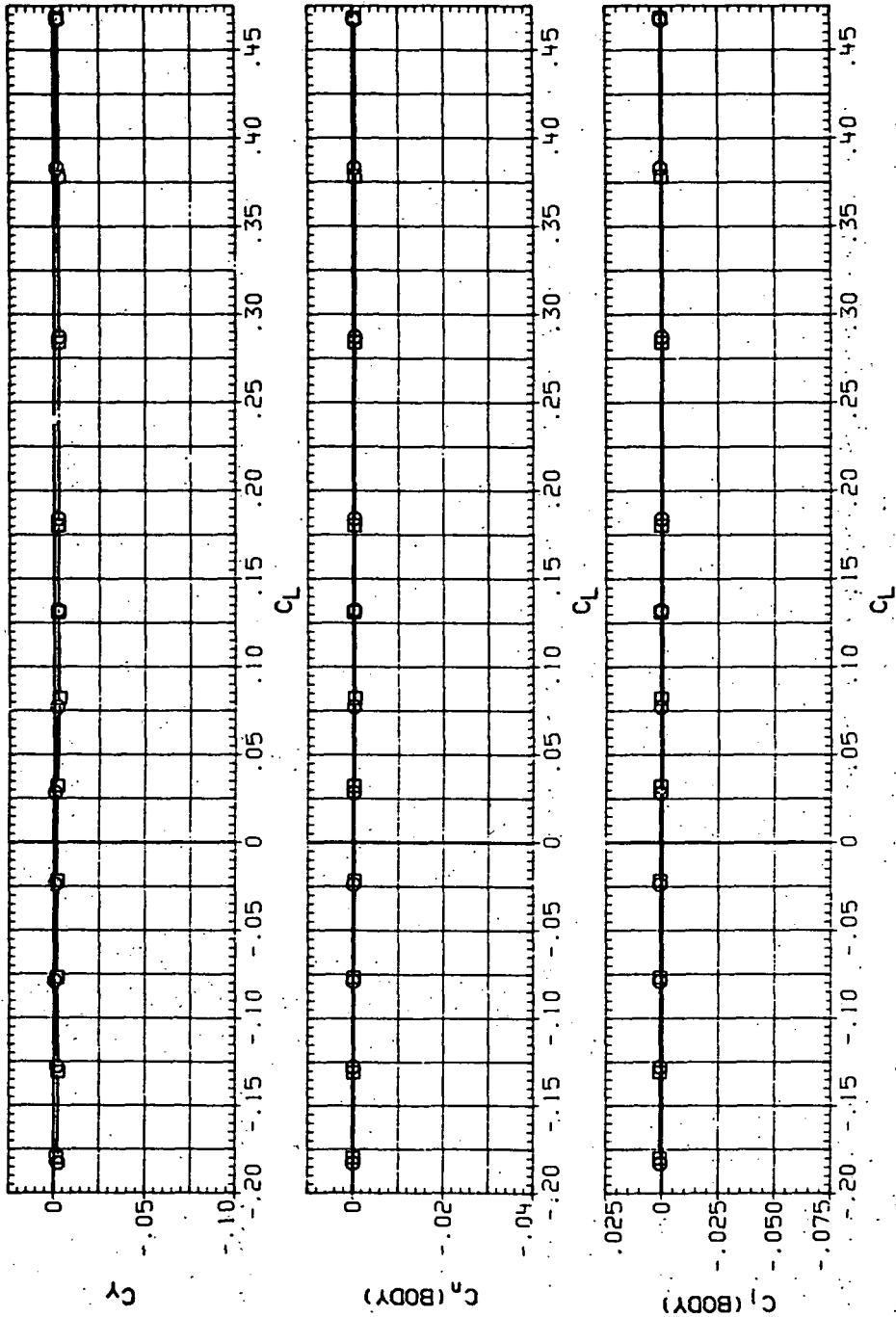
(d)  $L/D$  vs  $C_L$

Figure 97. - Continued.



DATA SET SYMBOL CONFIGURATION  
 RJR259 ○ BM-58 (STEEL)  
 RJR258 □ BM-58 (STEEL)

