

AVRO AIRCRAFT LIMITED
MALTON, ONTARIO

-416

INITIAL PROJECTS OFFICE
AIRCRAFT ENGINEERING DIVISION

N.A.E. 'LOW SPEED' MODEL
FULL SPAN
SCALE .07

Copy #4A - C.G. MacKiddie

Prepared by L.J. Crowe

Approved by J.A. Chamberlin

Date June 27th, 1955.

P/MODELS/1/ ✓

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Multiplic to convert to 1/24 scale = .595

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Date: 2/2/55
Issue: 1

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'C-105 AIRCRAFT'

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External Stores
Fuel Tank G.A.
Critical Point Co-ordinates
Profile Co-ordinates

16-

16Tk
16Tk-01-4
16Tk-1

Armament
Falcon Arrangement - G.A.
Falcon G.A.
Falcon Point Co-ordinates
Falcon Angularity

17-

17F
17F-01
17F-01-4
17F-01-20

Sparrow Arrangement - G.A.

17S

Engine (J-75)

20-

Date: 13/10/54
Issue: 5

P/Model/14

1-01 ✓

'C-105 AIRCRAFT'

BASIC AIRCRAFT - 'COORDINATES OF ORIGINS'
(See Sheet 1)

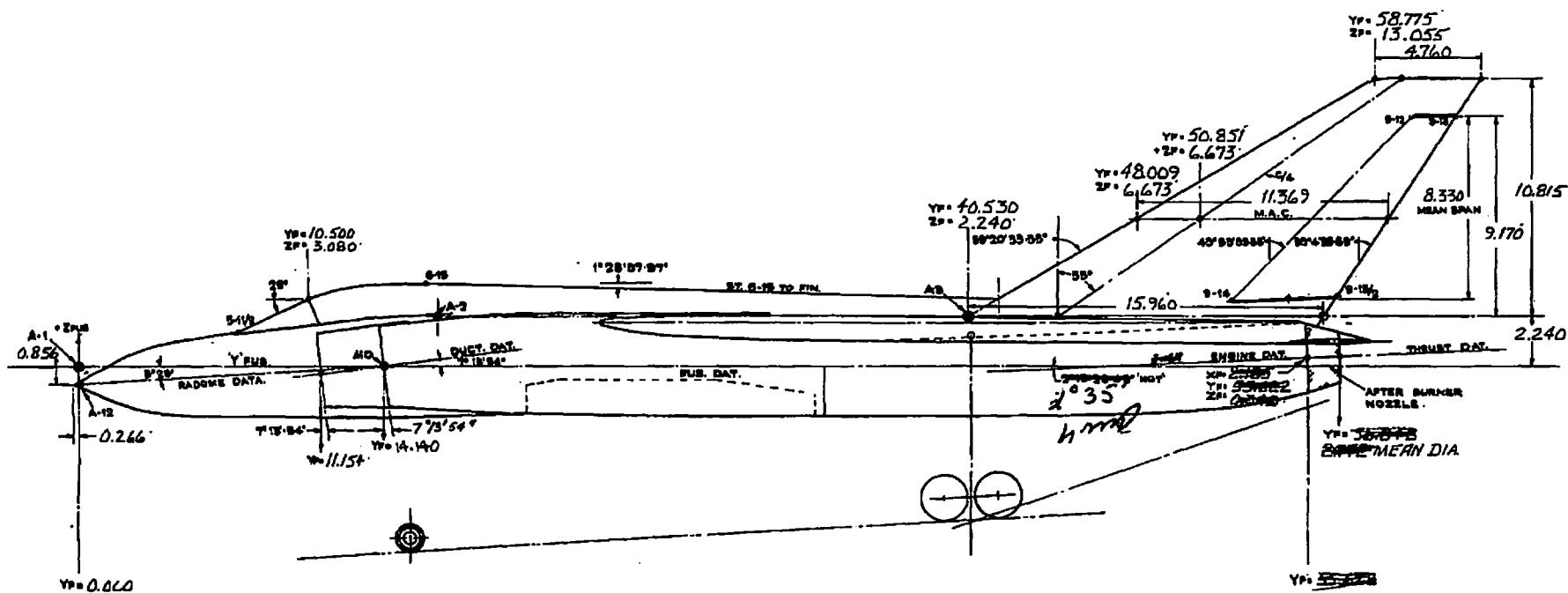
'AIRCRAFT SYSTEM'

CODE	IDENTITY	DESCRIPTION	X	Y	Z
	A-1	Aircraft	0.000	0.000	0.000
	A-2	Wing	0.000	16.590	2.240
	A-3	Vertical Empennage	0.000	40.530	2.240
	A-4	U/C Main	11.248	40.579	13.341
	A-5	U/C Nose	0.000	15.095	- 2.065
	A-6	Dive Brakes	0.000	34.202	- 2.170
	A-7	Elevator	4.060	50.784	1.956
	A-8	Aileron	11.550	51.864	1.432
	A-9	Rudder	0.000	51.702	2.240
	A-10	Nac-Duct	0.000	14.140	0.000
	A-11	Outer Panel	11.550	49.630	1.432
	A-12	Radome	0.000	0.000	-0.840
	A-13				

1. Fuselage system is the basic aircraft system.

AERO DATA

P/MODELS/14. 3



DATE: Feb 04-55
ISSUE: 1

AERODYNAMIC S.A.
CROSS AIRCRAFT

P/MODELS/4

B-01

Date: 5/7/55
Issue: 1

P/MODELS/14 3-1-1

AERODYNAMIC DATA

'C-105 AIRCRAFT'

WING

Gross Area (Projected)	864.3600 In. ²	6.0025 Ft. ²
Net Area (Projected) Dir. _x 'A'	588.8250 In. ²	4.0891 Ft. ²
Span	42.0000 "	4.2010 "
Aspect Ratio	2.0408	
Taper Ratio	.0889	
Incidence	0°0'	
Anhedral	4°0'	
Root Chord	37.8000"	3.1510"
Directrix 'B' (inner)	18.8580"	1.571510"
" " (outer) 20.744	3.709"	0.3090810"
Tip Chord	3.2600"	0.2810"
Angle of Sweep C/4	55°	
M.A.C.		
Length (chord)	25.3829"	2.115210"
Position (X _P Direction)	7.5714	0.631010"

All data in the Fuselage System.

Date: 5/7/55
Issue: 1

P/MODELS/14 3-1-3

AERODYNAMIC DATA

'C-105 AIRCRAFT'

AILERONS

Area (2) Projection	48.2828 In. ²	0.3261 Ft. ²
Span	8.4118 "	0.7010'0"
Span Ratio	0.3996	
Root Chord	4.4066	0.3673'0"
Tip Chord	1.1760"	0.0980'0"
R.M.S. Chord	2.9430"	0.2453'0"
Angular Deflection (Normal to Hinge G _L)	±19°	

All data in the 'Wing System!.

AERODYNAMIC DATA

'C-105 AIRCRAFT'

VERTICAL TAIL

Area	112.0434 In. ²	0.7791 Ft. ²
Span	10.8150 "	0.9013'0"
Aspect Ratio	1.0439	
Taper Ratio	0.2982	
Root Chord	15.9600 "	1.3300'0"
Tip Chord	4.7600 "	0.3967'0"
Airfoil Section - Symmetrical		
Directrix "A"		
Directrix "B"		
Angle of Sweep		
M.A.C.		
Length	11.3690 "	0.9474'0"
Position	4.4332 "	0.3694'0"

Date: 5/7/55
Issue: 1

P/MODELS/14 3-1-5

AERODYNAMIC DATA

'C-105 AIRCRAFT'

RUDDER

Area	26.9313 In. ²	0.1870 Ft. ²
Span-(Mean)	8.3300 "	0.6942'
Span Ratio	0.3967	
Root Chord-(Mean)	4.5270 "	0.3773'0"
Tip Chord	1.9391 "	0.1616'0"
R.M.S. Chord	3.3182 "	0.2765'0"
Angular Deflection	30°	

*Buttock Sta.*WING DATAC-105 AIRCRAFT

UPPER		LOWER	
Y_w	Z_w	Y_w	Z_w
- 0.000	0.000	0.000	0.000
- 0.007	0.024	0.014	0.029
- 0.016	0.034	0.026	0.041
- 0.026	0.042	0.037	0.048
- 0.035	0.049	0.049	0.055
- 0.045	0.054	0.060	0.062
- 0.075	0.067	0.093	0.078
- 0.115	0.081	0.137	0.095
- 0.236	0.109	0.267	0.314
- 0.606	0.153	0.651	0.211
- 0.978	0.178	1.033	0.266
- 1.351	0.195	1.413	0.310
- 1.725	0.207	1.792	0.348
- 2.100	0.216	2.170	0.381
- 2.501	0.224	2.575	0.411
- 2.849	0.229	2.924	0.435
- 3.224	0.233	3.300	0.457
- 3.600	0.237	3.676	0.477
- 3.975	0.240	4.052	0.495
- 4.350	0.242	4.427	0.510
- 4.726	0.243	4.802	0.524
- 5.101	0.244	5.177	0.535
- 5.477	0.245	5.551	0.545
- 5.853	0.245	5.926	0.553
- 6.228	0.245	6.300	0.559
- 6.604	0.244	6.674	0.564
- 6.980	0.243	7.047	0.567
- 7.355	0.242	7.421	0.568
- 7.731	0.240	7.794	0.567
+ 8.107	0.238	8.168	0.565
- 8.483	0.235	8.541	0.563
- 8.859	0.232	8.914	0.559
+ 9.235	0.228	9.287	0.555
- 9.610	0.225	9.660	0.549
- 9.986	0.221	10.034	0.543
- 10.362	0.216	10.407	0.536
- 10.738	0.211	10.780	0.527
- 11.114	0.206	11.153	0.518
- 11.490	0.201	11.526	0.508
- 11.866	0.195	11.899	0.497
- 12.241	0.190	12.272	0.485
- 12.617	0.184	12.645	0.472
- 12.993	0.177	13.019	0.458
- 13.369	0.171	13.392	0.443
- 13.539	0.168	13.561	0.436
- 13.744	0.165	13.765	0.426
- 14.120	0.156	14.139	0.408
- 14.495	0.151	14.513	0.388
- 14.871	0.144	14.886	0.369
- 15.246	0.138	15.260	0.350
- 15.621	0.131	15.634	0.332
- 15.997	0.125	16.008	0.313

16.128	0.122	16.139	0.307
16.497	0.116	16.507	0.289
16.873	0.110	16.881	0.271
17.248	0.103	17.255	0.254
17.623	0.097	17.629	0.237
17.998	0.091	18.004	0.220
18.374	0.085	18.278	0.203
18.716	0.080	18.720	0.188
22.499	0.019	22.501	0.019

MODEL

Date: 14/4/55
Issue: 4

P/Models/14
Copy FM

4-3

MODEL PROGRAMME DATA

C-105 AIRCRAFT

ENVELOPE INFORMATION SYSTEM

General:

Information relating to the C-105 aircraft will be identified by a '400' series set of drawings e.g. 8-403-1. The prefix 8 defines the geometry brochure section; the 3 refers to the J-75 configuration series and the last group, the component location.

The drawing will be reproduced photographically to different scales from a set of rectilinear trammels, identified by a number sequence having a 1.750 inch increment, therefore, 1-13 represents 12 units of 1.750 inches or 21.000 inches full scale.

The 'fuselage-nacelle' body, '5 & 8' series, sectionalized into basic 2.800 inch increments with additional sections described in critical areas. The basic pattern consists of:

A	Y _F	=	0.000		F	Y _F	=	14.00		H	Y _F	=	19.600	
(1)	A1	Y _{Ra}	=	1.470		F1	L.E. Intake		(3)	H1	Y _{Duc}	=	5.600	
	B	Y _F	=	2.800		F3	Y _F	=	14.70	(3A)	H2	Y _{Duc}	=	6.720
(1)	B1	Y _{Ra}	=	3.220		F4	Y _F	=	15.680	(3A)	H3	Y _{Duc}	=	7.840
	B2	Y _F	=	4.200	(3)	F5	Y _{Duc}	=	0.280		I	Y _F	=	22.400
	C	Y _F	=	5.600	(3)	F9	Y _{Duc}	=	0.525	(6)	I ₁	Y _F	=	23.100
	C1	Y _F	=	7.00	(3)	F6	Y _{Duc}	=	0.845		I ₂	Y _F	=	23.100
	D	Y _F	=	8.40		F7	Y _F	=	15.400	(2)	J ₁	Y _F	=	26.040
(2)	D1	T.V. Canopy Arch				F8	Y _F	=	16.100	(5)	J _W	Y _W	=	25.200
	E	Y _F	=	11.200	(3)	F10	Y _{Duc}	=	1.400	(5)	J ₂	Y _F	=	27.051
(2)	E1	Y _F	=	12.040	(3)	F11	Y _{Duc}	=	2.240			Y _F	=	41.790
(2)	E2	Y _F	=	12.880	(3)	F12	Y _{Duc}	=	-0.042	(6)	K	Y _F	=	28.000
(2)	E3	Y _F	=	13.44		G	Y _F	=	16.800		K ₁	Y _F	=	28.487
	E4	Y _F	=			G1	Y _F	=	19.323		K _W	Y _W	=	28.000
	E5	Y _F	=		(3)	G2	Y _{Duc}	=	2.800		K ₂	Y _F	=	44.590
	E6	Y _F	=			G3	Y _F	=	18.200	(5)	L	Y _F	=	30.800
	E7	Y _F	=		(3)	G4	Y _{Duc}	=	3.430		L _W	Y _W	=	30.800
	E8	Y _F	=									Y _F	=	47.390

Date: 24/6/55
Issue: 4

4-3

M	$Y_F = 33.600$	O	$Y_F = 39.200$	V	$Y_F = 58.80$
M1	$Y_F = 33.950$	P	$Y_F = 42.000$	(4) V1	Aft Nacelle Stn. 59.255 (J-75)
(7) M2	$Y_F = 35.872$	Q	$Y_F = 44.800$	V2	$Y_F = 59.50$
(5) M _w	$Y_w = 33.600$	R	$Y_F = 47.600$	V3	$Y_F = 60.200$
	$Y_F = 50.190$	S	$Y_F = 50.400$	V4	$Y_F = 60.900$
		S1	$Y_F = 51.800$	W	$Y_F = 61.600$
		T	$Y = 53.200$		
N	$Y_F = 36.400$	T1	$Y_F = 54.600$		
(8) N1	$Y_F = 37.240$	(4) T2	Aft Nacelle stn. (J-67)		
(9) N2	$Y_F = 38.360$	U	$Y_F = 56.000$		
(9) N3	$Y_F = 39.122$	U1	$Y_F = 56.56$		
N4		U2	$Y_F = 57.40$		
N5					
N6					

- (1) Normal to 'Radome' Datum.
- (2) Canopy Section only.
- (3) Normal to 'Duct' datum.
- (3a) Radical cuts.
- (4) Normal to 'Engine' datum.
- (5) Wing System origin at $Y_F = 16.590$
- (6) Circular Duct Section (Single canted in Fuselage System Tan .02950000)
- (7) Circular Duct Sections similar to I₁ (Double canted in Fuselage System)
- (8) Circular Duct Section (Double canted in Fuselage System)
- (9) Circular Duct Section (Single canted in Fuselage System)

Date: 14/4/55
Issue: 3

4-3

Wing releases, '7' series, will be issued as X_w Cuts normal to the chord plane unless noted. The spanwise location will be defined as a percent of projected span (21.000). To relate this to chord plane terms, a factor of 1.002442 should be used;

e.g. 39.5% span = $X_T = 8.295$

$X_w = 8.315$

Date: 1/4/55
Issue: 2

Series III
MODEL DATA
C-105 AIRCRAFT

4-3-1 ✓

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PROCESSING PROCEDURE:

- (1) General
- (2) Drawing Procedure
- (3) Numbering System

(1) General

- 1-1 Each modification to be allocated a series number.
- 1-2 Each series to have a profile construction drawing containing all components.
- 1-3 Each series to have a profile master of each component if that component has been altered in any way.
- 1-4 Each series to have a section master if that section has been altered in any way. (See section 3-3).

(2) Drawing Procedure

- 2-1 Master drawing to be limited to 36" x 96".
- 2-2 Individual sections drawings to be 24" x 30" and reproduced in groups of 4.
- 2-3 Basic scale to be 1/5 full. In the case of wing sections, it will be necessary to vary the scale to keep the image about 75% of the sheet length. This may apply to other exacting small curvatures, such as intake lips and fillets.

