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AN EXPERIMENTAL INVESTIGATION OF AN OBLIQUE-WING AND BODY COMBINATION AT MACH NUMBERS BETWEEN 0.60 AND 1.46

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AN EXPERIMENTAL INVESTIGATION OF AN OBLIQUE-WING AND BODY

COMBINATION AT MACH NUMBERS BETWEEN 0.60 AND 1.40

By Lawrence A. Graham, Robert T. Jones and Frederick W. Boltz

Ames Research Center

SUMMARY

An experimental investigation was conducted in the Ames 11-by 11-Foot Wind Tunnel to determine the aerodynamic characteristics of an oblique high aspect ratio wing in combination with a high fineness-ratio Sears-Haack body. Longitudinal and lateral-directional stability data were obtained at wing yaw angles from 0 to 60° over a test Mach number range from 0.6 to 1.4 for angles of attack between -6° and 9° . The effects of changes in Reynolds number, dihedral, and trailing-edge angle were studied along with the effects of a roughness strip on the upper and lower surfaces of the wing. Flow-visualization studies were made to determine the nature of the flow on the wing surfaces.

With fixed or natural boundary-layer transition on the wing-body combination exceptionally high values of maximum lift-drag ratio were obtained at all Mach numbers tested by employing the proper amount of wing yaw. At a Mach number of 0.98 with the wing at 45° the maximum lift-drag ratio was 20 to 1; at a Mach number of 1.4 with the wing at 60° the maximum liftdrag ratio was approximately 11 to 1. These values are significantly higher than those previously obtained with bilaterally symmetric swept or delta wings.

INTRODUCTION

As is well known, the most efficient form for low speed flight is a straight unswept wing of high aspect ratio. According to theory the same wing when set at varying oblique angles to the flight direction should also provide maximum aerodynamic efficiency at transonic and low supersonic speeds. This prediction has recently been tested in the NASA-Ames Research Center 11-by 11-Foot Transonic Wind Tunnel and preliminary results are presented in the following report without analysis.

Theory indicates that in order to achieve maximum efficiency the oblique angle of the wing must be varied with the Mach number in such a way that the component of velocity normal to the long axis of the wing remains subsonic and below the critical Mach number of the sections. The sections taken in planes perpendicular to the long axis of the wing thus have a "subsonic" shape with a rounded leading edge and camber to produce a high lift coefficient at a high critical Mach number. The wings of the models tested had a leading edge radius of 2%, maximum camber of 3% and the thickness-chord ratio of 10%. The planform was quasi-elliptical (see figure 2) with an axis ratio of 10 to 1, corresponding to an unswept aspect ratio of 12.7.

Calculations also indicate that the loading tends to shift toward the downstream tip as the wing is pivoted relative to the body longitudinal axis. To compensate for this effect the model wings were constructed with a certain amount of upward curvature in the unyawed position. Such a "curvilinear dihedral" has an aerodynamic effect similar to that of twist when the wing is yawed. The effect is to increase the angle of attack of the forward tip and reduce the angle of the rearward tip.

NOMENCLATURE

The axis system and sign convention are shown in figure 1. Lift and drag are presented in the stability-axis coordinate system and all other forces and moments are presented in the body-axis coordinate system. Because the data were computer plotted the corresponding plot symbol, where used, is given together with the conventional symbol

Symbol	Plot Symbol	Definition
Ъ		wing span
с		wing chord
^c root		wing root-chord
CD	CD	drag coefficient, drag/qS
°Į	CBL	rolling-moment coefficient, rolling moment/qSb
с _L	CL	lift coefficient, lift/qS
C _m	CIM	pitching-moment coefficient, pitching moment/qScruot
C _n	CYN	yawing-moment coefficient, yawing moment/qSb
Сү	СҮ	side-force coefficient, side force/qS

H		maximum vertical distance from wing reference plane to wing base line at 0.4c for W _l
H'		maximum vertical distance from wing reference plane to wing base line at 0.4c for W_3
L		longitudinal distance along the body from body maximum diameter
(L/D)	l/D	lift-drag ratio
М	MACH	free-stream Mach number
đ		free-stream dynamic pressure
Re	RN/L	unit Reynolds number, million per foot
S		wing area
t		wing thickness
W		body width
x		longitudinal distance
Ү- Uр		maximum distance from wing base line to wing upper surface measured per endicular to the wing base line
Ү-го		maximum distance from wing base line to wing lower surface measured perpendicular to the wing base line
Z-Up		vertical distance from wing chord to wing upper surface
Z-Lo		vertical distance from wing chord to wing lower surface
2		Cartesian coordinate
α	ALPHA	angle of attack
β	BETA	angle of sideslip
δ_{TE}		trailing edge segment deflection

٨	LAMBDA	angle betw en a perpendicular to the body longi- tudinal axis and the 0.25 chord line of the wing measured in a horizontal plane
Φ		angle between vertical plane and the intersection of the circular portion of the body with the rec- tangular portion of the body

Subscripts

ximum	value
a	aximum

I denotes or ignal wing		denotes original wing	ζa	Lneo	ira	1
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- 3 denotes reshaped wing dihedral
- 0 zero trailing edge deflection
- 5 5 degree downward trailing edge deflection measured relative to zero trailing edge deflection
- 10 10 degree downward trailing edge deflection

Configuration Code

- W W wing
- F F trailing edge segment
- B B body

TEST FACILITY

The tests were conducted in the Ames ll-by ll-Foot Transonic Wind Tunnel which is a variable density, closed return, continuous flow type. This tunnel has an adjustable nozzle (two flexible walls) and a slotted test section to permit transonic testing over a Mach number range continuously variable from 0.4 to 1.4.