RN/L  
 6.230  
 6.200

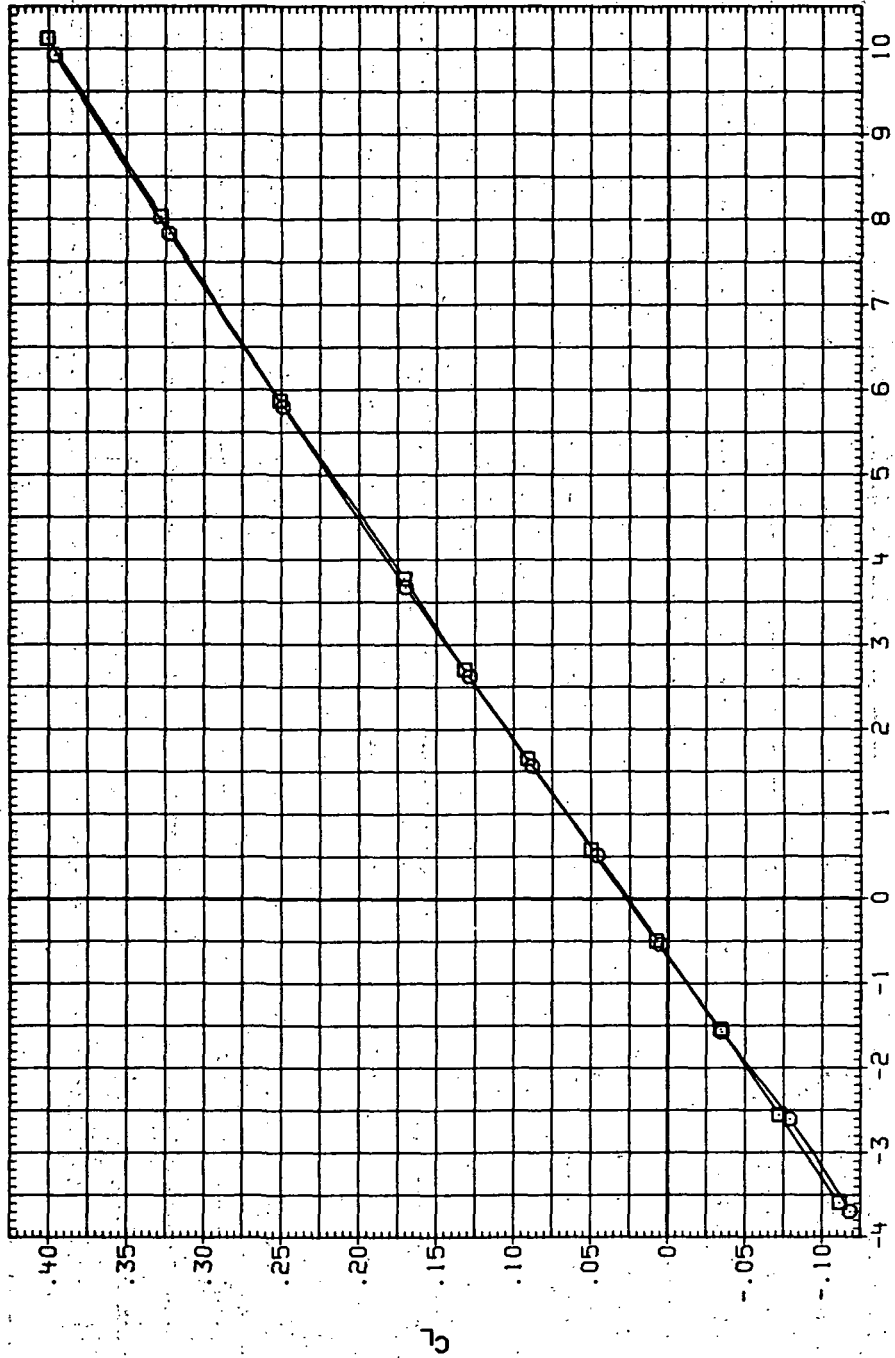


(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 97.— Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR259 □ BM458 (STEEL)  
 RJR258 ○ BM458 (STEEL)

RV/L  
 6.230  
 8.200

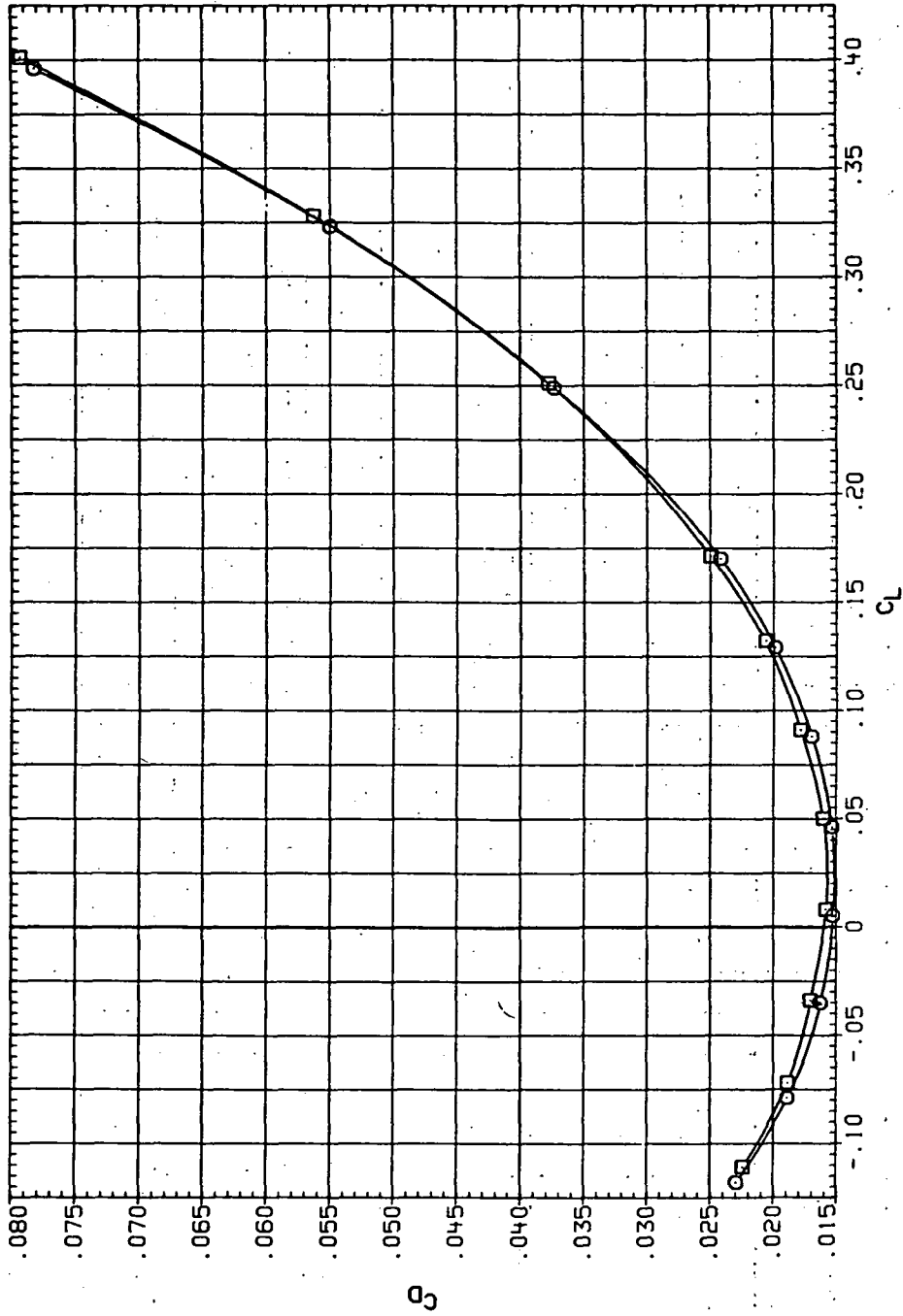


(a)  $C_L$  vs  $\alpha$ .