(3) Numbering System (Typical Negative Number: 8-403-10)

- 3-1 First number identifies the brochure data,
Second group identifies the aeroplane and modification series, e.g.
 - 400 C-105
 - 3 J-75Third group identifies the location for all series
 - 00 Profile G.A. 'Fwd'
 - 01 Ramp - Intake G.A.
 - 02 F3-F4-G-H
 - 03 I - J-K-L
 - 10 Profile G.A. 'Aft'
 - 11 M1-N-O-P
 - 12 Q-R-S-S1
- 3-2 Profiles drawings to carry section location only and not series or issue, e.g. J. Title block to carry series and issue, e.g.
 - 8-403-00/2
 - 3-series
 - 2-issue

Date: 1/4/55
Issue: 2

4-3-1 ✓

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(3) Numbering System (Typical 8-403-10) (Continued)

3-3 Sections drawings to carry "Series" and "Issue" numbers,

e.g. J/3-2
3-series
2-issue

Section drawings to be assembled in groups of 4 and allocated a negative number. This number will not lose its identity except by a change in 'Series', e.g. 8-403-11 (M1-N-O-P)
8-404-11 (M1-N-O-P)

If a section is altered for a particular series the section will carry a jump in issue as well as the group negative,

e.g. P/3-2
8-403-11/2

Sections applicable to more than one series will carry all series numbers although the group negative number will pertain to one series only, e.g. M1

section M1/2
M1/3

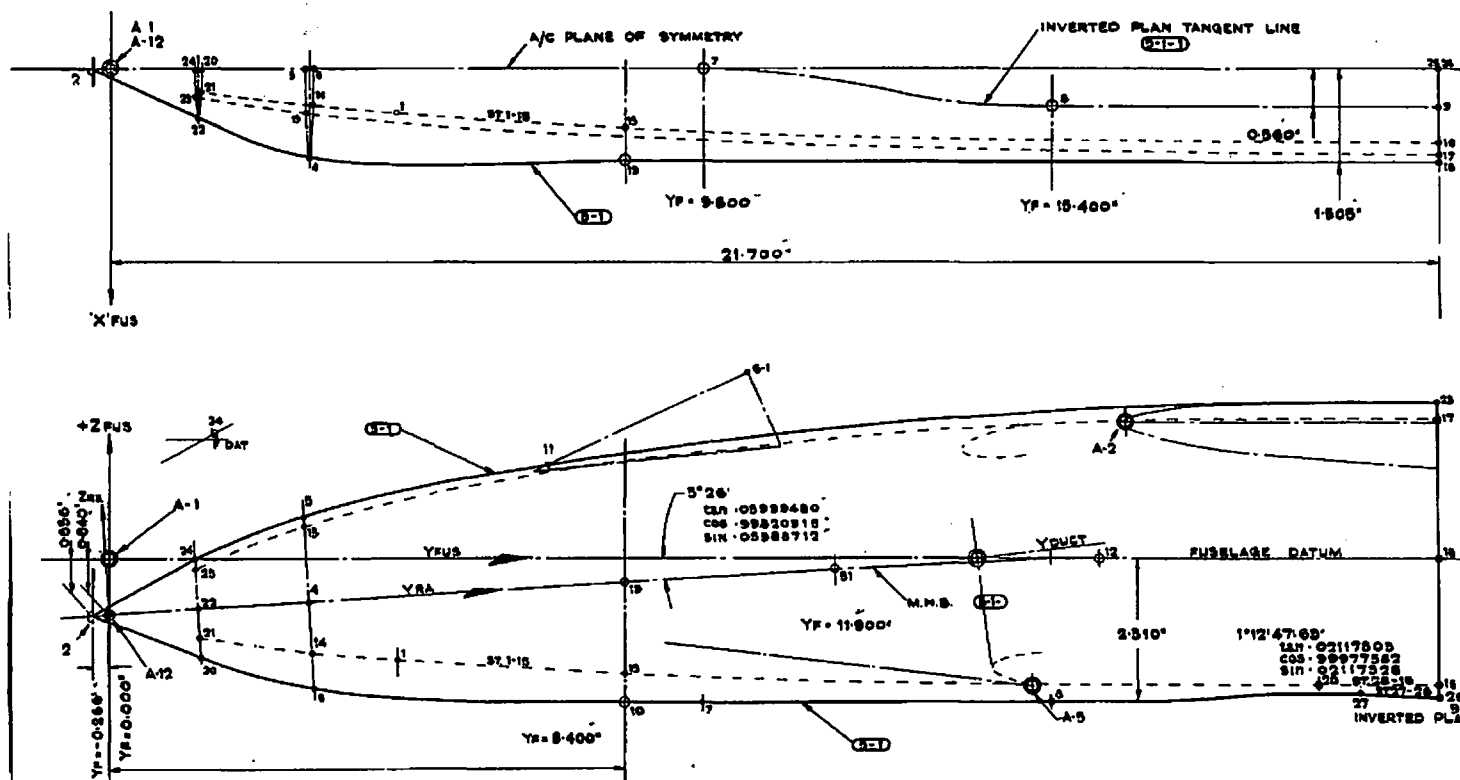
Group negative 8-403-11

FUSELAGE

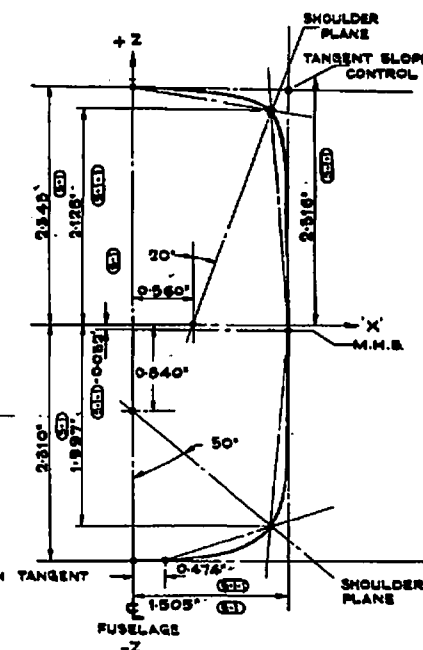
DATE: 14 DEC '54
ISSUE: 5

FUSELAGE DATA C-105 AIRCRAFT

5



TYPICAL SECTION DEVELOPMENT
Y STATION 14.000"



P/MODELS/14 3

Date: 14/3/55
Issue: 2

P/Models/14

5-01-4 ✓

FUSELAGE DATA

C-105 AIRCRAFT

FUSELAGE - 'CO-ORDINATES OF POINTS' - FORWARD
(See Sheet 5)

CODE	POINT	FUSELAGE SYSTEM			RADOME SYSTEM		
		X _F	Y _F	Z _F	X _{Ra}	Y _{Ra}	Z _{Ra}
	5-1/2	1.092	4.760	-1.756	-	-	-
	5-2/2	0.000	-0.266	-0.856	0.000	-0.267	0.000
	5-3	0.000	3.320	-0.641	0.000	3.326	0.000
	5-4/2	1.417	3.214	-0.647	1.417	3.220	0.000
	5-5/2	0.000	3.129	0.768	0.000	3.220	1.417
	5-6/2	0.000	3.299	-2.062	0.000	3.220	-1.417
	5-7/2	0.000	9.800	-2.310	-	-	-
	5-8	0.560	15.400	-2.310	-	-	-
	5-9/2	-	21.700	-2.197	-	-	-
	5-10/2	0.000	8.400	-	-	-	-
	5-11/2	0.000	7.103	1.496	-	-	-
	5-12	1.505	16.100	0.000	-	-	-
	5-13/2	0.759	3.143	0.548	0.759	3.220	1.197
	5-14/2	0.984	3.275	-1.666	0.984	3.220	-1.020
	5-15	1.232	8.400	-1.874	-	-	-
	5-16	1.418	21.700	-2.030	-	-	-
	5-17	1.394	21.700	2.292	-	-	-
	5-18	1.505	21.700	0	-	-	-
	5-19	1.505	8.400	-0.336	-	-	-
	5-20	0.000	1.516	-1.560	0.000	1.470	-0.810
	5-21	0.574	1.502	-1.322	0.574	1.470	-0.571
	5-22	0.810	1.467	-0.752	0.810	1.470	0.000
	5-23	0.514	1.430	-0.127	0.514	1.470	0.626
	5-24	0.000	1.419	+0.056	0.000	1.470	0.810
	5-25	0.000	21.700	2.606	-	-	-
	5-26/2	0.000	21.700	-2.197	-	-	-
	5-27	0.000	20.440	-2.170	-	-	-
	5-28	1.418	18.760	-2.030	-	-	-

51	1.505	11.900	-0.126	1.505	11.920	0.000
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Date: 10/3/55
Issue: 5

F/Models/14 5-1 ✓

FUSELAGE DATA

C-105 AIRCRAFT

CO-ORDINATES:

CODE	P R O F I L E S					R A D O M E	
	Y _F	UPPER Z _F	LOWER -Z _F	M. H. B.		RADOME SYSTEM	
				X _F	-Z _F	Y _{RL}	Z _{RL}
(1)	-0.266	-0.856	0.856	0.000	0.340	-0.267	0.000
	0.000	0.712	0.961	0.124	0.840	0.000	
	+0.280	0.560	1.072	0.255	0.823	0.230	
	0.560	0.409	1.183	0.386	0.806	0.560	
	0.840	0.257	1.293	0.517	0.790	0.840	
	1.120	1.105	1.404	0.648	0.773	1.120	
	1.400	+0.046	1.515	0.778	0.756	1.400	
(2)	1.419	+0.056	-	-	-	-	-
(2)	1.467	-	-	0.810	0.752	1.470	0.810
(2)	1.516	-	1.560	-	-	-	-
	1.623	0.164	-	-	-	-	-
	1.677	-	-	0.905	0.739	1.680	0.905
	1.731	-	1.643	-	-	-	-
	1.895	0.299	-	-	-	-	-
	1.956	-	-	1.024	0.723	1.960	1.024
	2.018	-	1.745	-	-	-	-
	2.168	0.424	-	-	-	-	-
	2.236	-	-	1.132	0.706	2.240	1.132
	2.304	-	1.835	-	-	-	-
	2.442	0.537	-	-	-	-	-
	2.515	-	-	1.228	0.689	2.520	1.228
	2.716	0.639	-	-	-	-	-
	2.795	-	-	1.313	0.672	2.800	1.313
	2.874	-	1.983	-	-	-	-
	2.993	0.727	-	-	-	-	-
	3.074	-	-	1.385	0.656	3.080	1.385
(3)	3.129	0.768	-	-	-	-	-
	3.157	-	2.038	-	-	-	-
(3)	3.214	-	-	1.417	0.647	3.220	1.417
(3)	3.299	-	2.062	-	-	-	-
	3.360	0.828	2.071	1.447			
	3.640	0.804	2.109	1.494			
	3.920	0.955	2.141	1.527			
	4.200	1.011	2.170	1.550			
	4.480	1.064	2.194	1.565			
	4.760	1.114	2.214	1.572			
	5.040	1.163	2.231	1.575			
	5.320	-	-	1.575			
	5.600	1.210	2.246	1.575			
	5.880	1.256	2.259	1.569			
	6.160	1.302	2.270	1.563			
	6.440	1.347	2.280	1.556			
	6.720	1.392	2.287	1.547			
	7.000	1.436	2.294	1.537			
		1.480	2.300	1.528			

Date: 10/3/55
Issue: 6

P/Models/14

5-1

CODE	P R O F I L E S					R A D O M E	
	Y _F	UPPER Z _F	LOWER -Z _F	M. H. B.		RADOME SYSTEM	
				X _F	-Z _F	Y _{Ra}	Z _{Ra}
(5)	7.280	1.524	2.303	1.519			
	7.560	1.568	2.306	1.513			
	7.840	1.611	2.308	1.508			
	8.120	1.653	2.309	1.505			
	8.400	1.695	2.310	1.505			
	8.680	1.737	"	"			
	8.960	1.778	"	"			
	9.240	1.818	"	"			
	9.520	1.856	"	"			
	9.800	1.894	"	"			
	10.080	1.931	"	"			
	10.360	1.968	"	"			
	10.640	2.003	"	"			
	10.920	2.036	"	"			
	11.200	2.069	"	"			
(6)	11.480	2.101	"	"			
	11.760	2.132	"	"			
	11.900	"	"	"	0.126		
	12.040	2.163	"	"	0.118		
	12.320	2.191	"	"	0.102		
	12.600	2.220	"	"	0.087		
	12.880	2.248	"	"	0.074		
	13.160	2.274	"	"	0.062		
	13.440	2.298	"	"	0.051		
	13.720	2.320	"	"	0.041		
	14.000	2.343	"	"	0.032		
	14.280	2.364	"	"	0.024		
	14.560	2.385	"	"	0.018		
	14.840	2.404	"	"	0.012		
	15.120	2.423	"	"	0.008		
(6-A)	15.400	2.441	"	"	0.004		
	15.680	2.465	2.306	"	0.001		
	15.960	2.473	2.301	"	0.000		
(7)	16.100	"	"	"	0.000		
	16.240	2.488	2.292	"	"		
	16.520	2.501	2.282	"	"		
	16.800	2.514	2.272	"	"		
	17.080	2.527	2.259	"	"		
	17.360	2.537	2.246	"	"		
	17.640	2.547	2.233	"	"		
	17.920	2.555	2.220	"	"		
	18.200	2.563	2.208	"	"		
	18.480	2.571	2.196	"	"		
	18.760	2.577	2.186	"	"		
	19.040	2.583	2.178	"	"		
	19.320	2.586	2.171	"	"		

Date: 10/3/55
Issue: 6

P/Models/14 5-1 ✓

PROFILES

RADOME

CODE	Y_F	UPPER	LOWER	M. H. B.		RADOME SYSTEM	
		Z_F	$-Z_F$	X_F	$-Z_F$	Y_{Ra}	Z_{Ra}
	19.600	2.590	2.167	1.505	0.000		
	19.880	2.593	2.165	"	"		
	20.160	2.595	2.166	"	"		
(7-A)	20.440	2.598	2.170	"	"		
	20.720	2.600	2.176	"	"		
(8)	21.000	2.603	2.182	"	"		

- (1) A-1 Radome Origin
- (2) Aft Conic Trace on Profiles
- (3) Aft Circular Trace on Profiles.
- (4) Maximum Nose Width
- (5) Transition from Forward Curves to Aft Constant M.H.B. and Lower Profiles
- (6) Transition to Curved M.H.B. (Profile)
- (6-A) Transition to Curved Lower Aft Profile
- (7) Transition M.H.B. to Aircraft Datum
- (7-A) Transition to Nacelle Control Line.
- (8) Aft Nose Section.

Date: 28/6/55
Issue: 5

P/Models/14

D-1-1 ✓

FUSELAGE DATA

'C-105 AIRCRAFT'

'SHOULDER CO-ORDINATES'

CODE	Y _F	TV ORDINATES		TANGENT CONTROL	
		UPR.	LWR.	IR. Z _F	INVERTED FLN. X _F
(1)	1.430	-0.135			
	1.502		0.750		
	1.907	+0.113			
	2.000		0.943		
	2.454	0.353			
	2.568		1.125		
	3.003	0.543			
	3.134		1.258		
(2)	3.143	0.583			
(2)	3.275		1.285		
	3.360	0.640	1.298		
	3.920	0.774	1.368		
	4.480	0.898	1.410		
(3)	4.760	0.956	1.425		
	5.040	1.012	1.439		
	5.600	1.121	1.467		
	6.160	1.225	1.495		
	6.720	1.326	1.524		
	7.280	1.424	1.552		
	7.840	1.518	1.580		
(4)	8.400	1.610	1.608		
	8.960	1.697	1.636		
	9.520	1.780	1.661		
(5)	9.800	1.820	1.672	See Upr. Pro. & Note 7	0.000
	10.360	1.896	1.693		0.014
	10.500	1.914	1.698	1.985	0.022
(6)	10.640	1.933	1.703	2.003	0.032
	11.200 -	2.004	1.722	2.069	0.085
	11.760	2.058	1.740	2.131	0.157
	12.320 x	2.126	1.757	2.186	0.236
	12.880 -	2.176	1.773	2.256	0.323
	13.440 -	2.221	1.787	2.280	0.405
	14.000 -	2.262	1.800	2.316	0.474
	14.560	2.296	1.812	2.349	0.526
	15.120	2.325	1.822	2.376	0.555
	15.400	2.337	1.826	2.388	0.560
(8)					

Date: 28/6/55
Issue: 5

P/Models/14

5-1-1 ✓

CODE	TV ORDINATES		TANGENT CONTROL		
	Y_F	UPR.	LWR.	UPR. Z_F	INVERTED D PLAN X_F
	15.680	2.349	1.830	2.399	0.560
	16.240	2.371	1.853	2.418	"
	16.800	2.387	1.841	2.433	"
	17.360	2.405	1.874	2.445	"
	17.920	2.418	1.847	2.456	"
	18.480	2.425	1.850	2.462	"
	19.040	2.436	1.851	2.469	"
	19.600	2.440	"	2.471	"
	20.160	"	"	2.475	"
	20.720	"	"	2.477	"
(8)	21.000	2.440	1.851	2.477	0.560

- (1) Shoulder plane trace on Radome cone.
- (2) Shoulder plane trace on aft circular section.
- (3-4) Lower shoulder straight line section.
- (4) Transition from forward curves to constant M.H.B. (plan). and lower profiles.
- (5) Transition from full quadrant conic to lower flat (cross section).
- (6) Transition to upper tangent control.
- (7) Upper tangent control values taken on Buttock 1.505.
- (8) Flat plane portion of lower cross section flat.

CANOPY

Date: 1/3/55
Issue: 1

P/Models/14

6-01-4 ✓

CANOPY DATA

'C-105 AIRCRAFT'

CO-ORDINATES OF CRITICAL POINTS - 'FUSELAGE SYSTEM'

(See Sheet 6)

CODE	POINT	X _F	Y _F	Z _F
	6-1	0.000	10.500	3.080
	6-2	0.000	7.055	1.474
	6-3	1.038	11.013	1.837
	6-4	0.985	10.987	1.901
	6-5	1.190	13.790	2.503
	6-6	1.138	13.431	2.198
	6-7	0.000	12.452	0.000
	6-8	0.000	12.320	-0.298
	6-9/2	1.190	17.325	2.689
	6-10	1.138	17.158	2.394
	6-11	0.000	16.092	0.000
	6-12	0.000	15.960	-0.298
	6-13			
	6-14			
	6-15	0.000	16.100	3.745
	6-16	0.493	14.700	3.645
	6-17	0.978	14.700	3.236
	6-18			
	6-19	0.000	14.700	3.753
	6-20	0.274	10.635	2.752
	6-21	0.713	12.950	3.325
	6-22	0.839	12.950	3.140
	6-23	1.097	12.950	2.766
	6-24	1.138	17.325	2.403
	6-25	1.156	18.200	2.410
	6-26	1.157	21.000	2.520
	6-28	1.156	14.700	2.265
	6-29	1.138	10.987	1.901
	6-30	0.000	11.900	3.813
(1)	6-31	1.156	12.390	2.071
	6-27	1.190	14.700	2.551

Fwd. limit of St. Hinge Dat. Skin Line (Sheet 6-1-2) X_F Col.

Date: 14/1/55
Issue: 1

P/Gcom/33

6-01-20 ✓

CANOPY DATA

'C-105 AIRCRAFT'

ANGLES AND FUNCTIONS

(See Sheet 6)

NUMBER	ANGLE	TAN	COS	SIN
6-1	25°	.4663 0766	.9063 0779	.4226 1826
6-2	87° 26' 2.13"			
6-3	22° 26' 2.13"	.4128 6310	.9243 2024	.3816 1772
6-4	19° 45' 4.11"	.3590 5921	.9411 6927	.3379 3549
6-5	5° 14' 55.88"	.0918 6697	.9958 0675	.0914 8175
6-6	72° 48' 53.76"			
6-7	35°	.7002 0754	.8191 5204	.5735 7614
6-20	37° 39' 41.88"	.7718 1878	.7916 3284	.6169 9709
6-22	52° 20' 18.11"			
6-23	88° 25' 53.32"			
6-24	37° 41' 21.99"	.7725 9354	.7913 3620	.6113 8124
6-26	52° 18' 38.01"			
6-27	35° 7' 42.88"	.7035 5716	.8178 6282	.5754 1323
6-28	54° 52' 17.12"			
6-31	87° 58' 7.91"			
6-32	24° 24' 20.14"	.4537 3788	.9106 4331	.4131 9336
6-33	67° 37' 31.94"			
6-34	2° 33' 57.87"	.0448 1643	.9989 9725	.0447 7149
6-35	93° 10' 57.18"			
6-36	1° 36' 50.51"	.0281 7763	.9996 0325	.0281 6645
6-39	18° 4' 56.96"	.3265 1214	.9506 1063	.3103 8591
6-40	27° 38' 1.48"	.5235 3752	.8859 3056	.4638 1789
6-41	24°	.4452 2869	.9135 4546	.4067 3664
6-42	6° 55' 47.40"	.1215 4165	.9926 9465	.1206 5374
6-43	3° 0' 47.06"	.0526 3657	.9986 1756	.0525 6380
6-44	1° 28' 37.97"	.0257 8797	.9996 6766	.0257 7339
6-45	34° 28' 25.05"	.6866 0343	.8243 8682	.5660 2682
6-46	37° 46' 33.52"	.7750 0819	.7904 1192	.6125 7571
6-48	19° 46' 17.82"	.3594 6266	.9410 4846	.3382 7178

Date: 3/3/55
Issue: 1

P/Models/1/ ✓

CANOPY DATA

'C-105 AIRCRAFT'

WINDSCREEN ENVELOPE

CO-ORDINATES

CODE	Y _F	UPPER +Z _F	LOWER +Z _F	PLAN X _F
(1)	7.0551	1.474	1.474	0.000
	7.280	1.578	1.494	0.059
	7.560	1.709	1.520	0.132
	7.840	1.840	1.546	0.206
	8.120	1.970	1.571	0.279
	8.400	2.101	1.597	0.353
	8.680	2.231	1.623	0.426
	9.240	2.492	1.674	0.573
	9.520	2.623	1.700	0.646
	9.800	2.754	1.726	0.720
	10.080	2.884	1.751	0.793
	10.360	3.015	1.777	0.867
(2)	10.500	3.080	1.790	0.903
	10.640	"	1.803	0.940
	10.920	"	1.829	1.013
(3)	11.0131	"	1.837	1.038

(1) Windscreen point 6-2.