MODEL DESCRIPTION

The models consisted of an elliptical planform wing mounted on top of a Sears-Haack body as shown in figure 2. Pertinent dimensions of the wings investigated and of the Sears-Haack body, which was common to all configurations, are given in tables 2 and 3 and figure 2(a) through (d). Photographs of the model are shown in figure 2(e). The wing was pivoted in the horizontal plane about the 0.4 root-chord point to obtain oblique angles of 0°, 45°, 50°, 55° and 60° relative to the body longitudinal axis as shown in figure 2(a).

All wings had elliptical planforms with a straight 25-percent chord line (figure 2(a)). The basic wing section was a NACA 3610-02,40 (figure 2(f)) perpendicular to the upswept chord line.

Modifications to the basic wing for these tests (herein referred to as wing number 1, W_1) included removing the anhedral; the resulting dihedral for the wing which will herein be referred to as wing number 3,W3, is shown in figure 2(c). The basic wing, W_1 , was also modified for these tests by adjusting the trailing edge segments 5 and 10 degrees downward as shown in figure 2(g).

TESTING AND PROCEDURE

The models were sting mounted through the base of the model body shown in figures 2(a) and 2(d), and force and moment data were obtained from an internally mounted six-component strain-gage balance. The moment center was on the body center line and longitudinally at the wing pivot point $(0.4c_{\text{root}})$. Tests were conducted principally at a Reynolds number of 6 million per foot. Limited data were obtained for the basic wing at Reynolds numbers of 4 and 8 million per foot. Angle-of-attack range, selected for each configuration to always define maximum lift-to-drag ratio, was nominally ± 8 degrees.

Data were obtained for oblique angles of 0°, 45°, 50°, 55°, and 60° for the basic wing (figure 2(a)). For the other configurations (the wing with the trailing edge deflected 5 or 10 degrees downward; the wing without anhedral, W₃, and the wing with roughness strips) data were obtained for oblique angles of 0°, 45°, and 60°. Roughness strips 1/8-inch wide were placed on the upper and lower surfaces of the wing without anhedral and around the body nose. The strips were made of 0.0045-inch diameter spheres placed approximately $\frac{1}{2}$ -inch downstream of the wing leading edge and approximately $2\frac{1}{2}$ -inches downstream from the body nose.

The density of the spheres within the roughness strips was determined

using state-of-the-art techniques (reference 1). Individual 0.0045-inch diameter spheres were placed in a row, staggered spanwise and chordwise, on the wing surfaces and flow visualization techniques (fluorescent oil and sublimation) were used to determine the natural boundary-layer transition point on the wing. The measured balance data were adjusted to a condition corresponding to freestream static pressure on the base.

Mach number range for each oblique angle tested is shown in table 4.

RESULTS AND DISCUSSION

A complete index to the drta figures is given in table 5. The experiments have shown that an oblique wing of high aspect ratio can give exceptionally high values of lift/drag-ratio at all Mach numbers from 0.60 to 1.40. At M = 0.98 and the wing at 45° $(L/D)_{max}$ was 20 to 1. At 60° yaw and $M = 1.4 (L/D)_{max}$ was approximately 11. These values are significantly higher than those previously obtained with bilaterally symmetric swept or delta wings.

Upward curvature of the wing is effective in reducing the trim changes of trim with yaw angle to very low values within the cruising range. At higher angles of attack significant trim changes occur, apparently because of stalling of the downstream tip.

Ames	Research	Cent	ter						
	National	Aero	onautics	and	Space	Administration			
	Mofi	fett	Field,	Cali	fornia	94035	Decemb	er 22,	, 1972

REFERENCES

 Leaslow, Albert L.; Hicks, Raymond M.; Harris, Roy V.: Use of Grit-Type Boundary-Layer-Transition Trips on Wind-Tunnel Models. NASA TN D-3579, Sept. 1966. TABLE 1. - MODEL GEOMETRY

Body (Sears-Haack)

Lergth	
Closed	45.25 in
Cut-off	36.00 in
Maximum diameter	3.37 in

Wing

Planform 10:1 ellipse about c/4	
Span (reference)	60.00 in
Area (reference)	278.00 in^2
Root chord	6.00 in
Aspect ratio	12.7
Maximum t/c	0.10
Incidence	00
0.25c sweep	00
Section	NACA 3610-02, 40
Maximum thickness, percent chord	0.40
Leading-edge nose radius, percent chord	0.02