Figure 98.— Reynolds-number effects on the aerodynamic characteristics of the steel swept wing-body combination ( $M = 2.0$  and the NACA 65A204 airfoil).

DATA SET SYMBOL CONFIGURATION  
 RJR259 □ SHASB (STEEL)  
 RJR258 □ SHASB (STEEL)

RN/L/AVG  
 8.230  
 8.200

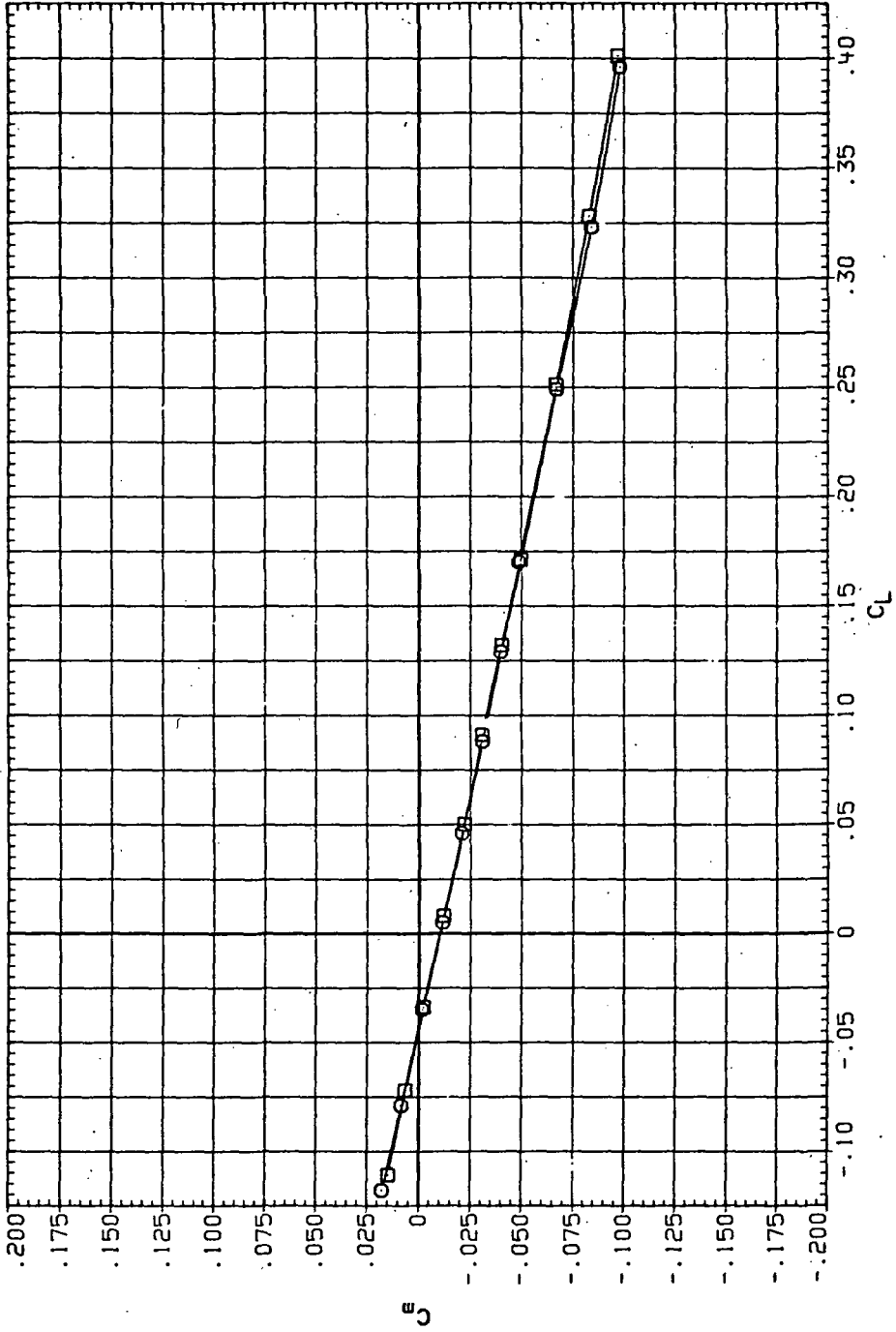


(b)  $C_D$  vs  $C_L$ .

Figure 98.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR258 ○ 8M58 (STEEL)  
 RJR258 □ 8M58 (STEEL)