(2) Transition from windscreen ridge to upper canopy profile.

(3) Aft base of windscreen envelope.

(1-2 Straight line sections.

-3)

Date: 1/3/55
 Issue: 1

P/Models/14

6-1-1 ✓

CANOPY DATA
'C-105 AIRCRAFT'

CANOPY - DORSAL

CO-ORDINATES

PROFILE

M.H.B.

BODY SHOULDER

CODE	Y _F	UPPER Z _F	PLAN X _F	PROFILE Z _F	TRAIL	X _F	Z _F
(1)	10.500	3.080			-	-	-
(1-A)	10.635	-			0.332	0.274	2.752
	10.640	3.142			-	-	-
	10.780	3.198			0.375	0.309	2.775
	10.920	3.249			0.416	0.343	2.800
(2)	10.9868	-	0.984	1.9008	0.436	0.360	2.811
	11.060	3.295	1.001	1.910	0.458	0.377	2.823
	11.200	3.338	1.037	1.930	0.499	0.417	2.847
	11.340	3.377	1.069	1.953	0.541	0.446	2.870
	11.480	3.412	1.096	1.979	0.582	0.480	2.894
	11.760	3.476	1.138	2.039	0.665	0.548	2.941
	12.040	3.530	1.165	2.111	0.748	0.617	2.988
	12.320	3.576	1.179	2.192	0.831	0.685	3.035
	12.600	3.615	1.185	2.275	0.914	0.754	3.082
	12.880	3.648	1.188	2.352	0.997	0.822	3.129
(3)	12.950	-	-	-	1.018	0.839	3.140
	13.160	3.675	1.190	2.418	1.063	0.876	3.166
	13.440	3.698	1.190	2.468	1.102	0.909	3.188
	13.720	3.716	-	2.499	1.131	0.932	3.204
(4)	13.790	-	1.190	2.499	-	-	-
	14.000	3.731	"	2.514	1.152	0.950	3.216
	14.280	3.742	"	2.529	1.169	0.963	3.226
	14.560	3.750	"	2.544	1.181	0.974	3.233
(5)	14.700	3.753	"	2.551	1.1863	0.9780	3.2358
	14.840	3.755	"	2.559	1.191	0.981	3.238
	15.120	3.757	"	2.573	1.197	0.987	3.242
	15.400	3.756	"	2.588	1.202	0.991	3.245
	15.680	3.753	"	2.603	1.205	0.994	3.247
	15.960	3.748	"	2.617	1.208	0.995	3.248
(6)	16.100	3.745	"	2.625	-	-	-
	16.240	3.741	"	2.632	1.209	0.996	3.248
	16.520	3.734	"	2.647	1.209	0.997	3.249
	16.800	3.727	"	2.662	1.209	0.997	3.249
	17.080	3.720	"	2.676	1.209	0.997	3.249
(7)	17.325	3.713	"	2.689	-	-	-
	17.360	3.713	"	2.691	1.208	0.996	3.248
	17.500	3.709	"	2.697	1.208	0.996	3.248
	17.640	3.705	"	2.700	1.207	0.995	3.248
	17.920	3.698	"	2.701	1.205	0.994	3.247

Date: 1/3/55
Issue: 1

P/Models/14

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PROFILE
M.H.B.

BODY SHOULDER

CODE	Y _F	UPPER Z _F	PLAN X _F	PROFILE Z _F	TRUE	X _F	Z _F
(7-A)	18.200	3.691	1.190	2.697	1.203	0.992	3.245
	18.480	3.684	1.190	2.686	1.201	0.990	3.244
	18.760	3.676	1.189	2.669	1.198	0.988	3.242
	19.040	3.669	1.187	2.647	1.194	0.985	3.240
	19.320	3.662	1.184	2.621	1.191	0.981	3.238
	19.600	3.655	1.181	2.594	1.186	0.978	3.236
	19.880	3.648	1.177	2.568	1.181	0.974	3.233
	20.160	3.640	1.173	2.547	1.176	0.969	3.230
	20.440	3.633	1.168	2.532	1.170	0.964	3.226
	20.720	3.626	1.162	2.523	1.164	0.959	3.223
(8)	21.000	3.619	1.157	2.520	1.157	0.953	3.219
	21.280	3.611	1.150	"	1.149	0.947	3.215
	21.560	3.604	1.144	"	1.141	0.941	3.210
	21.840	3.597	1.136	"	1.133	0.934	3.206
	22.120	3.590	1.129	"	1.125	0.928	3.201
	22.400	3.583	1.121	"	1.116	0.920	3.196
	22.680	3.575	1.113	"	1.107	0.913	3.191
	22.960	3.568	1.104	"	1.098	0.905	3.186
	23.240	3.561	1.095	"	1.089	0.898	3.181
	23.520	3.554	1.085	"	1.079	0.889	3.175
	23.800	3.546	1.076	"	1.069	0.881	3.169
	24.080	3.539	1.066	"	1.059	0.873	3.164
	24.360	3.532	1.056	"	1.048	0.864	3.158
	24.640	3.525	1.045	"	1.038	0.856	3.152
	24.920	3.518	1.035	"	1.027	0.847	3.146
	25.200	3.510	1.024	"	1.016	0.838	3.139
	25.480	3.503	1.013	"	1.005	0.829	3.133
	25.760	3.496	1.001	"	0.994	0.819	3.127
	26.040	3.489	0.990	"	0.982	0.810	3.120
	26.320	3.481	0.978	"	0.971	0.800	3.114
	26.600	3.474	0.966	"	0.959	0.791	3.107
	26.880	3.467	0.954	"	0.947	0.781	3.101
	27.160	3.460	0.941	"	0.935	0.771	3.094
	27.440	3.453	0.929	"	0.923	0.761	3.087
	27.720	3.445	0.916	"	0.911	0.751	3.080
	28.000	3.438	0.903	"	0.899	0.741	3.073
	28.280	3.431	0.889	"	0.886	0.731	3.066
	28.560	3.424	0.876	"	0.874	0.720	3.059
	28.840	3.416	0.862	"	0.861	0.710	3.052
	29.120	3.409	0.848	"	0.849	0.700	3.045
	29.400	3.402	0.834	"	0.836	0.689	3.037
	29.680	3.395	0.820	"	0.823	0.679	3.030
	29.960	3.388	0.806	"	0.810	0.668	3.023
	30.240	3.380	0.793	"	0.797	0.657	3.016
	30.520	3.373	0.779	"	0.785	0.647	3.008
	30.800	3.366	0.765	"	0.772	0.636	3.001
	31.080	3.359	0.751	"	0.759	0.626	2.994
	31.360	3.351	0.737	"	0.746	0.615	2.987
	31.640	3.344	0.723	"	0.734	0.605	2.980
	31.920	3.337	0.710	"	0.722	0.595	2.973

Date: 1/3/55
Issue: 1

P/Models/14

6-1-1 ✓

PROFILE

BODY SHOULDER

CODE	M.H.B.					
	Y _F	UPPER Z _F	PLAN X _F	PROFILE Z _F	TRUE	X _F Z _F
	32.200	3.330	0.696	2.520	0.709	0.585 2.966
	32.480	3.323	0.683	"	0.697	0.575 2.959
	32.760	3.315	0.669	"	0.685	0.565 2.952
	33.040	3.308	0.655	"	0.673	0.555 2.945
	33.320	3.301	0.642	"	0.661	0.545 2.939
	33.600	3.294	0.629	"	0.649	0.535 2.932
	33.880	3.286	0.616	"	0.638	0.526 2.925
	34.160	3.279	0.604	"	0.626	0.516 2.919
	34.440	3.272	0.592	"	0.615	0.507 2.912
	34.720	3.265	0.580	"	0.604	0.498 2.906
	35.000	3.258	0.568	"	0.594	0.490 2.900
	35.280	3.250	0.557	"	0.584	0.481 2.895
	35.560	3.243	0.546	"	0.574	0.473 2.889
	35.840	3.236	0.535	"	0.564	0.465 2.883
	36.120	3.229	0.525	"	0.555	0.457 2.878
	36.400	3.222	0.515	"	0.545	0.450 2.873
	36.680	3.214	0.505	"	0.536	0.442 2.868
	36.960	3.207	0.496	"	0.528	0.435 2.863
	37.240	3.200	0.487	"	0.520	0.428 2.858
	37.520	3.193	0.479	"	0.511	0.422 2.854
	37.800	3.185	0.471	"	0.504	0.415 2.849
	38.080	3.178	0.463	"	0.496	0.409 2.845
	38.360	3.171	0.455	"	0.489	0.403 2.841
	38.640	3.164	0.449	"	0.482	0.397 2.837
	38.920	3.157	0.442	"	0.475	0.392 2.833
	39.200	3.149	0.436	"	0.469	0.386 2.829
	39.480	3.142	0.431	"	0.462	0.381 2.826
	39.760	3.135	0.425	"	0.456	0.376 2.822
	40.040	3.128	0.421	"	0.450	0.371 2.819
	40.320	3.120	0.416	"	0.445	0.367 2.816
	40.600	3.113	0.412	"	0.440	0.362 2.813
	40.880	3.106	0.409	"	0.434	0.358 2.810
	41.160	3.099	0.405	"	0.430	0.354 2.807
	41.440	3.092	0.402	"	0.425	0.350 2.805
	41.720	3.084	0.400	"	0.421	0.347 2.803
	42.000	3.077	0.398	"	0.417	0.343 2.800
	42.280	3.070	0.396	"	0.413	0.340 2.798
	42.560	3.063	0.395	"	0.409	0.337 2.796
	42.840	3.055	0.393	"	0.405	0.334 2.794
	43.120	3.048	0.393	"	0.402	0.332 2.792
	43.400	3.041	0.392	"	0.399	0.329 2.790
	43.680	3.034	0.392	"	0.396	0.327 2.789
	43.960	3.027	"	"	0.393	0.324 2.787
	44.240	3.019	"	"	0.391	0.322 2.786
	44.520	3.012	"	"	0.389	0.320 2.784
	44.800	3.005	"	"	0.387	0.319 2.783
	45.080	2.998	"	"	0.385	0.317 2.782
	45.360	2.990	"	"	0.383	0.316 2.781
	45.500	2.987	0.392	2.520	-	-

(9)

Date: 1/3/55
Issue: 1

P/Models/14

6-1-1 ✓

PROFILE
M.H.B.

BODY SHOULDER

CODE	Y _F	UPPER Z _F	PLAN X _F	PROFILE Z _F	TRUE	X _F	Z _F
(10)	45.640	2.983	0.392	2.520	0.381	0.314	2.780
	45.920	2.976	"	"	0.380	0.313	2.779
	46.200	2.969	"	"	0.379	0.312	2.779
	46.480	2.962	"	"	0.378	0.312	2.778
	46.760	2.954	"	"	0.377	0.311	2.778
	47.040	2.947	"	"	0.377	0.311	2.778
	47.320	2.940	"	"	0.376	0.310	2.777
	47.600	2.933	"	"	0.376	0.310	2.777
	47.880	2.925	0.392	2.520	0.376	0.310	2.777
	48.160	2.918	0.390	"	0.374	0.309	2.776
	48.440	2.911	0.388	"	0.372	0.307	2.775
	48.720	2.904	0.385	"	0.370	0.304	2.773
	49.000	2.897	0.381	"	0.368	0.301	2.771
	49.280	2.889	0.376	"	0.360	0.297	2.768
	49.560	2.882	0.370	"	0.354	0.292	2.765
	49.840	2.875	0.364	"	0.348	0.287	2.761
	50.120	2.868	0.357	"	0.340	0.281	2.757
	50.400	2.860	0.349	"	0.333	0.274	2.752
	50.680	2.853	0.340	"	0.324	0.267	2.748
	50.960	2.846	0.331	"	0.315	0.260	2.743
	51.240	2.839	0.321	"	0.305	0.251	2.737
	51.520	2.832	0.311	"	0.294	0.243	2.731
	51.800	2.824	0.299	"	0.283	0.233	2.724
	52.080	2.817	0.287	"	0.271	0.223	2.717
	52.360	2.810	0.272	"	0.257	0.211	2.710
	52.640	2.803	0.256	"	0.241	0.199	2.701
	52.920	2.795	0.237	"	0.224	0.185	2.691
	53.200	2.788	0.217	"	0.206	0.169	2.681
	53.480	2.781	0.194	"	0.186	0.153	2.669
	53.760	2.774	0.169	"	0.164	0.135	2.657
	54.040	2.767	0.143	"	0.141	0.117	2.644
	54.320	2.759	0.114	"	0.117	0.097	2.631
	54.600	2.752	0.084	2.520	0.092	0.076	2.617

- (1) Transition from windscreen ridge to upper canopy profile.
- (1-A) Pierce point of post on shoulder plane.
- (2) Transition from windscreen plane to M.H.B.
- (3) Transition from Aft glass to shoulder curve (Tan .29633628).
- (4) Transition to M.H.B. straight line section.
- (5) Aft limit of glass envelope.
- (6) Transition to dorsal ridge line (Tan -.02578797).
- (7) Aft limit of straight line M.H.B. (Profile).
- (7-A) Aft limit of straight line M.H.B. (Plan).
- (8) M.H.B. Transition to W.L. plane.
- (9) Constant M.H.B.

Date: 2/3/55
Issue: 1

P/Models/14

6-1-2 ✓

CANOPY DATA

'C-105 AIRCRAFT'

CANOPY - DORSAL

CO-ORDINATES

CODE	HINGE DATUM PLANE			AFT GLASS ENVELOPE			
	Y _F	X _F	+Z _F	UPPER X _F	PLAN LOWER X _F	PROFILE UPPER +Z _F	LOWER -Z _F
(1)	10.500			0.000	-	3.080	
	10.640			0.010	-	3.139	
	10.780			0.026	-	3.188	
	10.920			0.049		3.228	
(2)	10.9868	0.9846	1.901	-	0.985	-	1.9008
	11.060	1.001	1.910	0.077	1.003	3.261	1.913
	11.200	1.036	1.927	0.109	1.035	3.287	1.920
	11.340	1.067	1.944	0.145	1.061	3.309	1.974
	11.480	1.092	1.961	0.184	1.084	3.325	2.015
	11.760	1.128	1.995	0.270	1.116	3.346	2.115
	12.040	1.148	2.029	0.366	1.129	3.353	2.242
	12.320	1.155	2.063	0.468	1.125	3.352	2.395
(3)	12.390	1.156	2.071	-	-	-	-
	12.600	"	2.097	0.575	1.111	3.343	2.562
	12.880	"	2.131	0.685	1.098	3.329	2.727
(4)	12.950	"	2.139	0.713	1.097	3.325	2.766
	13.160	"	2.165	0.776	1.077	3.312	2.874
(5)	13.431	"	2.198	-	-	-	-
	13.440	"	2.198	0.837	1.041	3.293	2.996
	13.720	"	2.213	0.884	1.007	3.274	3.004
	14.000	"	2.228	0.922	0.987	3.257	3.163
	14.280	"	2.243	0.951	0.975	3.244	3.210
	14.560	"	2.257	0.971	0.974	3.237	3.233
(6)	14.700	"	2.265	0.978	0.978	3.2358	3.2358
	14.840	"	2.272				
	15.120	"	2.287				
	15.400	"	2.302				
	15.680	"	2.316				
	15.960	"	2.331				
	16.240	"	2.346				
	16.520	"	2.360				
	16.800	"	2.375				
	17.080	"	2.390				
(7)	17.325	"	2.403				
	17.360	"	2.405				
	17.640	"	2.413				
	17.920	"	2.415				

Date: 2/3/55
Issue: 1

P/Models/14

6-1-2 ✓

CODE	HINGE DATUM PLANE			PLAN		AFT GLASS ENVELOPE		PROFILE	
	Y_F	X_F	$+Z_F$	UPPER X_F	LOWER X_F	UPPER $+Z_F$	LOWER $+Z_F$	UPPER $+Z_F$	LOWER $+Z_F$
(8)	18.200	1.156	2.410						
	18.480	1.155	2.399						
	18.760	1.154	2.383						
	19.040	1.152	2.361						
	19.320	1.150	2.334						
	19.600	1.147	2.307						
	19.880	1.143	2.282						
	20.160	1.138	2.261						
	20.440	1.134	2.246						
	20.720	1.128	2.237						
	21.000	1.122	2.233						
	21.280	1.116	2.233						
	21.560	1.109	"						
	21.840	1.102	"						
	22.120	1.094	"						
	22.400	1.086	"						

- (1) Transition from windscreen ridge to profile.
- (2) Transition from windscreen plane to M.H.B.
- (3) Transition from single curvature to straight line M.H.B.
- (4) Transition from glass plane to roll-off.
- (5) Transition to aft hinge plane.
- (6) Glass envelope washout.
- (7) Transition to curved hinge datum (Profile).
- (8) Transition to curved hinge datum (Plan).

Date: 3/3/55
Issue: 1

P/Models/14

6-1-3 ✓

CANOPY DATA

'C-105 AIRCRAFT'

CANOPY - DORSAL

'CO-ORDINATES - CYLINDRICAL SHOULDER'
'UPPER ONLY'

CODE	Y_F	TRUE
(1)	10.500	0.2919
	10.640	0.332
	10.780	0.372
	10.920	0.411
	11.060	0.449
	11.200	0.487
	11.340	0.523
	11.480	0.559
	11.760	0.628
	12.040	0.693
	12.320	0.754
	12.600	0.809
	12.880	0.857
	12.950	0.868
(2)	13.160	0.898
	13.440	0.932
	13.720	0.959
	14.000	0.981
	14.280	0.999
(3)	14.560	1.013
	14.700	1.018

(1) Shoulder trace on plane of symmetry.