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11.850 5.512 $.427$ $.164$ 085 $.025$ 12.635 5.442 $.422$ $.162$ 090 $.030$ 13.356 5.373 $.416$ $.160$ 094 $.034$ 14.024 5.304 $.411$ $.158$ 098 $.038$ 14.645 5.237 $.406$ $.156$ 101 $.041$ 15.226 5.170 $.401$ $.154$ 103 $.043$ 15.772 5.104 $.396$ $.152$ 106 $.046$ 16.286 5.039 $.390$ $.150$ 106 $.046$ 17.233 4.911 $.381$ $.146$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ 18.007 4.787 $.371$ $.143$ 106 $.048$ 18.483 4.726 $.366$ $.141$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 4.172 $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 085 $.071$ 22.523 <td>10.986</td> <td>5.583</td> <td>.433</td> <td>.166</td> <td>078</td> <td>.018</td>	10.986	5.583	.433	.166	078	.018
12.635 5.442 $.422$ $.162$ 090 $.030$ 13.356 5.373 $.416$ $.160$ 094 $.034$ 14.024 5.304 $.411$ $.158$ 098 $.038$ 14.645 5.237 $.406$ $.156$ 101 $.041$ 15.226 5.170 $.401$ $.154$ 103 $.043$ 15.772 5.104 $.396$ $.152$ 105 $.045$ 16.286 5.039 $.390$ $.150$ 106 $.046$ 17.233 4.911 $.381$ $.146$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ 18.007 4.787 $.371$ $.143$ 106 $.048$ 18.483 4.726 $.366$ $.141$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 4.172 $.324$ $.125$ 090 $.066$ 22.956 3.860 299 $.115$ 075 $.081$ 23.379 3.760 $.291$ $.112$ 065 <td>11.850</td> <td>5.512</td> <td>.427</td> <td>.164</td> <td>~.085</td> <td>.025</td>	11.850	5.512	.427	.164	~.085	.025
13.356 5.373 .416.160 094 .03414.024 5.304 .411.158 098 .03814.645 5.237 .406.156 101 .04115.226 5.170 .401.154 103 .04315.772 5.104 .396.152 105 .04516.286 5.039 .390.150 106 .04616.772 4.975 .385.148 107 .04717.671 4.849 .376.145 107 .04718.0.7 4.787 .371.143 106 .04818.483 4.726 .366.141 105 .04919.224 4.606 .357.137 133 .05119.570 4.548 .352.136 102 .05219.902 4.490 .348.134 101 .05320.220 4.432 .343.132 099 .05520.977 4.289 .332.128 094 .06021.533 $4.17c$.324.125 090 .06622.046 4.069 .315.121 085 .07122.523 3.963 .307.118 080 .07622.956 3.860 .299.115 075 .08123.379 3.760 .291.112 065 .09124.123 3.567 .276.106 060 .096	12.635	5.442	.422	.162	090	.030
14.024 5.304 $.411$ $.158$ 098 $.038$ 14.645 5.237 $.406$ $.156$ 101 $.041$ 15.226 5.170 $.401$ $.154$ 103 $.043$ 15.772 5.104 $.396$ $.152$ 105 $.045$ 16.286 5.039 $.390$ $.150$ 106 $.046$ 16.772 4.975 $.385$ $.148$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ $18.0c7$ 4.787 $.371$ $.143$ 106 $.048$ 18.483 4.726 $.366$ $.141$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 $4.17c$ $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 080 $.076$ 22.956 3.860 $.299$ $.115$ 075 $.081$ 23.763 3.662 $.284$ $.109$ 065 </td <td>13.356</td> <td>5.373</td> <td>.416</td> <td>.160</td> <td>094</td> <td>.034</td>	13.356	5.373	.416	.160	094	.034
14.645 5.237 $.406$ $.156$ 101 $.041$ 15.226 5.170 $.401$ $.154$ 103 $.043$ 15.772 5.104 $.396$ $.152$ 105 $.045$ 16.286 5.039 $.390$ $.150$ 106 $.046$ 16.772 4.975 $.385$ $.148$ 106 $.046$ 17.233 4.911 $.381$ $.146$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ $18.0.7$ 4.787 $.371$ $.143$ 106 $.048$ 18.483 4.726 $.366$ $.141$ 105 $.049$ 18.862 4.666 $.362$ $.139$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 $4.17c$ $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 080 $.076$ 22.956 3.860 $.299$ $.115$ 075 $.081$ 23.763 3.662 $.284$ $.109$ 065 </td <td>14.024</td> <td>5.304</td> <td>.411</td> <td>.158</td> <td>098</td> <td>.038</td>	14.024	5.304	.411	.158	098	.038
15.226 5.170 $.401$ $.154$ 103 $.043$ 15.772 5.104 $.396$ $.152$ 105 $.045$ 16.286 5.039 $.390$ $.150$ 106 $.046$ 16.772 4.975 $.385$ $.148$ 106 $.046$ 17.233 4.911 $.381$ $.146$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ $18.0.7$ 4.787 $.371$ $.143$ 106 $.048$ 18.483 4.726 $.366$ $.141$ 105 $.049$ 18.862 4.666 $.362$ $.139$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 $4.17c$ $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 080 $.076$ 22.956 3.860 $.299$ $.115$ 075 $.081$ 23.379 3.760 $.291$ $.112$ 065 $.091$ 24.123 3.567 $.276$ $.106$ 060 </td <td>14.645</td> <td>5.237</td> <td>.406</td> <td>.156</td> <td>101</td> <td>.041</td>	14.645	5.237	.406	.156	101	.041
15.772 5.104 $.396$ $.152$ 105 $.045$ 16.286 5.039 $.390$ $.150$ 106 $.046$ 16.772 4.975 $.385$ $.148$ 106 $.046$ 17.233 4.911 $.381$ $.146$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ $18.0.7$ 4.787 $.371$ $.143$ 106 $.048$ 18.483 4.726 $.366$ $.141$ 105 $.049$ 18.862 4.666 $.362$ $.139$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 $4.17c$ $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 080 $.076$ 22.956 3.860 $.299$ $.115$ 075 $.081$ 23.379 3.760 $.291$ $.112$ 065 $.091$ 24.123 3.567 $.276$ $.106$ 060 $.096$	15.226	5.170	.401	.154	103	.043