RN/L  
 6.230  
 8.200

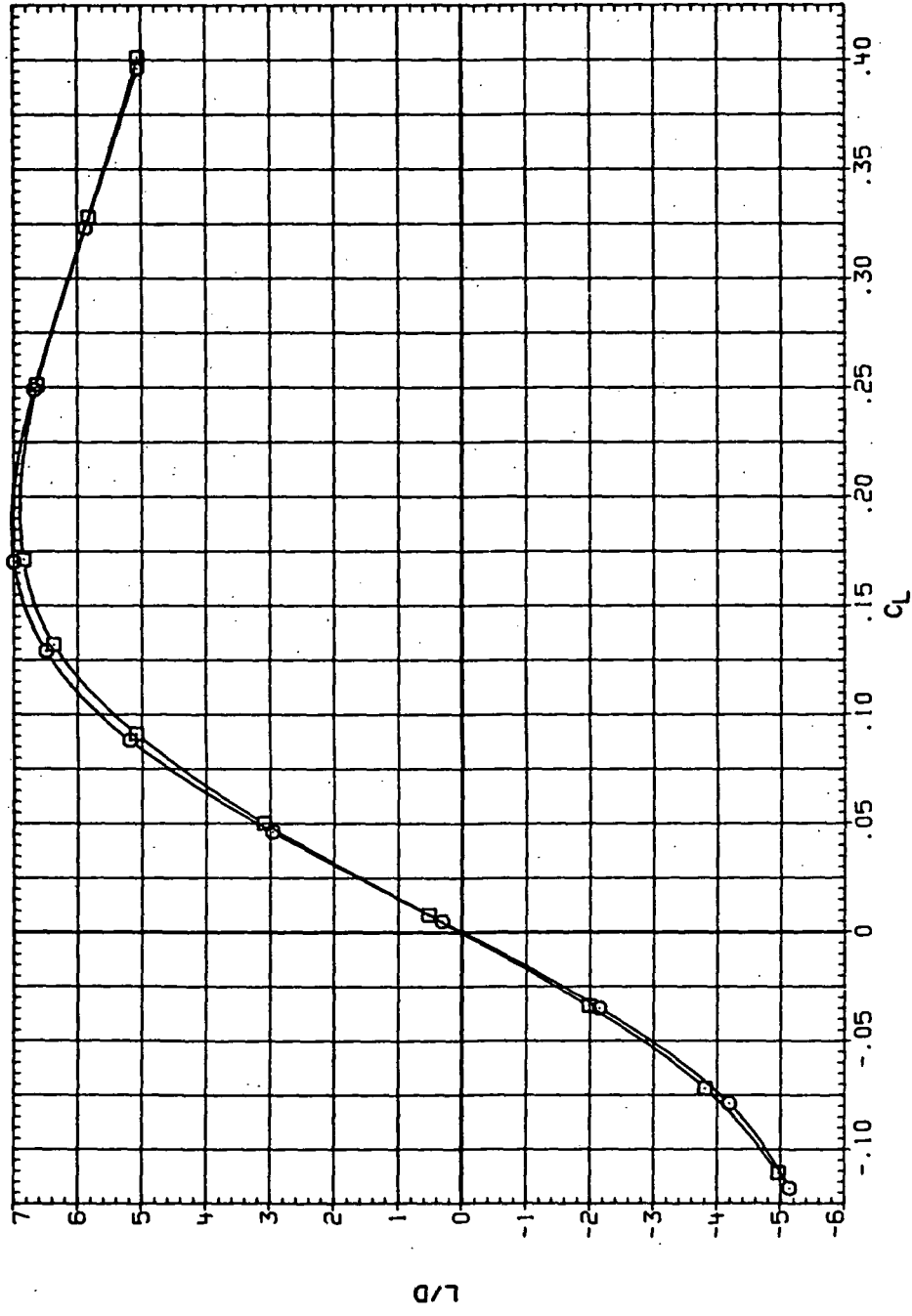


(c)  $C_m$  vs  $C_L$ .

Figure 98.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR259 ○ 8AN58 (STEEL)  
 RJR258 □ 8AN58 (STEEL)