(2) Aft glass plane roll off.

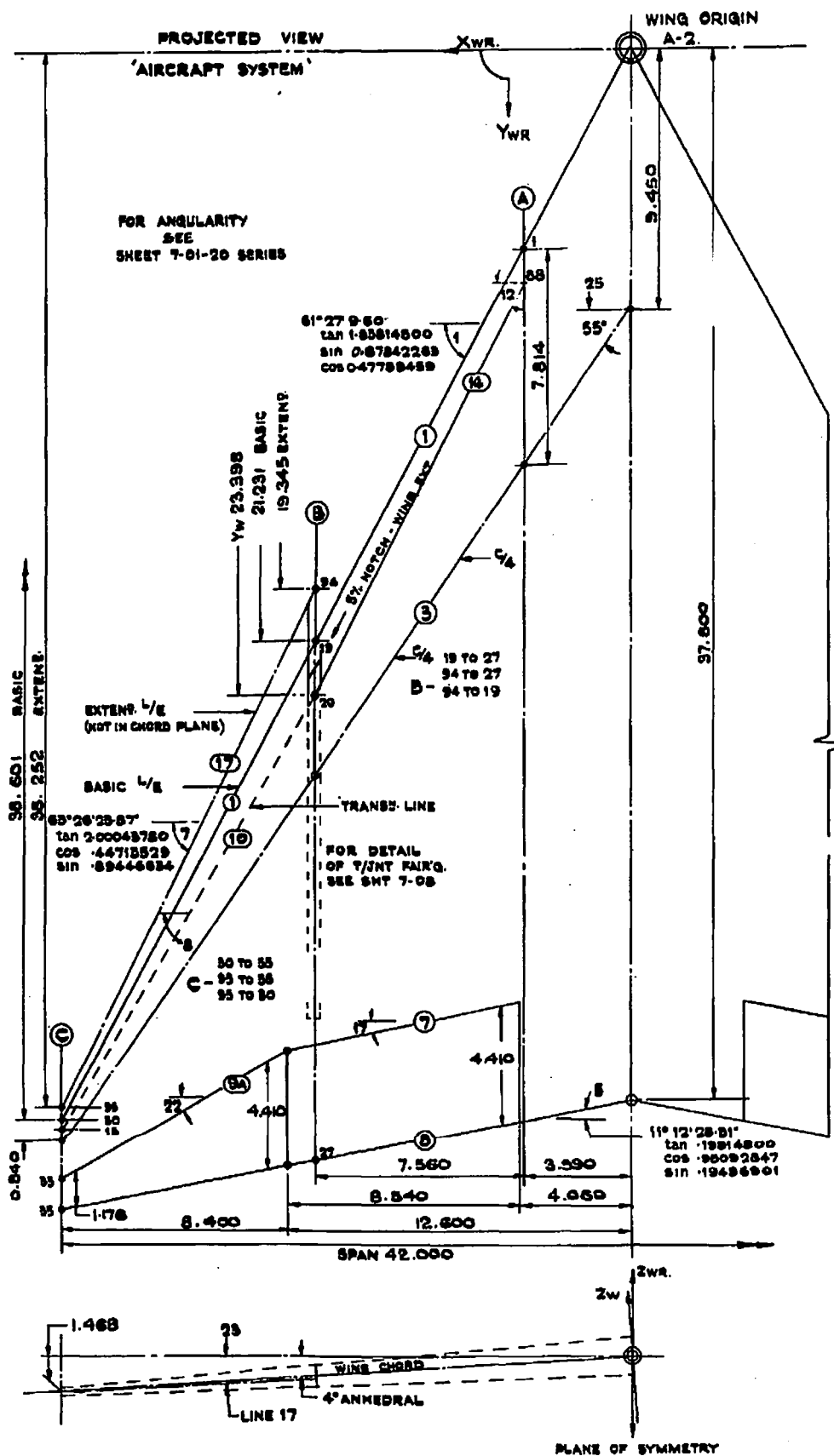
(3) Shoulder trace on aft body conic.

WING

DATE:- JUNE. 13TH. 55
ISSUE:- 7

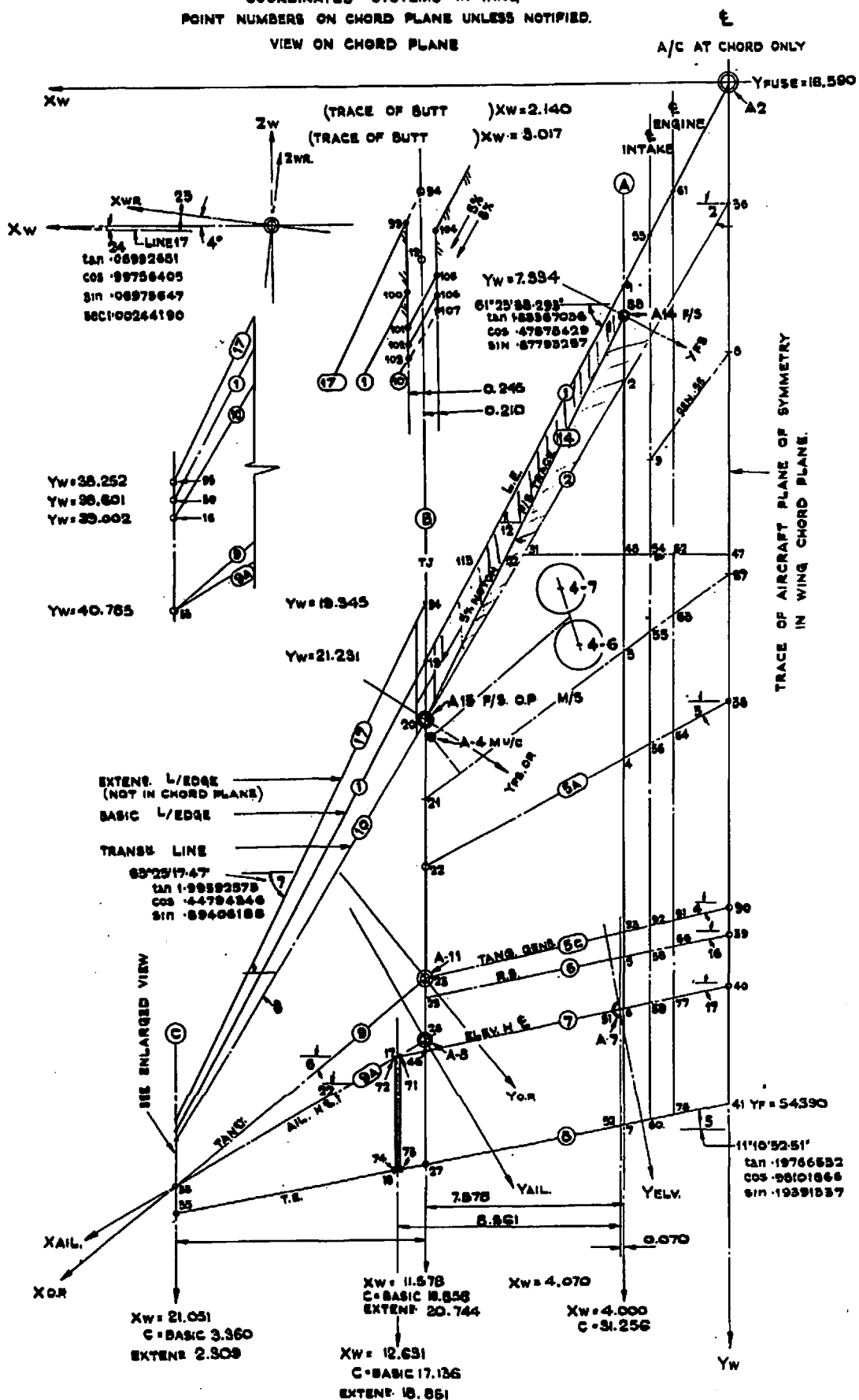
WING DATA
C-105 AIRCRAFT.

P/MODELS/14 7



P/MODELS/14 7-01-1.

A/C AT CHORD ONLY



Date: 1/6/54
 Issue: 4

P/Geom/33

7-01-4

WING DATA

'C-105 AIRCRAFT'

WING - 'COORDINATES OF CRITICAL POINTS'
 (See sheet 7-01-1)

CODE	POINT	WING SYSTEM			FUSELAGE SYSTEM		
		X	Y	Z	X	Y	Z
	7-1	57.139188	104.774435	0.000	57.0000	341.774435	28.014172
	7-2	57.139188	155.170907	0.000			
	A	"	"	4.388000			
	B	"	"	- 8.155000			
1	A	56.624056	154.318803	4.396639			
1	B	58.091331	156.745891	- 8.126518	57.0000	697.511786	28.014172
3	7-3/2	57.139188	302.588321	0.000			
	A	"	"	4.396639			
	B	"	"	- 8.126518			
	A	"	"	4.396639			
	B	"	"	- 8.126518			
	7-4	57.139188	354.986885	0.000			
	A	"	"	3.583000			
	B	"	"	- 9.133000			
1	A	56.719004	354.766904	3.586260			
1	B	58.206368	355.545993	- 9.108356			
	7-5	57.139188	460.511786	0.000			
	A	"	"	1.906994			
	B	"	"	- 4.494239			
1	A	56.915755	460.467621	1.906995			
1	B	57.665755	460.615870	- 4.494237			
	7-6	57.139188	488.294436	0.000			
	A	"	"	1.461056			
	B	"	"	- 3.256635			
1	A	56.968003	488.260599	1.461056			
1	B	57.520751	488.369858	- 3.256635			
	7-7	57.139188	551.294436	0.000			
2	A	"	551.288029	0.449954			
2	B	"	551.300839	- 0.449954			
2	A	57.086469	551.277608	0.449955			
2	B	57.191907	551.311212	- 0.449956			
	7-8	0.000	141.0000	0.000			
1	A	- 0.411004	140.461338	5.877631			
	B	"	"	"			
	7-9	43.105002	197.493466	0.000			
	A	42.750618	197.029010	5.067926			
	B	"	"	"			
	7-10	165.402914	373.650000	0.000			
	A	"	"	2.8180			
	B	"	"	- 6.5620			
	7-11	165.402914	409.689999	0.000			
	A	"	"	2.7520			
	B	"	"	- 6.6530			

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Issue: 4

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7-01-4

CODE	POINT	WING SYSTEM			FUSELAGE SYSTEM		
		X	Y	Z	X	Y	Z
1 1	7-48	57.139188	248.0000	0.000	57.0	485.0	28.014172
	A	"	"	4.7365			
	B	"	"	-11.1609			
	A	56.5834	"	4.7439	56.7765	485.0	32.7853
	B	58.4399	"	-11.1013			
	7-49	57.5000	248.0000	0.0000			
	A	"	"	4.731578			
	B	"	"	-11.144430			
	7-50						
	A						
2 2	B						
	7-51	58.141630	488.492584	0.000	58.0	725.492584	27.944245
	A	"	"	1.461056			
	B	"	"	-3.256635			
	7-52	58.141630	551.492584	0.000	58.0	788.492584	27.944245
	A	"	551.486177	0.449954			
	B	"	551.498987	-0.449954			
	7-53	43.105002	79.040365	0.000			
	7-54	43.105002	248.000	0.000			
	A	42.7625	"	4.8984			
	B	43.9225	"	-11.6914			
	7-55/2	43.105002	292.954249	0.000			
	A						
	B						
	7-56	43.105002	347.639480	0.000			
	A	42.846700	347.504250	3.693893			
	B	43.765248	347.985143	-9.441951			
	7-57/2	43.105002	402.099837	0.000			
	A						
	B						
	7-58	43.105002	457.737714	0.000			
	A	42.971652	457.711355	1.906994			
	B	43.419270	457.799834	-4.494239			
	7-59	43.105002	485.520364	0.000			
	A	43.002835	485.500169	1.461056			
	B	43.332728	485.565378	-3.256635			
	7-60	43.105002	548.520364	0.000			
	A	43.073538	548.507738	0.449954			
	B	43.136466	548.532986	-0.449954			
	7-61	30.574478	56.063514	0.000			
	7-62	30.574478	248.000	0.000			
	A	30.2243	"	5.0084			
	B	31.4209	"	-12.1046			
	7-63/2	30.574478	284.352399	0.000			
	A						
	B						
	7-64	30.574478	341.079297	0.000			
	A	30.309374	340.940505	3.791164			
	B	31.254932	341.435539	-9.730927			
	7-65/2	30.574478	397.037177	0.000			
	A						
	B						
	7-66	30.574478	455.260864	0.000			
	A	30.441128	455.234506	1.906994			
	B	30.888746	455.322984	-4.494242			

Date: 1/6/54
Issue: 4

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POINT	WING SYSTEM			FUSELAGE SYSTEM		
	X	Y	Z	X	Y	Z
7-67/2 A	0.000	384.684286	0.000			
B						
7-68/2 A	57.139188	407.770017	0.000			
B						
1 1 7-69/2 A	165.402914	451.511402	0.000			
B						
7-70 A						
B						
7-71 A	180.314542	512.641932	0.000	179.875305	749.641932	19.421894
B	"	"	1.461057			
7-72 A	180.564542	512.739356	0.000	180.124696	749.739356	19.404455
B	"	"	1.430874			
7-73 A	180.314542	575.641932	0.000	179.875305	812.641932	19.421894
B	"	575.635525	0.449954			
7-74 A	180.564542	575.648335	0.000	180.124696	812.691348	19.404455
B	"	575.691348	0.449954			
7-75 A	180.439542	575.685363	0.000	180.000000	728.109840	19.413174
B	"	575.697335	0.420535			
7-76 A	18.141630	491.109840	0.000			
B	"	"	1.777892			
7-77 A	30.574478	460.709934	0.000			
B	"	"	4.187708			
1 1 7-78 A	30.472311	483.043514	0.000			
B	30.802204	483.023319	1.461056			
7-79 A	30.574478	483.088528	0.000			
B	30.543014	546.043514	0.000			
7-80 A	30.605942	546.030888	0.449956			
B	0.000	546.056136	0.449956			
7-81 A			0.000			
B						
7-82 A	57.139188		0.000			
B						
A						
B						

Date: 1/6/54

Issue: 5

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CODE	POINT	WING SYSTEM			FUSELAGE SYSTEM		
		X	Y	Z	X	Y	Z
	7-83	0.000	505.5	0.000			
1	A	- 0.070164	"	1.003385			
1	B	0.139035	"	- 1.988299			
	7-84	30.574478	"	0.000			
1	A	30.497533	"	1.100368			
1	B	30.732350	"	- 2.257679			
	7-85	43.105002	"	0.000			
1	A	43.025277	"	1.140114			
1	B	43.270594	"	- 2.368081			
	7-86	57.139188	"	0.000			
	A	"	"	1.184894			
	B	"	"	- 2.490196			
1	A	57.000412	"	1.184454			
1	B	57.431253	"	- 2.492768			
	7-87						
	A						
	B						
	7-88	57.139188	120.021186	0.000			
	A						
	B						
2	A						
2	B						
	7-89						
	A						
	B						
	A						
	B						
	7-90	0.000	431.711029	0.000	0.000	668.711029	32.000
1	A	- 0.153007	431.673754	2.188100	"	668.673754	34.193443
1	B	0.368747	431.800862	- 5.273321	"	668.800862	26.713802
	7-91	30.574478	439.159525	0.000	30.5000	676.159525	29.867232
1	A	30.423048	439.122634	2.165547	"	676.122634	32.038068
1	B	30.938849	439.248292	- 5.210744	"	676.248292	24.643764
	7-92	43.105002	442.212192	0.000	43.0000	679.212192	28.993147
1	A	42.954219	442.175454	2.156304	"	679.175454	31.154717
1	B	43.467579	442.300518	- 5.185097	"	679.300517	23.795388
	7-93	57.139188	445.631169	0.000	57.0000	682.631169	28.014172
	A	"	"	2.145842	57.149686	"	30.154787
	B	"	"	- 5.157112	56.640258	"	22.869622
1	A	56.887749	445.569914	2.146027	56.898872	682.569914	30.172511
1	B	57.743276	445.778336	- 5.155875	57.242960	682.778336	22.828717
3	7-94	165.402914	276.354421	- 0.525000			
3	7-95	300.732570	546.462363	- 0.175000			
	7-96	0.0000	6.953342	0.000			
	7-97	57.139188	354.867754	0.000			
	A						
	B						
	7-98	165.402914	398.609139	0.000			
	A						
	B						
	7-99						

Date: 23/6/55
Issue: 1

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7-01-4

CODE	POINT	X	WING SYSTEM Y	FUSELAGE SYSTEM X Y Z
	7-100	168.902914	309.712267	0.000
	A			
	B			
	7-101	168.902914	322.898154	0.810000
	A			
	B			
	7-102	168.902914	330.809688	-1.060000
	A			
	B			
	7-103	168.902914	340.020197	0.000
	A			
	B			
3	7-104	162.402914	297.793410	0.000
	7-105	162.402914	311.506621	-0.810000
	A			
	B			
	7-106	162.402914	319.734548	-1.060000
	A			
	B			
	7-107	162.402914	329.313399	0.000
	A			
	B			
	7-108	164.902914	327.515000	-4.479692
	7-109	164.902914	328.613000	2.503923
	7-110			
	A			
	B			
	7-111	164.902914	326.650000	-4.410308
	7-112	164.902914	326.650000	2.467538
3	7-113			

Date: 13/6/55
Issue: 3

P/Geom/33

7-01-4

A datum plane in the 'Wing' system, unless otherwise noted, refers to a plane that is normal to the chord plane (i.e. any normal chordwise rib or spar plane). A few exceptions may be noted: Elevator and aileron skin planes, a single canted chordwise plane (Rib. No. 4), a double canted plane (i.e. aileron skin plane and trailing edge plane).

- (1) Trace of datum plane on single canted chordwise plane (4° Buttock plane, 6° 40' 57.32" nacelle sidewall rib).
- (2) Trace of double canted plane on single canted and normal chordwise plane (i.e. trailing edge and Buttock rib, trailing edge and normal rib).