16.286 5.039 $.390$ $.150$ 106 $.046$ 16.772 4.975 $.385$ $.148$ 106 $.046$ 17.233 4.911 $.381$ $.146$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ $18.0.7$ 4.787 $.371$ $.143$ 106 $.048$ 18.483 4.726 $.366$ $.141$ 105 $.049$ 18.862 4.666 $.362$ $.139$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 $4.17c$ $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 380 $.076$ 22.956 3.860 $.299$ $.115$ 075 $.081$ 23.379 3.760 $.291$ $.112$ 065 $.091$ 24.123 3.567 $.276$ $.106$ 060 $.096$	15.772	5.104	.396	.152	105	.045
16.772 4.975 $.385$ $.148$ 106 $.046$ 17.233 4.911 $.381$ $.146$ 107 $.047$ 17.671 4.849 $.376$ $.145$ 107 $.047$ 18.007 4.787 $.371$ $.143$ 106 $.048$ 18.483 4.726 $.366$ $.141$ 105 $.049$ 18.862 4.666 $.362$ $.139$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 4.172 $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 380 $.076$ 22.956 3.860 $.299$ $.115$ 075 $.081$ 23.379 3.760 $.291$ $.112$ 065 $.091$ 24.123 3.567 $.276$ $.106$ 060 $.096$	16.286	5.039	.390	.150	106	.046
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	16.772	4.975	.385	.148	106	.046
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	17.233	4.911	.381	.146	107	.047
$18.0.7$ 4.787 $.371$ $.143$ 106 $.048$ 18.483 4.726 $.366$ $.141$ 105 $.049$ 18.862 4.666 $.362$ $.139$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 4.17ψ $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 380 $.076$ 22.956 3.860 $.299$ $.115$ 075 $.081$ 23.379 3.760 $.291$ $.112$ 065 $.091$ 24.123 3.567 $.276$ $.106$ 060 $.096$	17.671	4.849	.376	.145	107	.047
18.483 4.726 $.366$ $.141$ 105 $.049$ 18.862 4.666 $.362$ $.139$ 105 $.049$ 19.224 4.606 $.357$ $.137$ 133 $.051$ 19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 $4.17c$ $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 380 $.076$ 22.956 3.860 $.299$ $.115$ 075 $.081$ 23.379 3.760 $.291$ $.112$ 065 $.091$ 24.123 3.567 $.276$ $.106$ 060 $.096$	18.007	4,787	.371	.143	106	.048
$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	18.483	4.726	.366	.141	105	.049
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	18.862	4.666	.362	.139	105	.049
19.570 4.548 $.352$ $.136$ 102 $.052$ 19.902 4.490 $.348$ $.134$ 101 $.053$ 20.220 4.432 $.343$ $.132$ 099 $.055$ 20.977 4.289 $.332$ $.128$ 094 $.060$ 21.533 $4.17c$ $.324$ $.125$ 090 $.066$ 22.046 4.069 $.315$ $.121$ 085 $.071$ 22.523 3.963 $.307$ $.118$ 080 $.076$ 22.956 3.860 $.299$ $.115$ 075 $.081$ 23.379 3.760 $.291$ $.112$ 070 $.086$ 23.763 3.662 $.284$ $.109$ 065 $.091$ 24.123 3.567 $.276$ $.106$ 060 $.096$	19.224	4.606	.357	.137	1)3	051
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	19.570	4.548	.352	.136	102	.052
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	19.902	4.490	.348	.134	101	.053
20.977 4.289 .332 .128 094 .060 21.533 4.172 .324 .125 090 .066 22.046 4.069 .315 .121 085 .071 22.523 3.963 .307 .118 080 .076 22.956 3.860 .299 .115 075 .081 23.379 3.760 .291 .112 070 .086 23.763 3.662 .284 .109 065 .091 24.123 3.567 .276 .106 060 .096	20.220	4.432	.343	.132	099	.055
21.533 4.178 .324 .125 090 .066 22.046 4.069 .315 .121 085 .071 22.523 3.963 .307 .118 080 .076 22.956 3.860 .299 .115 075 .081 23.379 3.760 .291 .112 070 .086 23.763 3.662 .284 .109 065 .091 24.123 3.567 .276 .106 060 .096	20.977	4.289	.332	.128	094	.060
22.046 4.069 .315 .121 085 .071 22.543 3.963 .307 .118 080 .076 22.956 3.860 .299 .115 075 .081 23.379 3.760 .291 .112 070 .086 23.763 3.662 .284 .109 065 .091 24.123 3.567 .276 .106 060 .096	21.533	4.178	.324	.125	090	.066
22.523 3.963 .307 .118 080 .076 22.956 3.860 .299 .115 075 .081 23.379 3.760 .291 .112 070 .086 23.763 3.662 .284 .109 065 .091 24.123 3.567 .276 .106 060 .096	22.046	4.069	.315	.121	085	.071
22.956 3.860 .299 .115 075 .081 23.379 3.760 .291 .112 070 .086 23.763 3.662 .284 .109 065 .091 24.123 3.567 .276 .106 060 .096	22.523	3.963	.307	.118	080	.076
23.379 3.760 .291 .112 070 .086 23.763 3.662 .284 .109 065 .091 24.123 3.567 .276 .106 060 .096 24.450 3.674 .269 .104 055 .101	22.956	3,860	.299	.115	075	.081
23.763 3.662 .284 .109 065 .091 24.123 3.567 .276 .106 060 .096 24.450 3.674 .269 .104 055 .101	23.379	3.760	.291	.112	070	.086
24.123 3.567 .276 .106060 .096 24.459 3.567 .269 106055 101	23.763	3,662	.284	.109	065	.091
24 450 2 474 260 104 - 055 101	24,123	3.567	.276	.106	060	.096
24,4J7 J.4/4 ,407 .1040JJ .101	24.459	3.474	.269	.104	055	.101