RN/L  
 6.230  
 8.200

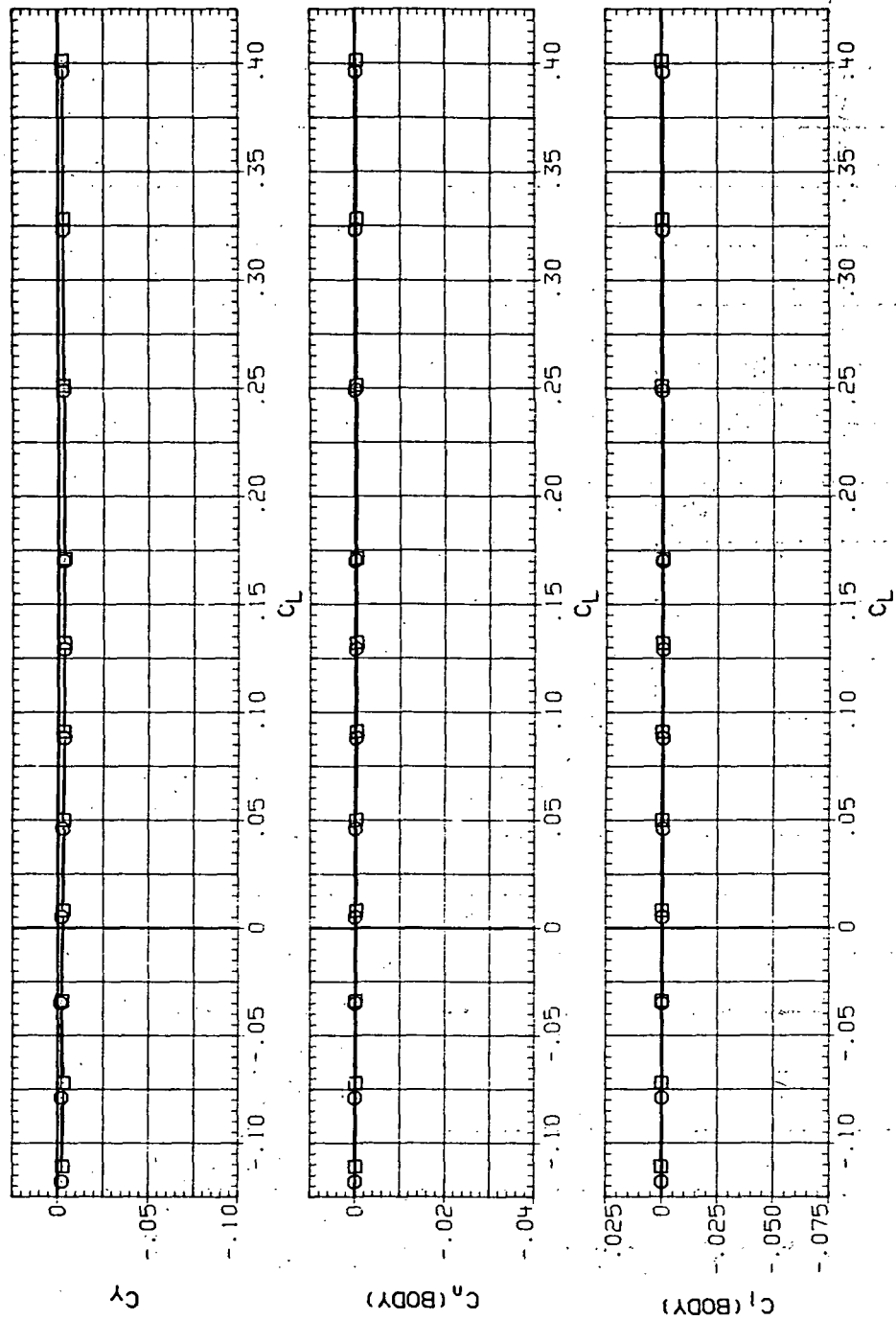


(d) L/D vs C<sub>L</sub>.

Figure 98.— Continued.

DATA SET SYMBOL . . . CONFIGURATION  
 R1R259 . . . 8M45B (STEEL)  
 R1R258 . . . 8M45B (STEEL)

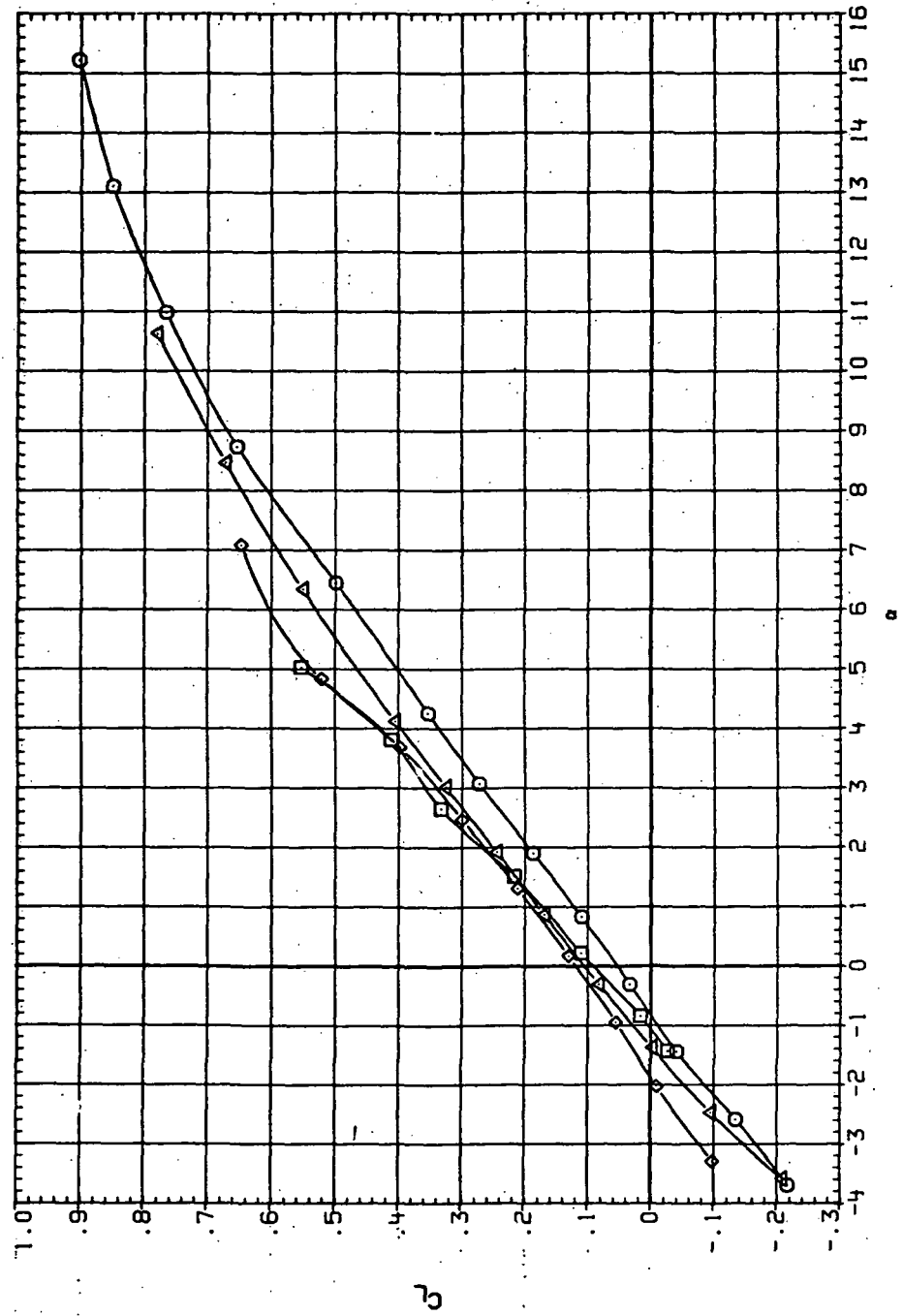
RN/L  
 6.230  
 8.200



(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .  
 Figure 98. — Concluded.