A - Basic Envelope 'Upper'
B - Basic Envelope 'Lower'
- (3) Critical points associated with droop cases will be defined on Sheet 7-01-5.

ate: 1/6/54
Issue: 4

Series III
WING DATA
'C-105 AIRCRAFT'

P/Models/14
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7-01-4

WING - 'COORDINATES OF CRITICAL POINTS'
(See sheet 7-01-1)

CODE	POINT	WING SYSTEM			FUSELAGE SYSTEM		
		X	Y	Z	X	Y	Z
	7-1	3.999743	7.334210	0.	3.9900	23.934210	1.960922
	7-2	"	10.861963	0			
	A	"	"	0.307160			
	B	"	"	-0.570850			
1	A	3.963684	10.802316	0.307765			
1	B	4.066393	10.972212	-0.568856			
3	7-3/2	3.999743	21.181182	0			
	A	"	"				
	B	"	"				
	A						
	B						
	7-4	3.999743	24.849082	0			
	A	"	"	0.250810			
	B	"	"	-0.639310			
1	A	3.970330	24.833683	0.251038			
1	B	4.074446	24.888191	-0.637585			
	7-5	3.999743	32.235825	0	3.9900	48.825825	1.960992
	A	"	"	0.133489			
	B	"	"	-0.314597			
1	A	3.984103	32.232733	0.133490			
1	B	4.036603	32.243111	-0.314596			
	7-6	3.999743	34.180610	0			
	A	"	"	0.102274			
	B	"	"	-0.227964			
1	A	3.987760	34.178242	0.102274			
1	B	4.026453	34.185890	-0.227964			
	7-7	3.999743	38.590611	0			
2	A	"	38.590162	0.031497			
2	B	"	38.591059	-0.031497			
2	A	3.996053	38.589432	0.031497			
2	B	4.003433	38.591785	-0.031497			
	7-8	0	9.8700000	0			
1	A	-0.028770	9.832294	0.411434			
	B						
	7-9	3.017350	13.8248543	0			
	A	2.992543	13.792031	0.354755			
	B						
	7-10	11.578204	26.155500	0			
	A	"	"	0.197260			
	B	"	"	-0.459340			
	7-11	11.578204	28.678299	0			
	A	"	"	0.192640			
	B	"	"	-0.465710			

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Issue: 4

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CODE	POINT	X	WING SYSTEM Y	X	FUSELAGE SYSTEM X Y Z
	7-12	11.578204	31.200400	0	
	A	"	"	0.170730	
	B	"	"	-0.414750	
	7-13	18.535243	37.989521	0	
	A	"	"	0.072129	
	B	"	"	-0.167734	
	7-14	20.277292	39.055151	0	
	A	"	"	0.052058	
	B	"	"	-0.118787	
	7-15	21.051280	39.511872	0	
	A	"	"	0.039970	
	B	"	"	-0.086800	
	7-16	21.051280	39.001897	0	
	A	"	"	0.035980	
	B	"	"	-0.065240	
	7-17	12.630768	35.886665	0	12.600000 52.476665 1.358922
	A	"	"	0.100232	
	B	"	"	-0.225921	
	7-18	12.630768	40.296665	0	
2	A	"	40.296246	0.029454	
2	B	"	40.297084	-0.029454	
3	7-19	11.578204	21.230609	0	11.550000 37.820609 1.432345
	7-20	"	23.397850	0	
	A	"	"	0.180040	
2	B	"	"	-0.344120	
	7-21/2	"	26.383581	0	
	A	"	"		
	B	"	"		
	7-22	"	28.816681	0	
	A	"	"	0.192010	
	B	"	"	-0.464240	
	7-23	"	33.040432	0	
	A	"	"	0.144619	
	B	"	"	-0.345485	
	7-24				
	A				
	B				
	7-25	11.578204	33.733824	0	11.550000 50.323824 1.432345
	A	"	"	0.133489	
	B	"	"	-0.314597	
	7-26	"	35.274359	0	11.550000 51.864359 1.432345
	A	"	"	0.108762	
	B	"	"	-0.245972	
	7-27	11.578204	40.088609	0	
2	A	"	40.088161	0.031497	
2	B	"	40.089058	-0.031497	
	7-28				
	A				
	B				
	7-29	21.051280	39.528608	0	
	A	"	"	0.040040	
	B	"	"	-0.087010	

Date: 1/6/54
Issue: 4

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CODE	POINT	WING SYSTEM			FUSELAGE SYSTEM		
		X	Y	Z	X	Y	Z
	7-30	21.051280	38.601108	0	21.000000	55.191108	0.771537
	7-31	7.928074	17.360000	0			
	A	"	"	0.241269			
	B	"	"	-0.453323			
	7-32						
2	A						
2	B						
	7-33	21.051280	40.785108	0	21.000000	57.375108	0.771537
	A	"	"	0.031988			
	B	"	"	-0.065510			
	7-34	11.284204	23.989560	-0.1190000			
	A						
	B						
	7-35	21.051280	41.961108	0	21.0000	58.551108	0.771537
2	A	"	41.960921	0.013115			
2	B	"	41.961295	-0.013115	21.0000	58.551295	
	7-36	0	4.245801	0			
1	A	-0.026201	4.202461	0.374691			
1	B	0.048185	4.325506	-0.689071			
	7-37/2	0	18.435472	0			
	A						
	B						
	7-38	0	22.755071	0			
1	A	-0.019719	22.744748	0.281996			
1	B	0.051083	22.781815	-0.730528			
	7-39	0	31.445214	0			
1	A	-0.009334	31.443369	0.133489			
1	B	0.021999	31.449563	-0.314597			
	7-40	0	33.390000	0			
1	A	-0.007152	33.388586	0.102274			
1	B	0.015941	33.393151	-0.227964			
	7-41	0	37.800000	0	0	54.39000	2.240000
2	A	-0.002202	37.799116	0.031497	0	54.389116	2.271574
2	B	"	37.800883	-0.031497	0	54.390883	2.208426
	7-42/2	0	23.224742	0			
	A						
	B						
	7-43	2.140213	24.089444	0			
	A						
	B						
	7-44	3.017350	24.443830	0			
	A						
	B						
	7-45	14.946880	35.794480	0			
	A	"	"	0.104567			
	B	"	"	-0.245924			
	7-46	11.578204	35.678609	0			
	A	"	"	0.102274			
	B	"	"	-0.227964			
	7-47	0	17.360000	0			
	A	-0.025396	"	0.363160			
	B	0.062951	"	-0.900270			

Date: 1/6/54
Issue: 4

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CODE	POINT	WING SYSTEM			FUSELAGE SYSTEM		
		X	Y	Z	X	Y	Z
1	7-48	3.999743	17.360000	0	3.990000	33.9500	1.960992
	A	"	"	0.331555			
	B	"	"	-0.781263			
	A	3.960838	"	0.332073	3.974355	33.9500	2.294971
	B	4.090793	"	-0.777091			
	7-49	4.025000	"	0			
	A	"	"	0.331210			
	B	"	"	-0.780110			
	7-50						
	A						
2	7-51	4.069914	34.194481	0	4.060000	50.784481	1.956097
	A	"	"	0.102274			
	B	"	"	-0.227964			
	7-52	"	38.604481	0	4.0600	55.194481	1.956097
	A	"	38.604032	0.031497			
	B	"	38.604929	-0.031497			
	7-53	3.017350	5.532825	0			
	7-54	"	17.3600	0			
	A	2.993375	"	0.342888			
	B	3.074575	"	-0.818398			
	7-55/2	3.017350	20.605797	0			
	A						
	B						
	7-56	3.017350	24.334764	0			
	A	2.999269	24.325297	0.258572			
	B	3.063567	24.358960	-0.660937			
	7-57/2	3.017350	28.146989	0			
	A						
	B						
	7-58	3.017350	32.041640	0			
	A	3.008016	32.039795	0.133490			
	B	3.039349	32.045988	-0.314597			
	7-59	3.017350	33.986425	0			
	A	3.010198	33.985012	0.102274			
	B	3.033291	33.989576	-0.227964			
	7-60	3.017350	38.396425	0			
	A	3.015148	38.395542	0.031497			
	B	3.019553	38.397309	-0.031497			
7-61	2.140213	3.924446	0				
7-62	"	17.360000	0				
A	2.115701	"	0.350588				
B	2.199463	"	-0.008473				
7-63/2	2.140213	19.904668	0				
A							
B							
7-64	2.140213	23.875551	0				
A	2.121656	23.865835	0.265381				
B	2.187845	23.900488	-0.681165				
7-65/2	2.140213	27.792602	0				
A							
B							
7-66	2.140213	31.868260	0				
A	2.130879	31.866415	0.133489				
B	2.162212	31.872609	-0.314597				

Date: 1/6/54
Issue: 4

P/Models/14
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	CODE POINT	WING SYSTEM			FUSELAGE SYSTEM		
		X	Y	Z	X	Y	Z
	7-67/2 0		26.927900	0			
	A						
	B						
	7-68/2 3.999743		28.543901	0			
	A						
	B						
1	A						
1	B						
	7-69/2 11.578204		31.605798	0			
	A						
	B						
	7-70						
	A						
	B						
	7-71	12.622018	35.884935	0	12.591271	52.474935	1.359532
	A	"	"	0.102274			
	B	"	"	-0.227964			
	7-72	12.639518	35.891755	0	12.608729	52.481755	1.358312
	A	"	"	0.100161			
	B	"	"	-0.225754			
	7-73	12.622018	40.294935	0	12.591271	56.884935	1.359532
	A	"	40.294487	0.031497			
2	B	"	40.295383	-0.031497			
2	7-74	12.639518	40.298394	0	12.608729	56.888394	1.358312
	A	"	40.297975	0.029437			
2	B	"	40.298813	-0.029437			
	7-75	12.630768	34.377689	0	12.6000	50.967689	1.358922
	A	"	"	0.124452			
	B	"	"	-0.293139			
	7-76	6.169914	32.249695	0			
	A	"	"	0.133489			
	B	"	"	-0.314597			
	7-77	2.140213	33.813046	0			
1	A	2.133062	33.811632	0.102274			
1	B	2.156154	33.816197	-0.227964			
	7-78	2.140213	38.223046	0			
1	A	2.138011	38.222162	0.031497			
1	B	2.142416	38.223929	-0.031497			
	7-79	0		0			
	A						
	B						
	7-80	2.140213		0			
	A						
	B						
	7-81	3.017350		0			
	A						
	B						
	7-82	3.999743		0			
	A						
	B						
	A						
	B						

Date: 1/6/54
Issue: 5

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7-01-4

CODE POINT		WING SYSTEM			FUSELAGE SYSTEM		
		X	Y	Z	X	Y	Z
	7-83	0	35.385000	0			
1	A	-0.004911	"	0.070237			
1	B	0.009732	"	0.139181			
	7-84	2.140213	"	0			
1	A	2.134827	"	0.077026			
1	B	2.151265	"	-0.158037			
	7-85	3.017350	35.385000	0			
1	A	3.011769	"	0.079808			
1	B	3.028942	"	-0.165766			
	7-86	3.999743	"	0			
	A	"	"	0.082943			
	B	"	"	-0.174314			
1	A	3.990029	"	0.082912			
1	B	4.020188	"	-0.174494			
	7-87						
	A						
	B						
	7-88	3.999743	8.401483	0			
	A						
	B						
2	A						
2	B						
	7-89						
	A						
	B						
	A						
	B						
	7-90	0	30.219772	0	0	46.809772	2.2400
1	A	-0.010710	30.217163	0.153167	0	46.807163	2.393541
1	B	0.025812	30.226060	-0.369132	"	46.816060	1.869966
	7-91	2.140213	30.741167	0	2.13500	47.331167	2.090706
1	A	2.129613	30.738584	0.151588	"	47.328584	2.242665
1	B	2.165719	30.747380	-0.364752	"	47.337380	1.725063
	7-92	3.017350	30.954853	0	3.0100	47.544853	2.029520
1	A	3.006795	30.952282	0.150941	"	47.543382	2.180830
1	B	3.042731	30.961036	-0.362957	"	47.551036	1.665677
	7-93	3.999743	31.194182	0	3.990000	47.784182	1.960992
	A	"	"	0.150209	4.000478	"	2.110835
	B	"	"	-0.360998	3.964818	"	1.608873
1	A	3.982142	31.189894	0.150222	3.982921	47.779894	2.112076
1	B	4.042029	31.204483	-0.360911	4.007007	47.794483	1.598010
3	7-94	11.578204	19.344809	-0.036750			
3	7-95	21.051280	38.252365	-0.012250			
	7-96	0	0.486734	0			
	7-97	3.999743	24.840743	0			
	A						
	B						
	7-98	11.578204	27.902640	0			
	A						
	B						
	7-99						

Date: 1/6/54
Issue: 1

7/Model/16
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7-01-4

POINT

WIND DIRECTION

WIND DIRECTION

	7-100	11.823204	21.679859	0
	A			
	B			
	7-101	11.823204	22.602871	0.056700
	A			
	B			
	7-102	"	23.156678	-0.074200
	A			
	B			
	7-103	"	23.801414	0
	A			
	B			
3	7-104	11.368204	20.845539	0
	7-105	"	21.805463	-0.056700
	A			
	B			
	7-106	"	22.381418	-0.074200
	A			
	B			
	7-107	"	23.051938	0
	A			
	B			
	7-108	11.543204	22.926050	-0.313578
	7-109	"	23.002910	0.175275
	7-110			
	A			
	B			
	7-111	"	22.865500	-0.308722
	7-112	"	"	0.172728
3	7-113			

Date: 6/20/55
Issue: 1

P/Geom/32

7-01-5

WING DATA

'C-105 AIRCRAFT'

Wing - 'LEADING EDGE DROOPS'

'CO-ORDINATES OF CRITICAL POINTS'
(See sheet 7-01-5)

CODE	POINT	X	WING SYSTEM Y	Z	FUSELAGE SYSTEM X	Y
7-	1 _{D8}	57.1392	104.7744	-1.7000		
7-	19 _{D8}	165.4029	303.2944	-3.4000		
7-	94 _{D4}	165.4029	276.3544	-4.7145		
7-	95 _{D4}	300.7326	546.4624	-0.8719		
7-	99 _{D4}					
7-	104 _{D8}	162.4029	297.7934	-3.3529		
7-	114 _{D8}	57.1392	111.0500	-0.7060		
7-	A					
7-	B					
7-	115 _{D8}	165.4029	315.3842	-1.4852		
7-	A					
7-	B					
7-	116 _{D4}	165.4029	282.4254	-3.8157		
7-	A					
7-	B					
7-	117 _{D4}	300.7326	547.5851	-0.7056		
7-	A					
7-	B					

Date: 13/6/55
Issue: 3

P/Models/14

7-01-4 ✓

A datum plane in the "Wing" system, unless otherwise noted, refers to a plane that is normal to the chord plane (i.e. any normal chordwise rib or spar plane). A few exceptions may be noted: Elevator and aileron skin planes, a single danted chordwise plane (Rib. No. 4), a double canted plane (i.e. aileron skin plane and trailing edge plane).

- (1) Trace of datum plane on single canted chordwise plane (4° Buttock plane, 6° 40' 57.32" nacelle sidewall rib).
- (2) Trace of double canted plane on single canted and normal chordwise plane (i.e. trailing edge and Buttock rib, trailing edge and normal rib).

A - Basic Envelope 'Upper'

B - Basic Envelope 'Lower'
- (3) Critical points associated with droop cases will be defined on Sheet 7-01-5.

Date: 6/20/55
Issue: 1

Series III

P/Models/14 7-01-5
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WING DATA

'C-105 AIRCRAFT'

Wing - 'LEADING EDGE DROOPS'

'CO-ORDINATES OF CRITICAL POINTS'
(See sheet 7-01-5)

CODE	POINT	X	WING SYSTEM Y	Z		FUSELAGE SYSTEM Y	Z
7-1D8		3.9997	7.3342	-0.1190	11.4		
7-19D8		11.5782	21.2306	-0.2380	11.4		
7-94D4	"		19.3448	-0.3300	9.6		
7-95D4		21.0513	38.2524	-0.0610	0.36		
7-99D4							
7-104D8		11.3682	20.8455	-0.2347			
7-114D8		3.9997	7.7735	-0.0494			
7-A							
7-B		11.5782	22.0769	-0.1040			
7-115D8							
7-A							
7-B							
7-116D4		11.5782	19.7698	-0.2671			
7-A							
7-B							
7-117D4		21.0513	38.3309	-0.0494			
7-A							
7-B							

Date: 10/5/55
Issue: 2

P/Geom/33 7-01-20

WING DATA

'C-105 AIRCRAFT'

CHORD PLANE DATA

'ANGLES AND FUNCTIONS' - (See Sheet 7-01-1)

CODE	NO.	A N G L E			TAN	COS		SIN
(1)	7-1	61°	23'	38.29"	1.8336 7036	.4787	842°	.8779 3257
	" 2	58°	50'	43.10"	1.6541 4675	.5173	5048	.8557 7362
	" 3	27°	38'	1.28"	.5235 3625	.8859	3102	.4638 1700
	" 4	13°	41'	29.70"	.2436 1809	.9715	8390	.2366 9541
	" 5	11°	10'	52.51"	.1976 6532	.9810	1865	.1939 1337
	" 6	39°	16'	3.29"	.8175 4607	.7741	9847	.6329 4291
	" 7	63°	23'	17.47"	1.9959 2573	.4479	4346	.8940 6189
	" 8	58°	44'	18.39"	1.6471 9968	.5189	4571	.8548 0720
	" 9	52°	39'	21.80"	1.3106 0116	.6065	9833	.7950 0847
	" 10	60°	17'	27.44"	1.7525 4368	.4955	9580	.8685 5328
	" 11	59°	35'	28.78"	1.7038 6768	.5061	6434	.8624 3705
	" 12	63°	11'	24.38"	1.9788 1433	.4510	3168	.8925 0794
	" 13	34°	28'	6.59"	.6864 7172	.8244	3749	.5659 5302
	" 14	22°	0'	0.00"	.4040 2623	.9271	8386	.3746 0660
	" 15	22°	0'	0.00"	.4040 2623	.9271	8386	.3746 0660
	" 16	11°	10'	52.51"	.1976 6532	.9810	1865	.1939 1337
	" 17	11°	10'	52.51"	.1976 6532	.9810	1865	.1939 1337
	" 18	54°	39'	13.07"	1.4099 2979	.5785	1793	.8156 6967
	" 19	50°	1'	34.80"	1.1928 6655	.6424	3547	.7663 3978
	" 20	44°	18'	0.47"	.9758 6354	.7156	9115	.6984 1690
	" 21	31°	21'	16.49"	.6117 1093	.8530	5408	.5218 2251
	" 22	30°	11'	15.86"	.5817 2748	.8643	8242	.5028 3501
	" 23							
(2)	" 24	0°	8'	53.46"	.0025 8628	.9999	9666	.0025 8627
	" 24 Tru	0°	3'	58.96"	.0011 5851	.9999	9933	.0011 5851
(2)	" 24 _D	1°	37'	35.25"	.0283 9469	.9995	9711	.0283 8325
	" 24 _D Tru	0°	43'	43.39"	.0127 1922	.9999	1912	.0127 1819
	" 25	0°	0'	0.00"				
(2)	" 26 _D	0°	53'	58.59"	.0157 0240	.9998	7675	.0157 0046
	" 26 _D Tru	0°	25'	50.68"	.0075 1806	.9999	7174	.0075 1785

(1) All angles are true in chord planes except No. 7-7 (Plan Projection).

(2) Front elevation projection.