TABLE 2. - WING DIMENSIONAL DATA*

* All dimensions are inches

Semi-					
span	Chc.d	Y-UP	Y-LO	H	н'
0/ 770	2 201	2/2	101	0.50	100
24.//3	3,384	.202	. 101	050	.100
25.008	3.290	.235	.098	045	.111
25.344	3.210	.249	.096	040	.110
25.604	3.127	.242	.093	035	. 121
25.848	3.046	.236	.091	030	.126
26.077	2,966	.230	.088	026	.131
26.293	2.889	.224	.086	022	.137
26.495	2.814	.218	.084	017	.142
26.686	2.741	.212	.082	013	.146
26.866	2.670	.207	.080	009	.150
27.036	2.600	.197	.076	006	.156
27.196	2.533	.187	.072	002	.160
27.347	2.467	.178	.068	.002	.164
27.489	2.403	.169	.065	.005	.167
27.624	2.340	.161	.062	.008	.170
27.751	2.279	.153	.059	.011	.173
27.870	2.220	.145	.056	.014	.176
27.984	2.163	.139	.053	.017	.17
28.091	2.106	.129	.050	.020	.1c
28.345	1.965	.116	.045	.027	,129
28.524	1.859	.105	.041	.031	. 293
28.684	1.758	.096	.037	.036	.198
28.825	1.662	.088	.034	.040	.202
28.952	1.572	.081	.031	.043	.205
29.064	1.487	.075	.029	.046	.208
29.164	1.406	.069	.026	.049	.211
29.254	1.330	.064	.024	.051	.213
29.333	1.258	.059	.023	.054	.216
29.405	1.190	.055	.021	.056	.218
29.468	1.125	.051	.020	.058	.220
29.529	1.064	.047	.018	.059	.221
29.600	.977	.043	.017	.061	.223
29./00	.846	.038	.014	.064	.226
29.800	. 692	.031	.012	.067	.229
29,900	.489	.022	.008	.070	.232
30.000	.000	.000	.000	.073	.235

TABLE 2. - WING DIMENSIONAL DATA - Concluded.

* All dimensions are inches

TABLE 3. - MODEL BODY DATA *

L	x	Dia	Area	W	Z	Φ
.00	22.62	3.036	8.909	3.036	.000	90.0
. 10	22.52	3.036	8,909	3.036	.000	90.0
.20	22.42	3.035	8.908	3.035	.000	90.0
. 30	22.32	3.035	8.907	3.035	.000	90.0
.40	22.22	3,035	8.905	3.035	.000	90.0
. 50	22.12	3.034	8.903	3.034	.000	90.0
.60	22.02	3.033	8.900	3.033	.000	90.0
. 70	21.92	3,032	8.896	3.032	.000	90.0
.80	21.82	3.032	8.892	3.032	.000	90.0
.90	21.72	3.030	8.888	3.030	.000	90.0
1.00	21.62	3.029	8.883	3.029	.000	90.0
1.10	21.52	3.028	8.878	3.028	.000	90.0
1.20	21.42	3,026	8.872	3.026	.000	90.0
1.30	21.32	3.025	8.865	3.025	.000	90.0
1.40	21.22	3.023	8.858	3.023	.000	90.0
1.50	21.12	3.021	8.850	3.021	.000	90.0
1.60	21.02	3.019	8.842	3.019	.000	90.0
1.70	20 .92	3.017	8.834	3.017	.000	90.0
1.80	20.82	3.015	8.825	3.015	.000	90.0
1.90	20.72	3.013	8.815	3.013	.000	90.0
2.00	20.62	3.010	8.805	3.010	.000	90.0
2.10	20,52	3.008	8.794	3.008	.000	90.0
2.20	20.42	3.005	8.783	3.005	.000	90.0
2.30	20.32	3,002	8.771	3.002	.000	90.0
2,40	20.22	2.999	8.759	2.999	.000	90.0
2.50	20.12	2.996	8.746	2.996	.000	90.0
2.60	20.02	2.993	8.733	2.993	.000	90.0
2.70	19.92	2.989	8.719	2.989	.000	90.0
2.80	19.82	2.986	8.705	2.986	.000	90.0
2.90	19.72	2.982	8,690	2.982	.000	90.0
3.00	19.62	2.979	8,675	2.979	.000	\$0 . 0
3.10	19.52	2.975	8,659	2. 925	.000	90.0
3.20	19.42	2,971	8.643	2.971	.000	90.0
3.30	19.32	2.967	8.626	2.967	.000	90.0
3.40	19.22	2.962	8.609	2.962	.000	90.0
3.50	19.12	2 .958	8.591	2.958	.000	90.0
3.60	19.02	2.953	8.37 3	2.953	.000	90 0
3.70	18,92	2,949	8.554	2.949	.000	90.0

* All dimensions are inches except Area, in^2 , and Φ , degrees

TABLE 3.	-	MODEL	BODY	DATA	-	Continued.
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L	x	Dia	Area	W	Z	Φ
3.80	18.82	2.944	8,535	2.944	.000	90.0
3,90	18.72	2.039	8,515	2,939	.000	90.0
4.00	18.62	2.934	8.495	2.934	.000	90.0
4.10	18.52	2.929	8.474	2.929	.000	90.0
4.20	18.42	4.9 24	8.452	2.924	.000	90.0
4.30	18.32	2.918	8.431	2.918	.000	90.0
4.40	18.22	2.913	8.400	2.913	.000	90.0
4.50	18.12	2.907	8.386	2.907	.000	90.0
4.60	18.02	2.902	8.362	2,900	.059	87.7
4.70	17.92	2.899	8.338	2.889	.119	85.3
4.80	17.82	2.896	8.314	2.878	.160	83.7
4.90	17.72	2.894	8.289	2.867	-199	82.1
5,00	17.62	2.891	8.264	2.854	.230	80.0
5.10	17.52	2.889	8.239	2.841	. 262	79.6
5.20	17.42	2.886	8.212	2.828	.283	78.4
5.30	17.32	2.884	8.186	2.813	.318	77.3
5.40	17.22	2.882	8.158	2.798	₄ 346	76.1
5.50	17.12	2.880	8.131	2.782	.372	75.0
5.60	17.02	2.877	8.103	2.766	.397	74.0
5.70	16.92	2.875	8.074	2.748	.423	72.9
5.80	16.82	2.873	8.045	2.730	.448	71.8
5,90	16.72	2.872	8.016	2.711	.474	70.7
6.00	16.62	2.870	7.986	2.691	.499	69.7
6.10	16.52	2.868	7.955	2.671	. 523	68.6
6.20	16.42	2.866	7.924	2.649	.547	67.6
6.30	16.32	2.864	7.893	2.627	.571	66.5
6.40	16.22	2.863	7.861	2.604	.596	65.4
6.50	16.12	2.861	7.829	2.580	.619	64.4
6.60	16.02	2.859	7.796	2.554	. 642	63.3
6.70	15.92	2.857	7.763	2.528	.665	62.2
6.80	15.82	2.856	7.729	2.501	.689	61.1
6,90	15.72	2.854	7.695	2.473	.712	60.1
7.00	15.62	2.853	7.660	2.444	.736	59.0
7.10	15,52	2.851	7,625	2.414	. 758	5/.9
7.20	15.42	2.849	7.590	2.383	. 781	56.8
7.30	15.32	2.848	7.554	2.350	.804	55.6
7.40	15.22	2.846	7,518	2.317	.827	54.5
7.50	15.12	2.854	7.481	2,282	.857	53.1