DATA SET SYMBOL CONFIGURATION  
 RJR22 ○ 7M58 (STEEL)  
 RJP006 □ 6M58 (AL)  
 RJR132 ◇ 5M58 (AL)  
 RJR258 △ 6M58 (STEEL)

RN/L  
 8.20  
 8.200  
 8.200

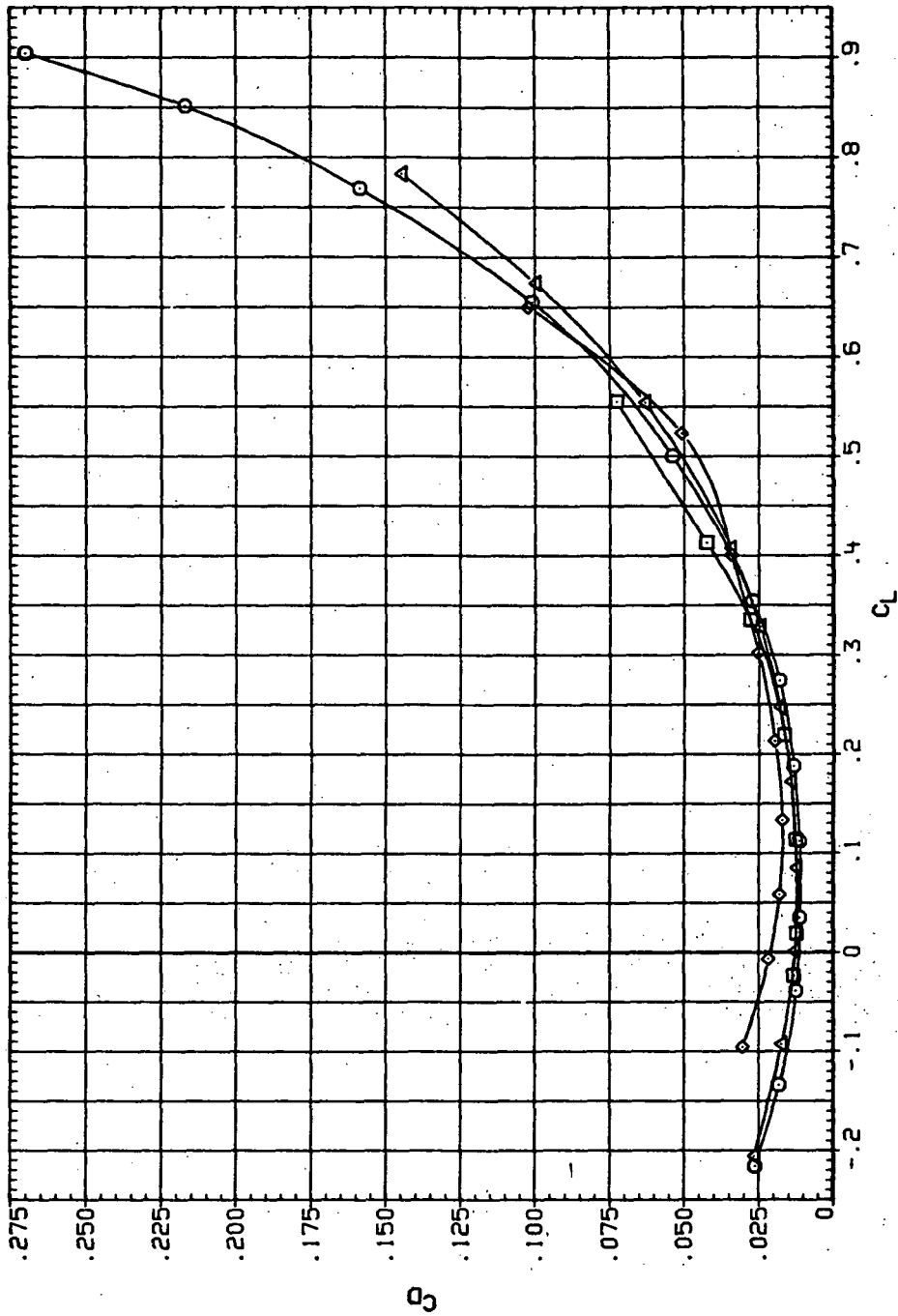


(a)  $C_L$  vs  $\alpha$ .

Figure 99.— Flexibility effects, airfoil modification effects and planform effects on the aerodynamic characteristics ( $\Lambda = 45^\circ$  and  $M = 0.95$ ).

DATA SET SYMBOL CONFIGURATION  
 RJR223 ○ 7H458 (STEEL)  
 RJR008 □ 8H458 (AL)  
 RJR132 ◇ 9H458 (AL)  
 RJR258 △ 8H458 (STEEL)