Date: 25/3/55
Issue: 2

P/Geom/33

7-01-21

WING DATA

'C-105 AIRCRAFT'

PROJECTED CHORD PLANE DATA

'ANGLES AND FUNCTIONS' - (See Sheet 7)

CODE	NO.	A N G L E			TAN	COS		SIN
	7-1	61°	27'	9.60"	1.8381 4800	.4778	8460	.8784 2263
	" 2	58°	54'	25.70"	1.6581 8601	.5164	2664	.8563 3144
	" 3	27°	41'	28.13"	.5248 1467	.8854	6544	.4647 0525
	" 4							
	" 5	11°	12'	28.32"	.1981 4800	.9809	2848	.1943 6902
	" 6							
	" 7	63°	26'	23.88"	2.0004 3780	.4471	3529	.8944 6634
	" 8	54°	48'	1.42"	1.6512 2197	.5180	2111	.8553 6783
	" 9							
	"10	60°	21'	3.84"	1.7568 2321	.4946	8425	.8690 7277
	"11	59°	39'	8.25"	1.7080 2835	.5052	4638	.8629 7514
	"12	63°	14'	46.74"	1.9836 4639	.4501	5584	.8929 5001
	"13	34°	32'	1.42"	.6881 4801	.8237	9263	.5668 9126
	"14	22°	2'	54.88"	.4050 1282	.9268	6591	.3753 9258
	"15	22°	2'	54.88"	.4050 1282	.9268	6591	.3753 9258
	"16	11°	12'	28.32"	.1981 4800	.9809	2848	.1943 6902
	"17	11°	12'	28.32"	.1981 4800	.9809	2848	.1943 6902
	"18	54°	43'	10.36"	1.4133 7269	.5775	7919	.8163 3466
	"19	50°	5'	42.42"	1.1957 7941	.6415	1503	.7671 1046
	"20	44°	22'	11.93"	.9782 4650	.7148	3916	.6992 8890
	"21	31°	31'	0.55"	.6132 0467	.8524	8674	.5227 4885
	"22	30°	14'	54.65"	.5831 4800	.8638	4858	.5037 5157
	"23							
	"24							
	"25	55°	0'	0.00"	1.4281 4800	.5735	7644	.8191 5204

All angles in projection.

ISSUE :- 6

P/MODELS/14 7-02

63° 23' 17.47" _____
tan 1.99592573

61° 23' 3.83" -
tan - 1.83367036

VIEW ON CHORD PLANE

DATE:- JUNE 13TH, 55.

WING DATA

P/MODELS/14 7-02D

ISSUE:- 6

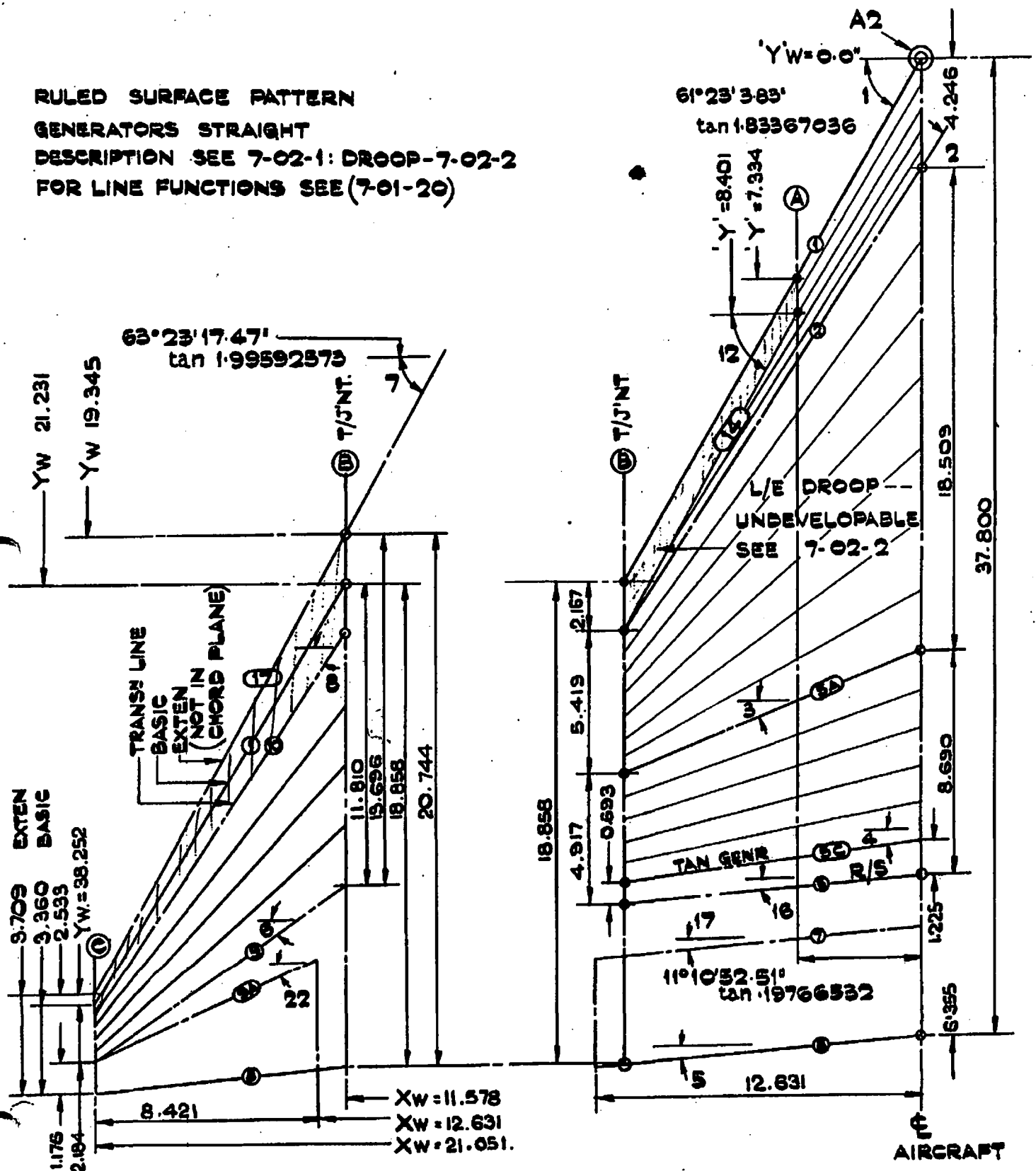
C-105 AIRCRAFT

RULED SURFACE PATTERN

GENERATORS STRAIGHT

DESCRIPTION SEE 7-02-1: DROOP-7-02-2

FOR LINE FUNCTIONS SEE (7-01-20)



VIEW ON CHORD PLANE

Date: 23/3/54
Issue: 4

7-02-1

WING DATA
'C-105 AIRCRAFT'

DESCRIPTION

The profile of the 'wing' and 'vertical tail' do not follow the usual conical pattern having the leading and trailing edge a generator of a single cone. Wing percent lines will therefore, not be straight unless they coincide with the generatrix pattern of the local 'ruled surface'.

The wing will contain 2 separate compatible groups of 'ruled surfaces' terminating at the transport joint. These groups are generated from a pattern of 3 directrix curves located spanwise at wing chord stations 'A - B and C'. Since Directrix 'B' and the transport joint centre-line lie in a single plane it may be concluded they have a common profile. This does not imply spanwise profile continuity since the generating pattern and variable thickness function have a deterring affect.

The directrix at 'C' is a basic N.A.C.A. .0003.8-6 profile having its maximum thickness value (m) at 36.000 percent of the local chord. At Directrix 'B' the 'm' value has been factored to 34,000 percent of the local chord, at 'A' 32.799398 percent. The basic directrix profiles are cambered (negative) by a conical 4 digit series section having its 'm' value at 32.122004 percent of the local chord and its flat plane tangent line at 62.500 percent of the local chord.

The main panel extends from the aircraft centre line to Directrix 'B' (transport joint) and is made up of 4 separate ruled surfaces. Ruled section -1-2- will have as outer generators the wing leading edge and the front spar. Ruled section 2-5A will have as outer generators the front spar and centre-spar forward. Ruled section 5A-6 will have as outer generators the centre-spar forward and rear spar, spar -5B being a generator of this ruled section. Ruled section -6-8- will have as outer generators the rear spar and trailing edge and will be flat in profile with a plane angle of $1^{\circ}44' 6.32''$ (tan .0302 9228) about the mean line.

The outer panel extends from Directrix 'B' to Directrix 'C' and is made up of 2 separate ruled surfaces. Ruled section -1-9- will have as outer generators the wing leading edge and the flat plane tangent line. Ruled surface -9-8- will have as outer generators the flat plane tangent line and the trailing edge.

Since all three Directrix airfoils are different, it follows that no two generators are parallel or intersecting - hence a warped surface.

Date: 9/5/55
Issue: 1

7-02-2

WING DATA

'C-105 AIRCRAFT'

LEADING EDGE DROOP

The profile of the 'Inner' and 'Outer' wing leading edge 'droops' have been restricted to structural boundaries within the basic wing envelope.

In the outer panel this boundary, being a generator of the local ruled surface, permits the generation of this new envelope in much the same manner as before, except the construction datum is now conical. In the 'main wing system' this curved datum is described as a segment of a circular scalene cone tangent to a leading edge plane and to chord plane at line 10. Co-ordinates derived from the basic wing equations will not be affected, only the manner in which they are applied.

In the main panel the droop transition occurs in a vertical plane containing line 14. Since this plane trace on the envelope is not a generator, hence not a straight line, it results in double curved surface forward to where a generator traces on the leading edge plane of the chord camber. The present co-ordinate analysis remain unchanged, the method similar to the outer panel.

The outer panel may be defined as a single curved surface and generated by straight lines, whereas the inner panel having a double curved surface over most of its area, cannot in any way be developed with straight lines, the exception being the area controlled by the plane portion of the chord camber.

DATE:- JUNE 7-55.

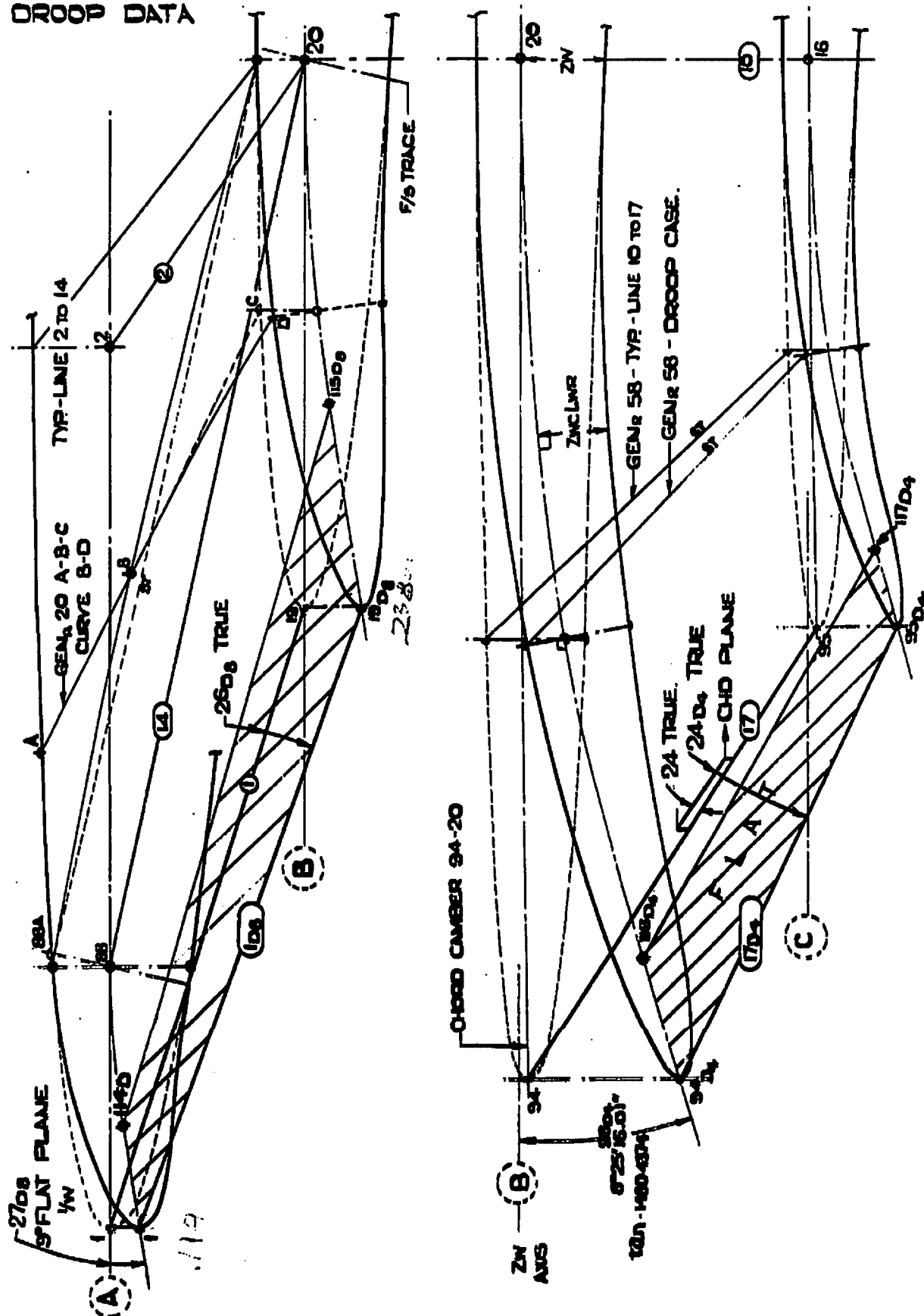
WING DATA

P/GEOM/32 7-03

ISSUE 1

CH05 AIRCRAFT.

L/E DROOP DATA



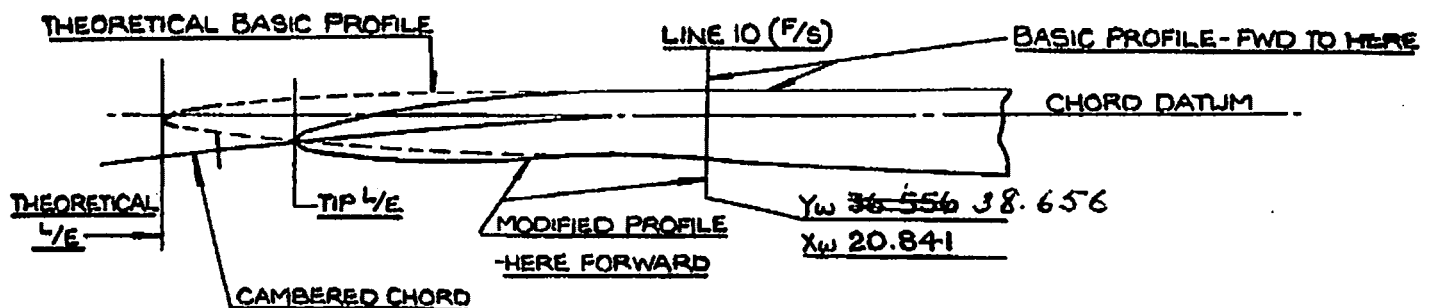
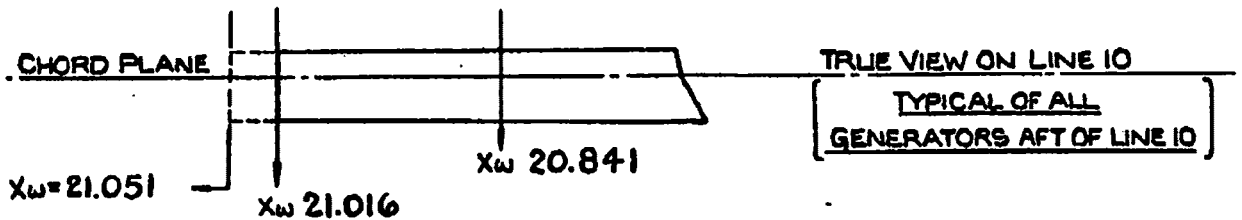
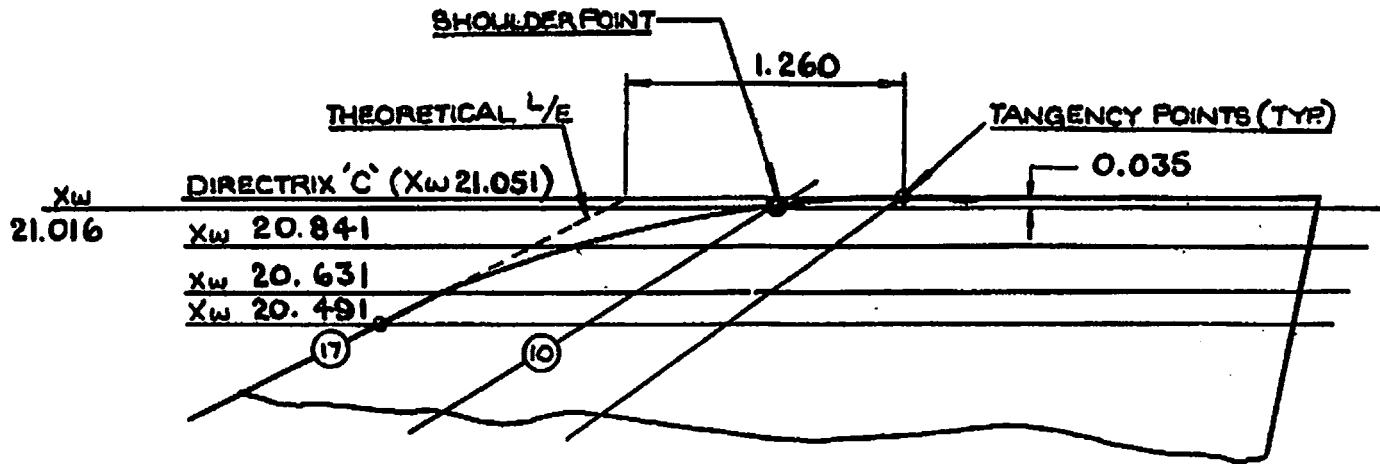
DATE - 18 JULY 55
 ISSUE - 3

WING DATA
 C-105 AIRCRAFT
 'TIP CONTOUR'