* All dimensions are inches except Area, in^2 , and Φ , degrees

L	x	Dia	Area	W	z	Φ
7.60	15.02	2.861	7.444	2.245	.887	51.7
7 .70	14.92	2.867	7.406	2.207	.915	50.3
7.80	14.82	2.873	7.368	2.168	.943	49.0
7.90	14.72	2.878	7.330	2.127	.969	47.1
8.00	14.62	2.883	7.291	2.085	.996	46.3
8.10	14.52	2.888	7.252	2.040	1.022	44.9
8.20	14.42	2.891	7.212	1.994	1.047	43.6
8.30	14.32	2.895	7.172	1.946	1.072	42.2
8.40	14.22	2.898	7.131	1.895	1.096	40.8
8.50	14.12	2.900	7.090	1.843	1.120	39.4
8,60	14.02	2.902	7.049	1.787	1.143	38.0
8.70	13.92	2.903	7.007	1.729	1.166	36.6
8.80	13.82	2.904	6.965	1.668	1.189	35.0
8 .90	13.72	2.905	6,923	1.603	1.211	33.5
9.00	13.62	2.903	6.880	1.534	1.232	31.9
9.10	13.52	2.902	6.836	1.461	1.254	30.2
9.20	13.42	2.901	6.793	1.383	1.275	28.5
9.30	13.32	2.899	6.749	1.298	1.296	26.6
9.40	13.22	2.996	6.704	1.207	1.316	24.6
9.50	13.12	2.892	6.659	1,106	1.336	22.5
9.60	13.02	2.888	6.614	.992	1,356	20.1
9.70	12.92	2.883	6.568	.863	1.376	17.4
9,80	12.82	2.877	6.522	.707	1.394	14.2
9.90	12.72	2.370	6.476	. 502	1.413	10.1
10.00	12.62	2,861	6.429	.000	1,431	.0
10.10	12.52	2.851	6.382			
10.20	12.42	2.840	6.335			
10.30	12.32	2.829	6.287			
10.40	12.22	2.819	6.239			
10.50	12.12	2,808	6.191			
10.60	12.02	2.796	6.142			
10.70	11.92	2.785	6.093			
10.80	11.82	2.774	6.044			
10.90	11.72	2.763	5.994			
11.00	11.62	2.751	5.944			
11.10	11.52	2,739	5.893			
11.20	11.42	2.727	5.843			
11.30	11.32	2.716	5 . 792			

TABLE 3. - MODEL BODY DATA - Continued.

* All dimensions are inches except Area, in^2 , and ϕ , degrees

TABLE	3•	-	MODEL	BODY	DATA	-	Continued.

L	x	Dia	Area
11 40	11.22	2 704	5 740
11,40	11 12	2 691	5 690
11 40	11.02	2.679	5 627
11,00	10.92	2 667	5.037
11.70	10.82	2.654	5.522
11.00	10.02	2 641	5.00
12 00	10.72	2.629	5.400
12.00	10.52	2.616	5 272
12.10	10.52	2 603	5 320
12.30	10.32	2.589	5 266
12.00	10.22	2 576	5 212
12.50	10.12	2.563	5 158
12 60	10.02	2 549	5 103
12.70	9 97	2.535	5 048
12.80	9.87	2.521	4 993
12.90	9 72	2 507	4.975
13.00	9.62	2.493	4.883
13.10	9.52	2.479	4.827
13.20	9,42	2,465	4,771
13.30	9.32	2,450	4,715
13.40	9.22	2.436	4.659
13.50	9.12	2.421	4,602
13.60	9.02	2.406	4.546
13.70	8.92	2.391	4,489
13.80	8.82	2,375	4,432
13,90	8.72	2.360	4.374
14.00	8.62	2.345	4.317
14.10	8,52	2.329	4.260
14.20	8.42	2.313	4.202
14.30	8.32	2.297	4.144
14.40	8.22	2.281	4.086
14.50	8.12	2.265	4.028
14.60	8.02	2,248	3.970
14.70	7.92	2.232	3 .912
14.80	7.82	2.215	3.853
14,90 ~	7.72	2.198	3 .79 5
15,00	7,62	2.181	3.736
15.10	7.52	2.164	3.677
	•		