RV/L  
 8.200  
 8.200  
 8.200  
 8.200



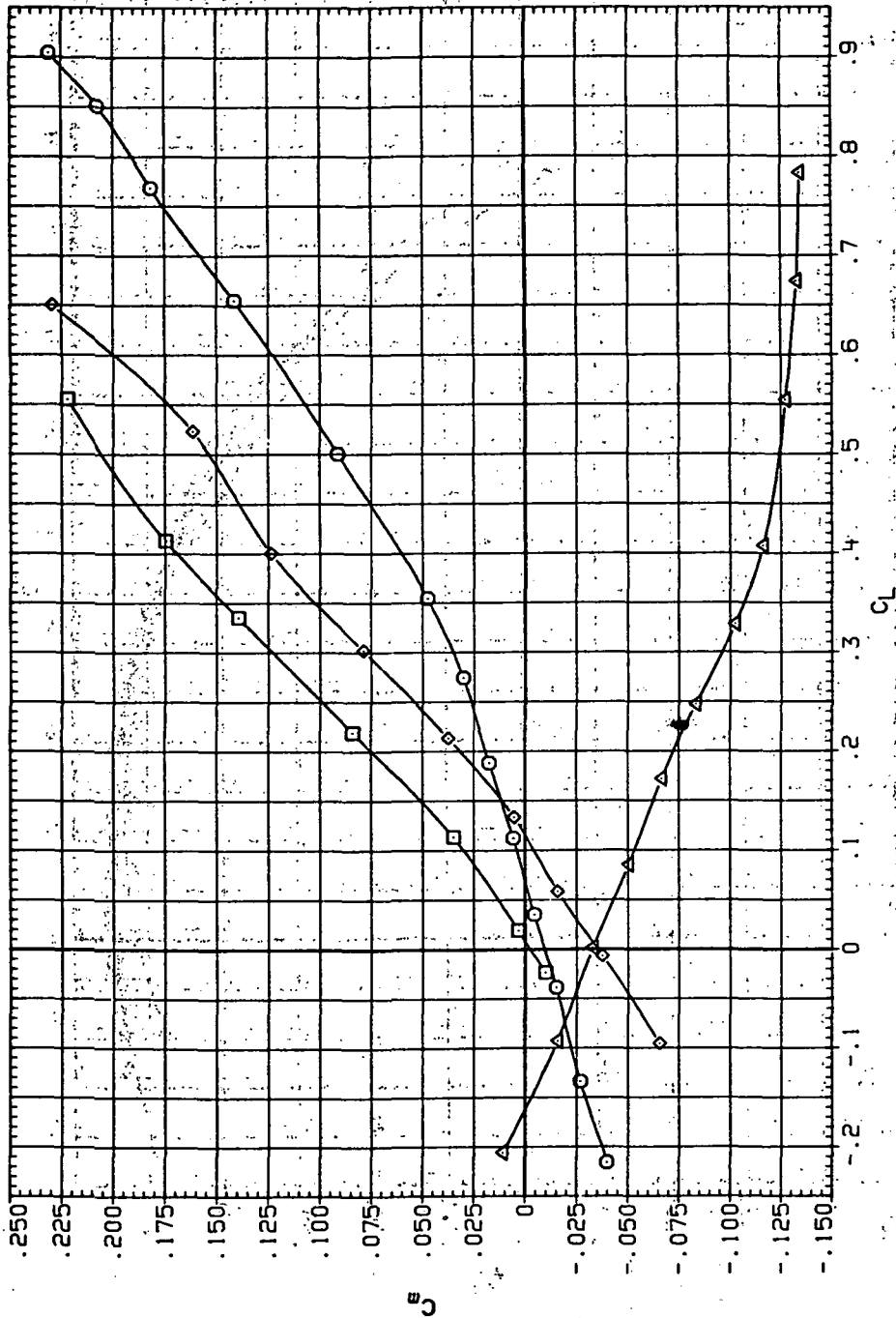
(b)  $C_D$  vs  $C_L$ .

Figure 99.— Continued.



DATA SET SYMBOL      CONFIGURATION  
 RJR223      7AN58 (STEEL)  
 RJP008      6AN58 (AL)  
 RJR132      8AN58 (AL)  
 RJR258      8AN58 (STEEL)