P/MODELS/14

7-07

WING TIP L/E CURVE - TANGENT AT X_w 20.491 & X_w 21.051 THROUGH SHOULDER POINT X_w 21.016



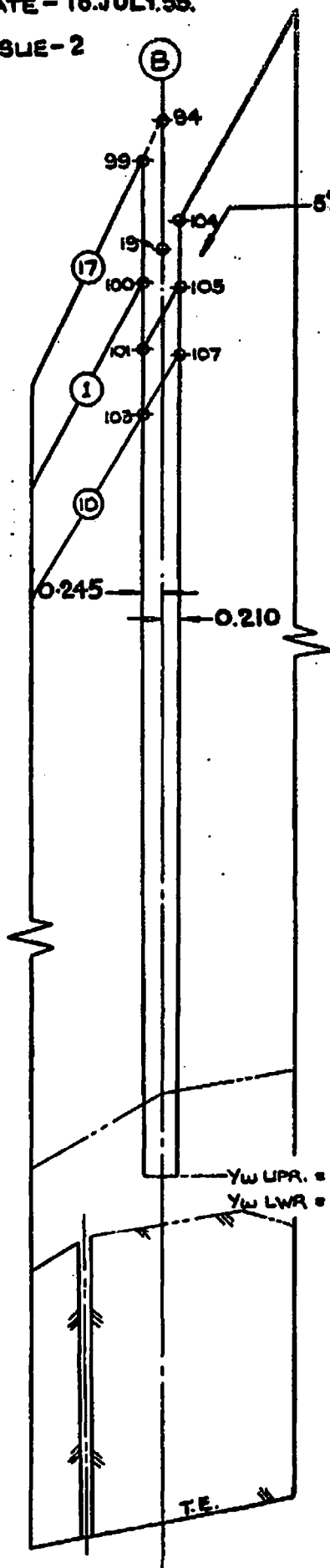
NOTE:- X_w SECTIONS RETAIN BASIC PROFILES FWD. TO LINE 10 - MODIFIED FORWARD BY FORESHORTENING STATION VALUES IN THE PROPORTION OF L/E CURVE TO THEORETICAL L/E & RETAINING Z' VALUES ABOUT CAMBERED CHORD. (UNSHORTENED)

ISSUE-2

'NOTCH T/JNT. FAIRING'

P/MODELS/14

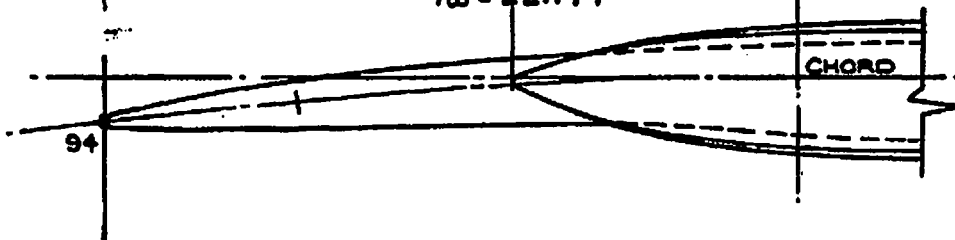
7-08



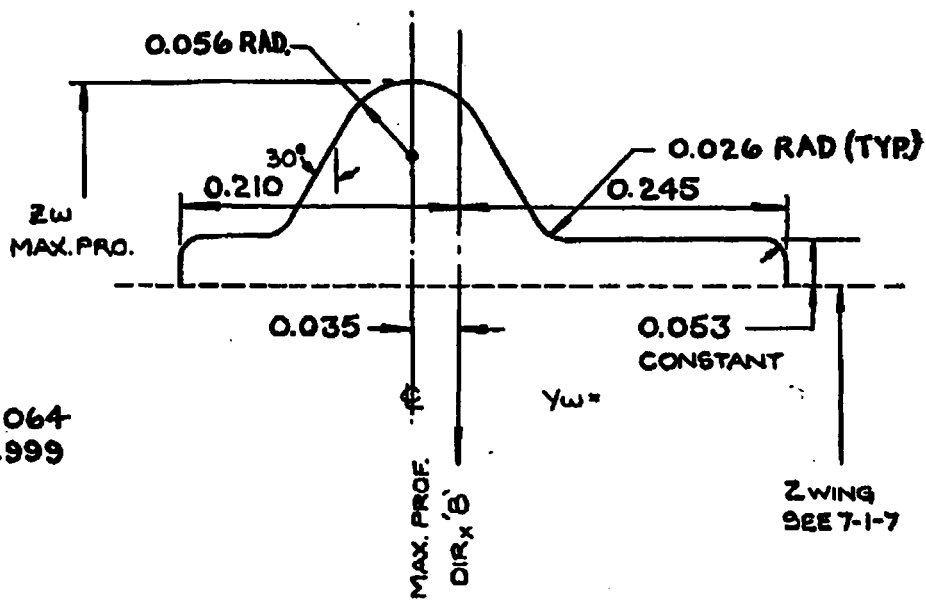
-5% NOTCH - EXTEND. $\frac{1}{2}$ L (60° 17' 27.44") TAN. 1.75254368)

$X_w = 11.578$
 $Y_w = 19.345$

$L/E = 5\%$ NOTCH
 $Y_w = 22.174$



DIR. 'B' OUTER AS DRAWN



TYPICAL SECTION-UPPER & LOWER

Date: 25/1/55
 Issues: 1

P/Modela/14

7-08-2

WING DATA

'C-105 AIRCRAFT'

NOTCH - T/J FAIRING

EXTENDED WING - 5% CASE

CODE	GEN. R. NO.	INBOARD $X_w = 11.368$			OUTBOARD $X_w = 11.823$		
		Y_w	UPPER Z_w	LOWER	Y_w	UPPER Z_w	LOWER
(1)	L/E	21.806	-0.057 ^{.033}	-0.057 ^{.033}	22.603	-0.057 ^{.033}	-0.057 ^{.033}
	1	21.809	0.040	0.073	22.606	0.041	0.072
	2	21.816	0.028	0.085	22.613	0.029	0.084
	3	21.822	0.020	0.094	22.619	0.021	0.092
	4	21.833	0.010	0.103	22.629	0.012	0.102
	5	21.843	-0.002	0.111	22.639	-0.004	0.110
	6	21.857	+0.007	0.120	22.653	+0.005	0.118
	7	21.882	0.019	0.132	22.676	0.016	0.131
	8	21.910	0.030	0.144	22.703	0.027	0.142
	9	21.945	0.042	0.158	22.737	0.039	0.154
	10	21.980	0.053	0.170	22.771	0.050	0.166
	11	22.050	0.073	0.191	22.838	0.070	0.187
	12	22.120	0.091	0.210	22.905	0.087	0.205
	13	22.190	0.107	0.227	22.973	0.103	0.221
	14	22.330	0.135	0.260	23.107	0.130	0.252
	15	22.470	0.160	0.292	23.242	0.153	0.281
(2)		22.570	0.175	0.313	23.338	0.168	0.302
	16	22.610	0.181	0.321	23.376	0.174	0.309
	17	22.750	0.199	0.347	23.511	0.191	0.334
	18	22.890	0.213	0.370	23.646	0.205	0.357
	19	23.030	0.225	0.389	23.780	0.216	0.375
	20	23.170	0.233	0.406	23.915	0.224	0.391
	21	23.310	0.238	0.419	24.070	0.231	0.406
(3)	Tangency	23.490	0.241	0.431	24.223	0.234	0.417

- (1) Leading edge of notch profile.
- (2) Upper and lower intersection of basic wing profile.
- (3) Transition to constant depth section ($Z_w + 0.052''$)

Date: 6/7/55
Issue: 4

P/MODELS/14

7-08-3

WING DATA

'C-105 AIRCRAFT'

MAXIMUM PROFILE OF FAIRING - TRANSPORT JOINT

$$X_w = 164.902914$$

CODE	GEN. R NO.	Y _w	Z _w UPPER	Z _w LOWER
(1)		23.772	.239	
(1)		23.800		.428
		24.010	.261	.455
		24.220	.280	.481
		24.430	.298	.506
		24.640	.314	.529
		24.920	.333	.559
		25.200	.350	.584
		25.480	.362	.607
		25.760	.371	.625
		26.040	.376	.637
		26.320	.378	.644
		26.600	.378	.647
		26.880	.376	.647
		27.160	.373	.644
		27.440	.370	.640
		27.720	.366	.635
		28.000	.361	.628
		28.280	.356	.620
		28.560	.350	.610
		28.840	.344	.599
		29.120	.338	.588
		29.400	.331	.575
		29.680	.323	.562
		29.960	.315	.547
		30.240	.306	.533
		30.520	.297	.517
(2)		30.800	.286	.501
		St. Line To		
(3)		34.999		
(3)		35.064	.112	.258

- (1) Intersection with Notch Profile
- (2) Transition to Straight Line Portion.
- (3) Intersection with Wing Profile

Date: 20/6/55
Issue: 1

P/Models/14 7-1-03-1

WING DATA

'C-105 AIRCRAFT'

DIRECTRIX 'A' - 'INNER PANEL'

DROOP 8

X_F = 3.990" 2.374
X_W = 4.000 2.380
Y_{L.E.} = 7.334 2.364
CHORD = 31.256 18.547
CAMBER RAD = 4.014 2.385

CODE	GEN. R NO.	Y _W	CHORD		UPPER	LOWER	
			Y _W L.E.	CAM. -Z _W	Z _W c	-Z _W c	-Z _W
	L/E	7.334	0.000	0.119	0.000	0.000	
	1	7.349	0.015	0.117	0.034	0.040	0.038
	2	7.363	0.029	0.114	0.047	0.056	0.033
	3	7.378	0.044	0.112	0.058	0.066	0.033
	4	7.392	0.058	0.110	0.067	0.077	0.048
	5	7.407	0.073	0.107	0.075	0.085	0.064
	7	7.451	0.117	0.101	0.092	0.108	0.143
	9	7.509	0.175	0.091	0.112	0.132	0.785
	11	7.683	0.349	0.064	0.150	0.185	1.101
(5)		7.713	0.439	0.049	-	-	-
(4) (6)	14	8.207	0.873	0.005	0.211	0.293	1.73
		8.401	1.067	0.000	-	-	-
	17	8.730	1.396		0.246		0.369
	20	9.254	1.920		0.268		0.431
	23	9.777	2.443		0.285		0.483
	26	10.300	2.966		0.297		0.528
(3)	28-A	10.862	3.528		0.307		0.571
	31	11.303	3.969		0.313		0.601
	34	11.780	4.446		0.319		0.630
	37	12.256	4.422		0.324		0.655
	40	12.732	5.348		0.327		0.678
	43	13.208	5.774		0.330		0.699
	46	13.684	6.550		0.333		0.717
	49	14.160	6.826		0.334		0.732
	52	14.636	7.302		0.335		0.746
	55	15.112	7.778		0.336		0.757
	58	15.588	8.254		0.336		0.766
	61	16.064	8.730		0.335		0.773
	64	16.540	9.206		0.334		0.778
	67	17.016	9.682		0.333		0.780
	70	17.492	10.158		0.331		0.781
	73	17.969	10.635		0.328		0.781
	76	18.445	11.111		0.326		0.779
	79	18.921	11.587		0.322		0.776
	82	19.397	12.063		0.319		0.772
	85	19.873	12.536		0.315		0.766
	88	20.349	13.015		0.310		0.760

Date: 20/6/55
Issue: 1

P/Models/14 7-1-03-1

CODE	GEN.R NO.	Yw	Yw L.E CAM. -Zw	Zw c	Zw	-Zwc	-Zw
	91	20.825	13.491		0.305		0.152
		21.156	13.822		0.302	0.180	0.746
	94	21.301	13.967		0.300		0.743
	97	21.777	14.443		0.294		0.733
	100	22.253	14.919		0.288	0.171	0.721
	103	22.729	15.395		0.282		0.709
	106	23.205	15.871		0.275		0.695
	109	23.681	16.347		0.268	0.159	0.681
	112	24.158	16.824		0.261		0.665
	115	24.634	17.300		0.254		0.648
	116-A	24.849	17.515		0.251	0.149	0.639
	118	25.142	17.808		0.247		0.628
	121	25.678	18.344		0.238		0.606
	124	26.213	18.879		0.230	0.137	0.582
	127	26.749	19.415		0.221		0.559
	130	27.284	19.950		0.213		0.535
	133	27.820	20.486		0.204	0.121	0.511
	136	28.355	21.021		0.196		0.487
	136-A	28.542	21.208		0.193		0.479
	139	29.069	21.735		0.184	0.109	0.456
	142	29.605	22.271		0.176		0.432
	145	30.140	22.806		0.167		0.408
	148	30.671	23.337		0.159	0.095	0.384
	151	31.211	23.877		0.150		0.360
	154	31.747	24.413		0.141	0.084	0.336
	R/S	32.236	24.902		0.133	0.079	0.315
(1)		34.181	26.847		0.102	0.061	0.228
(2)		38.591	31.257		0.032	0.017	0.032

Generating pattern defines straight line sections.

Main spar not a generator.

- (1) Elevator hinge centre-line.
- (2) 'Z' value normal to mean line.
- (3) Pattern transition generator.
- (4) Droop transition to basic profile (line 14).
- (5) Tangent leading edge plane of chord camber.
- (6) Modified L.E. - cut off line

25 May 55

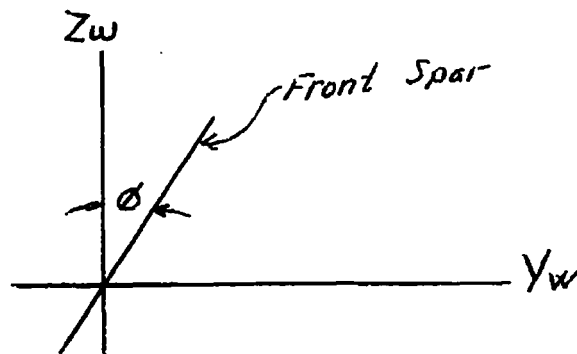
ISSUE: J

P/Models/14
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WING DATA
'C-105 AIRCRAFT'DROOP 8 30% Span/2 $X_F = 6.3000$ $X_W = 6.3154$

Camber Chord Rad. = 5.3679

GEN. R NO.	Y_W	Y_{WLE}	CHORD CAM. $-Z_W$	UPPER $Z_W c$	LOWER $-Z_W c$
L/E	11.5803	0.0000	0.1554	0	0
1	11.5932	0.0129	0.1533	0.0295	0.0347
2	11.6060	0.0257	0.1513	0.0419	0.0485
3	11.6186	0.0383	0.1493	0.0510	0.0584
4	11.6316	0.0513	0.1472	0.0590	0.0674
5	11.6445	0.0642	0.1452	0.0656	0.0751
6	11.6573	0.0770	0.1432	0.0715	0.0822
7	11.6829	0.1026	0.1391	0.0815	0.0947
8	11.7086	0.1283	0.1350	0.0903	0.1056
9	11.7343	0.1540	0.1312	0.0980	0.1156
10	11.7856	0.2053	0.1228	0.1111	0.1331
11	11.8882	0.3079	0.1066	0.1317	0.1628
12	12.0421	0.4618	0.0822	0.1545	0.1995
Fwd. Tangent	12.1440	0.5637	0.0661		
13	12.1960	0.6157	0.0581	0.1718	0.2301
14	12.3499	0.7616	0.0375	0.1855	0.2569
15	12.5039	0.9236	0.0215	0.1969	0.2814
16	12.6578	1.0775	0.0099	0.2068	0.3036
17	12.8117	1.2314	0.0028	0.2152	0.3240
18	12.9656	1.3853	0.0005	0.2225	0.3432
(4) (Aft Tan)				*	*
F/S	12.9837	1.4134	0	0.2288 TRUE	0.3447 TRUE
19	13.1196	1.6393	0	0.2293	0.3613
20	13.2735	1.6932	0	0.2350	0.3785
21	13.4274	1.8471	0	0.2400	0.3946
22	13.5813	2.0010	0	0.2447	0.4097
(6) 23	13.7351	2.1550	0	0.2489	0.4243
24	13.8892	2.3089	0	0.2527	0.4381
25	14.0431	2.4628	0	0.2563	0.4514
26	14.1970	2.6167	0	0.2595	0.4642
27	14.3509	2.7706	0	0.2625	0.4763
28	14.5049	2.9246	0	0.2653	0.4880
(3) 28A	14.6924	3.1121	0	0.2683	0.5016
TAN ϕ Spar Angle				0.0162	0.2318 4767

* = scaled Dimension



$X_W = 6.3154 = 30\% \text{ span}/2$ (Continued)

P/Models/14
Copy FM

CODE GEN. R NO.	Y_W	Y_W L.E. Cam	UPPER		LOWER	
			$-Z_W$	Z_W c	$-Z_W$ c	$-Z_W$
31	15.0507	3.4704		0.27297		0.52614
34	15.4383	3.8580		0.27776		0.54963
37	15.8252	4.2449		0.28184		0.57042
40	16.2123	4.6320		0.28454		0.58939
43	16.5991	5.0188		0.28691		0.60703
46	16.9860	5.4057		0.28961		0.62228
49	17.3728	5.7925		0.29061		0.63515
52	17.7599	6.1796		0.29161		0.64702
55	18.1468	6.5665		0.29261		0.6568
58	18.5336	6.9533		0.29261		0.6652
61	18.9205	7.3402		0.29224		0.6716
64	19.3076	7.7273		0.29184		0.6769
67	19.6944	8.1141		0.29114		0.6795
70	20.0813	8.5010		0.29006		0.68169
73	20.4689	8.8886		0.28797		0.68262
76	20.8558	9.1755		0.28659		0.68215
79	21.2429	9.6626		0.28412		0.68098
82	21.6297	10.0494		0.28202		0.67881
85	22.0166	10.4363		0.27925		0.67526
88	22.4034	10.8231		0.27548		0.67169
91	22.7905	11.2102		0.27201		0.66615
94	23.1774	11.5971		0.26853		0.65990
97	23.5643	11.9840		0.26436		0.65296
100	23.9511	12.3708		0.25989		0.64462
103	24.3382	12.7579		0.25542		0.63597
106	24.7251	13.1448		0.25055		0.62626
109	25.1119	13.5316		0.24538		0.61591
112	25.4995	13.9192		0.24023		0.60450
115	25.8864	14.3061		0.23506		0.59208
116-A	26.0613	14.4810		0.23299		0.58554
118	26.3245	14.7442		0.22989		0.57727
121	26.8056	15.2253		0.22272		0.55048
124	27.2860	15.7057		0.21655		0.54197
127	27.7671	16.1868		0.20940		0.52385
130	28.2477	16.6674		0.20260		0.50476
133	28.7288	17.1485		0.19513		0.48502
136	29.2092	17.6289		0.18836		0.46531
136-A	29.3772	17.7969		0.18598		0.45883
139	29.8502	18.2699		0.17819		0.43919
142	30.3313	18.7510		0.17142		0.41887
145	30.8119	19.7316		0.16334		0.39760
148	31.2894	19.7091		0.15624		0.37666
151	31.7734	20.1931		0.14817		0.35542
154	32.2545	20.6742		0.14040		0.32387
R/S	32.6935	21.1132		0.133		0.315
(1)	34.6385	23.0582		0.102		0.228
2 T.E.	39.0485	27.4682		0.032		0.032

Generating pattern defines straight line sections

Main spar not a generator

- (1) Elevator hinge centre-line
- (2) 'Z' value normal to mean line
- (3) Pattern transition generator
- (4) Droop transition to basic profile (line 14)
- (5) Tangent leading edge plane of chord camber.
- (6) Modified L.E. — Cutoff line