* All dimensions are inches except Area, in^2

L	X	Dia	Area
15.20	7. 42	2.146	3.619
15.30	7.32	2.129	3,560
15.40	7.22	2,111	3,501
15.50	7.12	2.093	3,442
15.60	7.02	2.075	3,383
15.70	6.92	2.057	3.324
15.80	6,82	2.039	3.265
15.90	6.72	2.020	3.206
16.00	6.62	2.002	3.147
16.10	6.52	1.983	3.088
16.20	6.42	1.964	3.029
16.30	6.32	1.944	2.970
16.40	6.22	1.925	2,911
10.50	6.12	1.905	2.852
16.60	6.02	1.886	2.793
16.70	5 .9 2	1.866	2.734
16.80	5.82	1.845	2.675
16.90	5.72	1.825	2.616
17.00	5,62	1.805	2.558
17.10	5.52	1.784	2.499
17.20	5.42	1.763	2.441
17.30	5.32	1.742	2.382
17.40	5,22	1.720	~ . 324
17.50	5.12	1.699	2.266
17.60	5.02	1.677	2.208
17.70	4.92	1.655	2.151
17.80	4.82	1.033	2.093
17.90	4.72	1.010	2.036
18,00	4.02	1.00/	1,979
10,10	4,52	1.504	1.922
18.20	4.42	1.541	1.800
18.30	4.32	1.04	1.809
10.40	4.22 1 1 2	1,470	1./33
10.20	4.12 / 02	1,446	1 6/7
10,00	3 92	1,421	1 5 8 7
10./0	3.82	1.397	1 532
10.00	3 72	1.372	1 478
TO*20	J + / M		T***/0

TABLE 3. - MODEL BODY DATA - Continued.

* All dimensions are inches except Area, in²

L	x	Dia	Area
19.00	3.62	1 346	1.424
19.10	3.52	1.321	1.370
19.20	3.42	1.295	1.317
19.30	3.32	1.269	1.264
19.40	3.22	1.242	1.212
19.50	3.12	1.215	1.160
19.60	3.02	1.188	1.108
19.70	2.92	1.160	1.057
19.80	2.82	1.132	1.007
19,90	2.72	1.104	.957
20.00	2.62	1.075	, 908
20,10	2.52	1.046	.860
20.20	2.42	1.017	.812
20.30	2.32	.987	.765
20.40	2.22	.956	.718
20.50	2.12	· . 926	.673
20.60	2,02	•894	.628
20.70	1.92	•862	. 584
20.80	1.82	•830	.541
20.90	1.72	•797	•499
21.00	1.62	• 763	•457
21.10	1.52	• 729	•417
21.20	1.42	•694	• 378
21.30	1.32	•658	• 340
21.40	1,22	.621	• 303
21,50	1.12	• 583	.2 67
21.60	1.02	• 545	.233
21.70	.92	• 50 5	.20 0
21.80	.82	•464	. 169
21,90	• 72	.422	.140
22.00	. 62	• 378	.112
22.10	, 5 2	.332	•086
22.20	.42	.283	• 0 63
22.30	.32	.231	•042
22.40	.22	•175	•024
22.50	.12	.111	.010
22.60	.02	•029	.001
22.62	.00	•000	.000

TABLE 3. - MODEL BODY DATA - Concluded.

* All dimensions are inches except Area, in^2

TABLE 4. - TEST CONDITIONS

· · · · ·														
	1.4C									×				×
	1.30									×				×
	1.20							×	×	×	x	×	×	×
	1.15							×						
10	1.10							×		×				×
UMBER	1.05					×								
MACH I	0.98					×		×						
	0.95					×		×		×				×
	0.80			×	×	×	×	×		×		×	×	×
	0.70	×	×	×		×								
	0.60	×		×										
$Re/10^6$,	Per Ft.	- t -	5	9	t:	9	ω	9	†	6	8	7	9	80
۷,	Deg.	0	0	0	45	45	45	50	55	55	55	60	60	60
	NOLLAY	B												B
	COMPTGUE	W ₁ F _C	-											H1 F(

TABLE 4. - TEST CONDITIONS - Concluded.

<u></u>												
	0 4.1			×			×				×	×
	1.30			×			x				×	×
	1.20			×	_		×			×	×	×
	1.15									×		
	1.10			×			х			х	х	×
NUMBER	1.05		×			x			x			
MACH 1	0.98		×			×			×	x		
	0.95		×	×		x	×		×	x	×	×
	0.80		x	х		×	x	×	×	x	×	×
	0.70	x	×		x	×		×	×			
	0.60	×			x			×				
Re/106,	Per Ft.	9	9	9	9	9	6	6	6	9	. 9	9
ν.	Deg.	0	45	60	0	45	60	0	45	50	55	60
	CONFIGURATION	W ₁ F ₅ B		W ₁ F ₅ B	W1 F10 B	**	W1 F10 B	W3 FO B				W3 FO B

TABLE 5. - INDEX OF DATA FIGURES

Figure	Title	Page
3	Effect of Reynolds number.	1
4	Effect of trailing edge angle.	36
5	Effect of dihedral.	127
6	Effect of surface roughness strips.	30 2

Notes: 1. Positive directions of force coefficients, moment coefficients, and angles are indicated by arrows.



Figure 1. - Axis systems, showing direction and sense of force and moment coefficients, angle of attack, and sideslip angle





Figure 2.- Oblique-wing/body model details and photograph







Note: Curvature exaggerated for clarity

(c) Wing curvature drawing and tabulated wing dimensional data, wing numbers 1 and 3 $\,$

Figure 2.- Continued.