RN/L  
 8:200  
 8:200  
 8:200  
 8:200

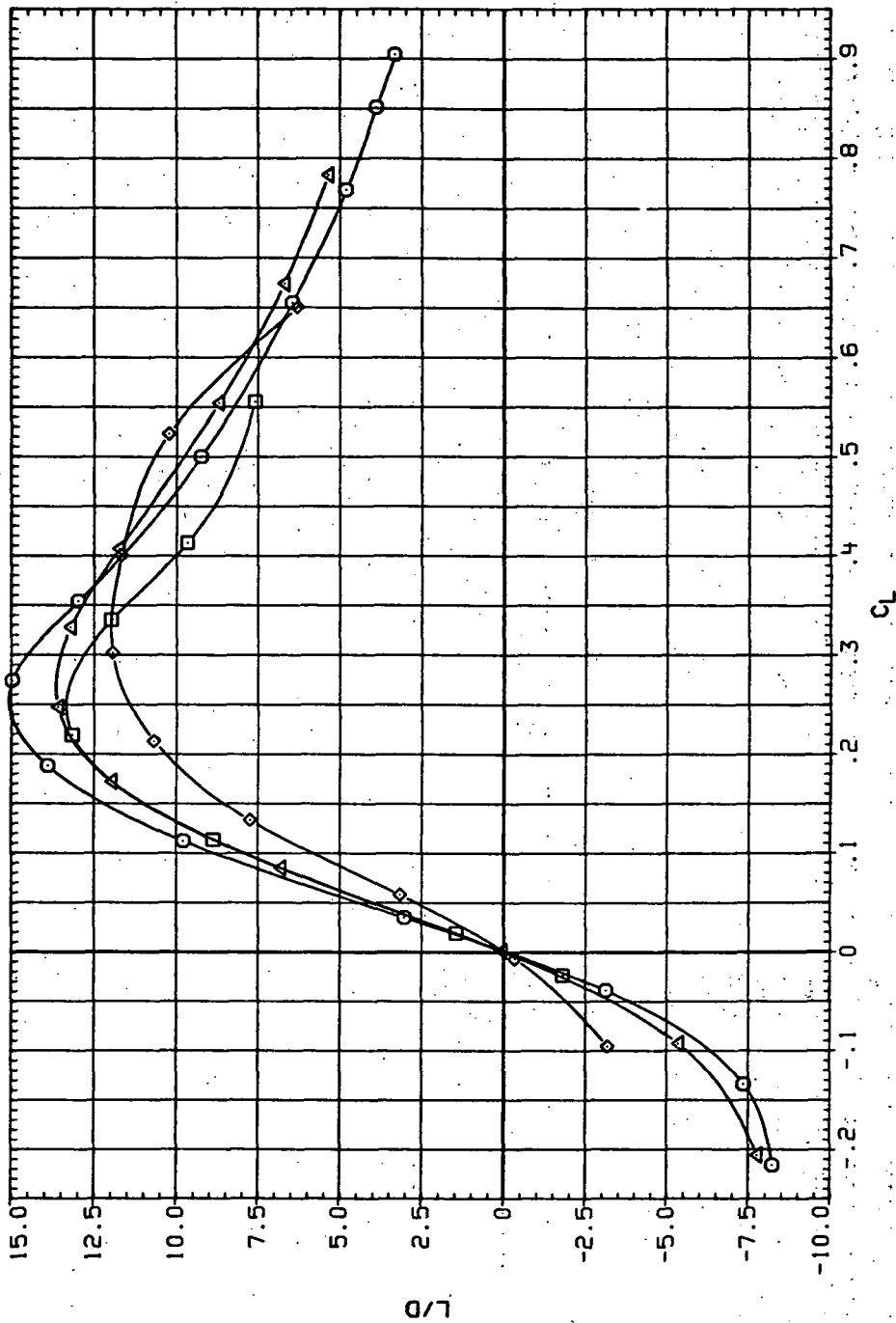


(c)  $C_m$  vs  $C_L$ .

Figure 99.— Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR233 ○ 7x158 (STEEL)  
 RJP108 □ 8x158 (AL)  
 RJR132 ◇ 8x158 (STEEL)  
 RJR258 △ 8x158 (STEEL)

RN/L  
 8.200  
 8.200  
 8.200  
 8.200

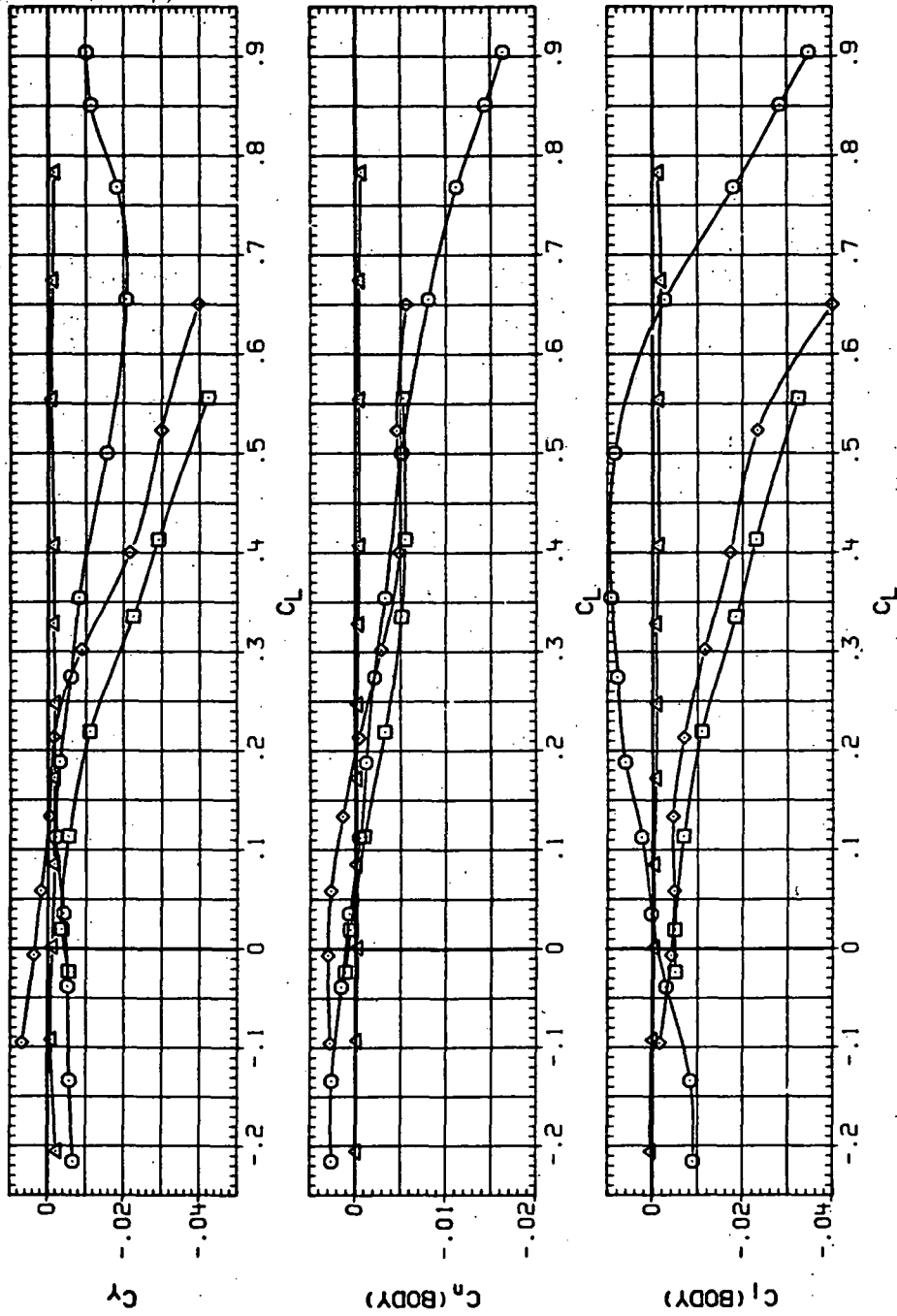


(d) L/D vs C<sub>L</sub>

Figure 99. - Continued.

DATA SET SYMBOL CONFIGURATION  
 RJR223 7M58 (STEEL)  
 RJP008 6M58 (AL)  
 RJR132 5M58 (AL)  
 RJR258 6M58 (STEEL)

RN/L  
 6.200  
 6.200  
 6.200



(e)  $C_Y$ ,  $C_n$  and  $C_l$  vs  $C_L$ .

Figure 99.— Concluded.



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