TABULATED WING-SECTION DATA

t	Camber	Z-Up	Z-LO
c	c	c	С
.01203	.00008	.00609	00594
.03394	.00078	.01775	01619
.04849	.00195	.02619	02230
.06119	.00389	.03449	02671
.06891	·0058:2	.04027	02864
.07446	.00772	·044 95	02951
.08250	.01144	.05269	02981
.08852	.01498	.05924	02923
.09689	.02129	.06974	-:02715
.10000	.02621	.07621	02179
.09647	.02925	.07749	01899
·08560	•0299 5	.07275	01285
.06796	.02785	.06182	00613
.04568	.02246	•04531	00038
.02255	.01334	.02461	.00207
.00400	.00000	.00200	00200
	$\frac{t}{c}$.01203 .03394 .04849 .06119 .06891 .07446 .08250 .08852 .09689 .10000 .09647 .08560 .06796 .04568 .02255 .00400	$\begin{array}{c} \underline{t} \\ c \end{array} & \begin{array}{c} \underline{Camber} \\ c \end{array} \\ \hline \\ 01203 & 00008 \\ 0.04849 & 00195 \\ 0.04849 & 00195 \\ 0.06119 & 00389 \\ 0.06891 & 0.0582 \\ 0.07446 & 00772 \\ 0.08250 & 0.01144 \\ 0.0852 & 0.01144 \\ 0.0852 & 0.01498 \\ 0.09689 & 0.02129 \\ 0.0000 & 0.02621 \\ 0.09647 & 0.02925 \\ 0.08560 & 0.02995 \\ 0.06796 & 0.02955 \\ 0.04568 & 0.02246 \\ 0.02255 & 0.01334 \\ 0.00400 & 00000 \end{array}$	$\begin{array}{c} \frac{t}{c} & \frac{Camber}{c} & \frac{Z-Up}{c} \\ \hline \\ 01203 & 00008 & 00609 \\ \hline \\ 03394 & 00078 & 01775 \\ \hline \\ 04849 & 00195 & 02619 \\ \hline \\ 06119 & 00389 & 03449 \\ \hline \\ 06891 & 00582 & 04027 \\ \hline \\ 07446 & 00772 & 04495 \\ \hline \\ 08250 & 01144 & 05269 \\ \hline \\ 08250 & 01144 & 05269 \\ \hline \\ 08652 & 01498 & 05924 \\ \hline \\ 09689 & 02129 & 06974 \\ \hline \\ 10000 & 02621 & 07621 \\ \hline \\ 09647 & 02925 & 07275 \\ \hline \\ 06796 & 02785 & 06182 \\ \hline \\ 04568 & 02246 & 04531 \\ \hline \\ 02255 & 01334 & 02461 \\ \hline \\ 00400 & 00000 & 00200 \\ \hline \end{array}$

(f) Wing section drawing and tabulated airfoil section data

Figure 2. - Continued.





(g) Wing section drawing with trailing edge modifications

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LIFT/DRAG RATIO. L/O



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ROLLING MOMENT COEFFICIENT. CBL (BODY AXIS)



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SIDE FORCE COEFFICIENT. CY







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LIFT/DRAG RATIO. L/D



SIDE FORCE COEFFICIENT. CY





ROLLING MOMENT COEFFICIENT. CBL (800Y AXIS)



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LIFT/DRAG RATIO. L/D



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DRAG COEFFICIENT.CD



PITCHING MOMENT COEFFICIENT. CLM



LIFT/DRAG RATIO. L/O



SIDE FORCE COEFFICIENT. CY







LIFT COEFFICIENT. CL



DRAG COEFFICIENT.CD



PITCHING MOMENT COEFFICIENT. CLM



LIFT/DRAG RATIO. L/D



SIDE FORCE COEFFICIENT. CY

CONFIGURATION DESCRIFTION MS F7 B WS F7 B (FIXED TRANSITION) DATA BET BYNBOL (BAEREL)

SWEEP 7.977 7.977





(SIXV 1008) ROLLING MOMENT COEFFICIENT. CBL



LIFT COEFFICIENT. CL



DRAG COEFFICIENT.CD



PITCHING MOMENT COEFFICIENT. CLM



LIFT/DRAG RATIO. L/D



SIDE FORCE COEFFICIENT. CY







LIFT COEFFICIENT. CL



DRAG COEFFICIENT.CD



PITCHING MOMENT COEFFICIENT. CLM

8ETA 0.009 0.001

RN/L 6.000 6.000



LIFT/DRAG RATIO. L/D



SIDE FORCE COEFFICIENT. CY





(SIXV A008) ROLLING MOMENT COEFFICIENT. CBL

COMPIGURATION DESCRIPTION NS F7 B NS F7 B (FIXED TRAMEITION) DATA BET BYNBOL (EAETES) C

RW/L 6.999 6.999 3466P 45.999 45.999

SEE THE ABBOCIATED DATA DOCUMENT FOM REFEMENCE CHARACTERISTICS FOM INDIVIDUAL DATASETS



LIFT COEFFICIENT. CL

.


DRAG COEFFICIENT.CO



PITCHING MOMENT COEFFICIENT. CLM



LIFT/DRAG RATIO. L/D



SIDE FORCE COEFFICIENT. CY

DATA BET EVIDOL (EAETER)

RW/L 6.778 8.579 84665 69.999 69.999



SEE THE ASSOCIATED DATA DOCUMENT FOR REFERENCE CMARACTERISTICS FOR INDIVIDUAL DATASETS

CONFIGURATION DESCRIPTION MS P7 B WS P7 B (F1XED TRANSITION) TATA BET BYINGL 201

8WEEP 67.777 67.777



(SIXV A008)

ROLLING MOMENT COEFFICIENT. CBL



כר LIFT COEFFICIENT.



DRAG COEFFICIENT.CO



PITCHING MOMENT COEFFICIENT. CLM



LIFT/DRAG RATIO. L/D



SIDE FORCE COEFFICIENT. YJ





ROLLING MOMENT COEFFICIENT. CBL (SIXV 1008)

CONFIGURATION DESCRIPTION MS F1 S MS F5 D (F1XED TRANSITION) DATA BET BYNBOL (CAERED) D

SMEEP 69 . 777 69 . 777

SEE THE ASSOCIATED DATA Document for Reference Characteristics for imdividual datasets