27 May 55

Issue: I

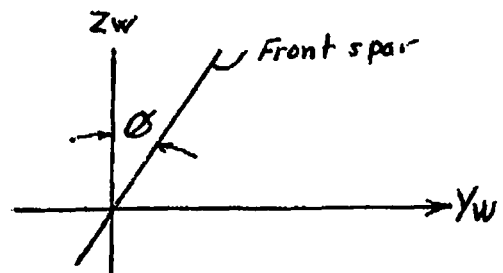
P/Models/14
Copy FMSeries III
WING DATA
'C-105 AIRCRAFT'DROOP 8 39.5% Span/2 $X_F = 8.2950$ $X_W = 8.3153$

Camber Chord Rad = 6.5369

GEN. R NO.	Y_W	Y_{WLE}	CHORD CAM. $-Z_W$	UPPER $Z_W c$	LOWER $-Z_W c$
L/E	15.2474	0.0000	0.1868	0	0
1	15.2588	0.0114	0.1854	0.0260	0.0302
2	15.2701	0.0227	0.1832	0.0369	0.0423
3	15.2815	0.0341	0.1813	0.0449	0.0514
4	15.2928	0.0454	0.1796	0.0518	0.0593
5	15.3042	0.0568	0.1778	0.0576	0.0660
6	15.3155	0.0681	0.1760	0.0628	0.0722
7	15.3382	0.0968	0.1724	0.0717	0.0833
8	15.3609	0.1135	0.1688	0.0794	0.0929
9	15.3836	0.1362	0.1652	0.0861	0.1016
10	15.4290	0.1816	0.1580	0.0976	0.1169
11	15.5198	0.2724	0.1436	0.1157	0.1432
12	15.6559	0.4085	0.1221	0.1358	0.1754
13	15.7921	0.5447	0.1005	0.1510	0.2025
Fwd. Tangent	15.9185	0.6711	0.0805		
14	15.9283	0.6809	0.0789	0.1630	0.2262
15	16.0644	0.8170	0.0591	0.1731	0.2476
16	16.2006	0.9532	0.0421	0.1816	0.2673
17	16.3368	1.0894	0.0280	0.1889	0.2852
18	16.4729	1.2255	0.0168	0.1953	0.3021
19	16.6091	1.3617	0.0084	0.2012	0.3180
20	16.7453	1.5079	0.0029	0.2062	0.3333
21	16.8814	1.6340	0.0003	0.2105	0.3473
(4) (Aft Tan)				*	*
F/S	16.9411	1.6937	0	0.2195 TRUE	0.3543 TRUE
22	17.0176	1.7702	0	0.2145?	0.3607
23	17.1539	1.9065	0	0.2182	0.3736
(6) 24	17.2899	2.0425	0	0.2214	0.3858
25	17.4261	2.1787	0	0.2244	0.3976
26	17.5623	2.3149	0	0.2272	0.4088
27	17.6984	2.4510	0	0.2297	0.4195
28	17.8346	2.5872	0	0.2321	0.4298
(3) 28A	18.0005	2.7531	0	0.2348	0.4417
			Spar angle = 0.0162		

TAN θ Spar Angle = .2318 4767

* = Scaled Dimension



$X_W = 8.3153 = 39\frac{1}{2}\%$ span/2 (continued)

P/Models/14
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CODE	GEN. R NO.	Y_W	Y_W L.E.	Cam $-Z_W$	UPPER		LOWER	
					Z_W c	Z_W	$-Z_W$ c	$-Z_W$
	31	18.2877	3.0403			0.23839		0.46149
	34	18.5982	3.3508			0.24215		0.48022
	37	18.9080	3.6606			0.24542		0.49736
	40	19.2183	3.9709			0.24786		0.51285
	43	19.5282	4.2808			0.24969		0.5276
	46	19.8380	4.5906			0.25213		0.5405
	49	20.1479	4.9005			0.25313		0.5515
	52	20.4582	5.2108			0.25413		0.5615
	55	20.7681	5.5207			0.25513		0.5702
	58	21.0779	5.8305			0.25513		0.5781
	61	21.3878	6.1404			0.25530		0.5839
	64	21.6981	6.4507			0.25542		0.5895
	67	22.0079	6.7605			0.25498		0.5927
	70	22.3178	7.0704			0.25471		0.5959
	73	22.6282	7.3808			0.25339		0.5976
	76	22.9381	7.6907			0.25255		0.5985
	79	23.2484	8.0010			0.25140		0.5989
	82	23.5582	8.3108			0.25009		0.59831
	85	23.8681	8.6207			0.24837		0.5969
	88	24.1780	8.9306			0.24566		0.5954
	91	24.4883	9.2409			0.24351		0.59199
	94	24.7981	9.5507			0.24136		0.5881
	97	25.1080	9.8606			0.23876		0.5838
	100	25.4178	10.1704			0.23561		0.5786
	103	25.7281	10.4807			0.23246		0.5729
	106	26.0380	10.7906			0.22943		0.56688
	109	26.3479	11.1005			0.22584		0.5597
	112	26.6583	11.4109			0.22229		0.55224
	115	26.9681	11.7207			0.21870		0.5438
	116-A	27.1085	11.8611			0.21743		0.53936
	118	27.3458	12.0984			0.21511		0.53345
	121	27.7796	12.5322			0.20952		0.52116
	124	28.2127	12.9653			0.20493		0.50739
	127	28.6464	13.3990			0.19938		0.49349
	130	29.0800	13.8326			0.19362		0.47864
	133	29.5138	14.2664			0.18747		0.46258
	136	29.9469	14.6995			0.18176		0.44657
	136-A	30.0985	14.8511			0.17992		0.44141
	139	30.5250	15.2776			0.17317		0.42467
	142	30.9587	15.7113			0.16746		0.40753
	145	31.3923	16.1449			0.16018		0.38862
	148	31.8236	16.5762			0.15386		0.37032
	151	32.2592	17.0118			0.14659		0.35146
	154	32.6929	17.4455			0.13988		0.33203
	R/S	33.0887	17.8413			0.133		0.315
1	(1)	35.0337	19.7863			0.102		0.228
2	T/E	39.4437	24.1963			0.032		0.032

Generating pattern defines straight line sections

Main spar not a generator

- (1) Elevator hinge centre-line
- (2) 'Z' value normal to mean line
- (3) Pattern transition generator
- (4) Droop transition to basic profile (line 14)
- (5) Tangent leading edge plane of chord camber.
- (6) Modified L.E. — cut off line

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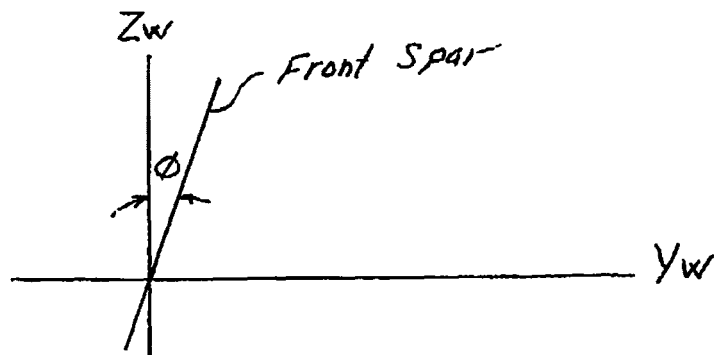
Series III
WING DATA
'C-105 AIRCRAFT'

DROOP 8 45% Span/2

$X_F = 9.4500$
 $X_W = 9.4731$
Camber Chord Rad = 7.2136

GEN. R NO.	Y_W	$Y_{W L.E.}$	CHORD CAM. $-Z_W$	UPPER $Z_W c$	LOWER $-Z_W c$
L/E	17.3705	0.0000	0.2049	0	0
1	17.3810	0.0105	0.2033	0.0240	0.0276
2	17.3915	0.0210	0.2016	0.0340	0.0387
3	17.4020	0.0315	0.1999	0.0414	0.0473
4	17.4125	0.0420	0.1983	0.0477	0.0547
5	17.4229	0.0524	0.1966	0.0530	0.0608
6	17.4334	0.0629	0.1950	0.0578	0.0665
7	17.4544	0.0835	0.1917	0.0660	0.0767
8	17.4754	0.1049	0.1883	0.0730	0.0855
9	17.4964	0.1259	0.1850	0.0792	0.0935
10	17.5383	0.1678	0.1784	0.0898	0.1075
11	17.6223	0.2518	0.1651	0.1065	0.1319
12	17.7481	0.3776	0.1451	0.1250	0.1614
13	17.8740	0.5035	0.1252	0.1390	0.1865
14	17.9999	0.6294	0.1052	0.1501	0.2083
Fwd. Tangent	18.1037	0.7332	0.0888		
15	18.1258	0.7553	0.0853	0.1593	0.2280
16	18.2517	0.8812	0.0669	0.1677	0.2462
17	18.3776	1.0071	0.0498	0.1737	0.2627
18	18.5035	1.1330	0.0369	0.1795	0.2783
19	18.6293	1.2588	0.0252	0.1850	0.2929
20	18.7552	1.3847	0.0158	0.1895	0.3072
21	18.8811	1.5106	0.0085	0.1934	0.3200
22	19.0070	1.6365	0.0035	0.1971	0.3324
23	19.1329	1.7624	0.0007	0.2004	0.3442
(4) Aft Tan				*	*
P/S	19.2322	1.8617	0	0.2093	0.3550
24	19.2588	1.8883	0	0.2033	0.3555
25	19.3847	2.0142	0	0.2060	0.3663
(6) 26	19.5105	2.1400	0	0.2085	0.3767
27	19.6364	2.2659	0	0.2108	0.3866
28	19.7623	2.3918	0	0.2129	0.3961
(3) 28A	19.9153	2.5448	0	0.2153	0.4071
				0.2162	0.4167
				0.2318	0.4767

* = Scaled dimension



$X_W = 9.4731 = 45\%$ span/2 (continued)

P/Models/14
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CODE GEN. R NO.	Y_W	Y_W L.E. Cam	$-Z_W$	UPPER Z_W c	Z_W	LOWER $-Z_W$ c	$-Z_W$
31	20.1618	2.7913			0.21837		0.42406
34	20.4275	3.0570			0.22153		0.44003
37	20.6928	3.3223			0.22434		0.45507
40	20.9586	3.5881			0.22662		0.4685
43	21.2239	3.8534			0.2282		0.4816
46	21.4892	4.1187			0.2304		0.4931
49	21.7545	4.3840			0.2314		0.5031
52	22.0203	4.6498			0.2324		0.5120
55	22.2856	4.9151			0.2334		0.5201
58	22.5509	5.1804			0.2334		0.5277
61	22.8162	5.4457			0.2344		0.5332
64	23.0820	5.7115			0.23434		0.5389
67	23.3473	5.9768			0.23405		0.5424
70	23.6126	6.2421			0.23424		0.5463
73	23.8783	6.5078			0.23337		0.5484
76	24.1436	6.7731			0.23285		0.5501
79	24.4094	7.0389			0.23246		0.5514
82	24.6747	7.3042			0.23159		0.5517
85	24.9400	7.5695			0.23050		0.5515
88	25.2053	7.8348			0.22840		0.5513
91	25.4711	8.1006			0.22701		0.5491
94	25.7364	8.3659			0.22562		0.5466
97	26.0017	8.6312			0.22394		0.5438
100	26.2670	8.8965			0.22156		0.5404
103	26.5328	9.1623			0.21917		0.5364
106	26.7981	9.4276			0.21721		0.5325
109	27.0634	9.6929			0.21453		0.5272
112	27.3291	9.9586			0.21191		0.5220
115	27.5944	10.2239			0.20923		0.5158
116-A	27.7147	10.3442			0.20842		0.5126
118	27.9371	10.5666			0.20655		0.5081
121	28.3434	10.9729			0.20188		0.4984
124	28.7492	11.3787			0.19820		0.48737
127	29.1555	11.7850			0.19358		0.47592
130	29.5619	12.1914			0.18843		0.46352
133	29.9682	12.5977			0.18304		0.44959
136	30.3740	13.0035			0.17812		0.43572
136-A	30.5161	13.1456			0.17642		0.43133
139	30.9156	13.5451			0.17026		0.41627
142	31.3219	13.9514			0.16516		0.40097
145	31.7283	14.3578			0.15835		0.38343
148	32.1329	14.7624			0.15249		0.36665
151	32.5404	15.1699			0.14568		0.34916
154	32.9467	15.5762			0.13958		0.33096
R/S	33.3175	15.9470			0.133		0.315
(1)	35.2625	17.8920			0.102		0.228
2 T/E	39.5725	22.3020			0.032		0.032

Generating pattern defines straight line sections

Main spar not a generator

- (1) Elevator hinge centre-line
- (2) 'Z' value normal to mean line
- (3) Pattern transition generator
- (4) Droop transition to basic profile (line 14)
- (5) Tangent leading edge plane of chord camber.
- (6) Modified L.E. — Cut off line

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Issue: I

P/Models/14
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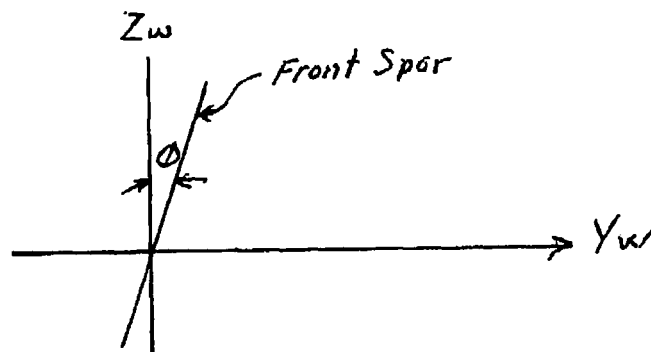
Series III
WING DATA
'C-105 AIRCRAFT'

DROOP 8 52% Span/2

$X_F = 10.9200$
 $X_W = 10.9467$
Camber Chord Rad = 8.0750

GEN. R NO.	Y_W	$V_{W L.E.}$	CHORD CAM. - Z_W	UPPER $Z_W c$	LOWER - $Z_W c$
L/E	20.0726	0.0000	0.2281	0	0
1	20.0820	0.0094	0.2266	0.0214	0.0244
2	20.0914	0.0188	0.2251	0.0304	0.0341
3	20.1008	0.0282	0.2236	0.0369	0.0421
4	20.1102	0.0376	0.2221	0.0425	0.0452
5	20.1196	0.0470	0.2206	0.0472	0.0541
6	20.1290	0.0564	0.2191	0.0514	0.0591
7	20.1478	0.0752	0.2162	0.0588	0.0683
8	20.1666	0.0940	0.2132	0.0649	0.0761
9	20.1854	0.1128	0.2102	0.0705	0.0832
10	20.2230	0.1504	0.2043	0.0799	0.0956
11	20.2982	0.2256	0.1923	0.0948	0.1175
12	20.4110	0.3384	0.1745	0.1112	0.1437
13	20.5238	0.4512	0.1566	0.1237	0.1662
14	20.6366	0.5640	0.1388	0.1336	0.1856
15	20.7494	0.6768	0.1209	0.1417	0.2032
16	20.8622	0.7896	0.10301	0.1485	0.2194
Fwd. Tangent	20.8849	0.8123	0.0994		
17	20.9750	0.9024	0.0857	0.1543	0.2341
18	21.0878	1.0152	0.0699	0.1594	0.2480
19	21.2006	1.1280	0.0550	0.1643	0.2611
20	21.3134	1.2408	0.0433	0.1682	0.2739
21	21.4262	1.3536	0.0323	0.1716	0.2852
22	21.5390	1.4664	0.0230	0.1748	0.2963
23	21.6518	1.5792	0.0153	0.1777	0.3069
24	21.7646	1.6920	0.0091	0.1803	0.3169
25	21.8774	1.8048	0.0045	0.1825	0.3266
26	21.9902	1.9176	0.0015	0.1846	0.3359
27	22.1030	2.0304	0.0013	0.1866	0.3447
(4) (Aft Tan)				*	*
(6) $\frac{F/S}{28A}$ 22.2403	22.1482	2.0756	0	0.1930 TRUE	0.3512 TRUE
(3) 28A	22.3532	2.2806	0	0.1906	0.3630
29	22.4076	2.3350	0	0.1914	0.3668
30	22.4772	2.4046	0	0.1923	0.3716
TAN ϕ			Spar Angle	6-0162	2318 4767

* Scaled dimension



$X_w = 10.9467 = 52\% \text{ span}/2$ (continued)

P/Models/14
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CODE GEN. R NO.	Y_w	Y_w L.E. Cam	UPPER		LOWER	
			$-Z_w$	Z_w c	$-Z_w$ c	$-Z_w$
31	22.5469	2.4743		0.19289		0.37641
34	22.7558	2.6832		0.19528		0.38888
37	22.9643	2.8917		0.19750		0.40124
40	23.1736	3.1010		0.19960		0.4122
43	23.3821	3.3095		0.2007		0.4231
46	23.5907	3.5181		0.2028		0.4328
49	23.7992	3.7266		0.2038		0.4414
52	24.0085	3.9359		0.2048		0.4490
55	24.2170	4.1444		0.2058		0.4564
58	24.4256	4.3530		0.2058		0.4635
61	24.6341	4.5615		0.2067		0.4687
64	24.8434	4.7708		0.2078		0.4745
67	25.0519	4.9793		0.2074		0.4784
70	25.2605	5.1879		0.2088		0.4831
73	25.4694	5.3968		0.2088		0.48584
76	25.6779	5.6053		0.2088		0.4884
79	25.8872	5.8146		0.2088		0.4909
82	26.0957	6.0231		0.2088		0.4924
85	26.3042	6.2316		0.2088		0.4938
88	26.5128	6.4402		0.20643		0.4951
91	26.7221	6.6495		0.20601		0.4944
94	26.9306	6.8580		0.20559		0.4937
97	27.1392	7.0666		0.20508		0.4929
100	27.3477	7.2751		0.20367		0.4918
103	27.5570	7.4844		0.20225		0.4899
106	27.7655	7.6929		0.20164		0.4888
109	27.9741	7.9015		0.20013		0.4857
112	28.1829	8.1103		0.19869		0.4835
115	28.3915	8.3189		0.19718		0.4802
116-A	28.4863	8.4137		0.19696		0.4786
118	28.6897	8.6171		0.19566		0.4758
121	29.0610	8.9884		0.19215		0.4694
124	29.4321	9.3595		0.18964		0.46189
127	29.8035	9.7309		0.18620		0.45355
130	30.1752	10.1026		0.18181		0.44428
133	30.5466	10.4740		0.17739		0.43306
136	30.9176	10.8450		0.17308		0.42191
136-A	31.0477	10.9751		0.17195		0.41849
139	31.4128	11.3402		0.16656		0.40557
142	31.7842	11.7116		0.16225		0.39261
145	32.1559	12.0833		0.15602		0.37681
148	32.5265	12.4539		0.15083		0.36198
151	32.8983	12.8257		0.14451		0.34625
154	33.2697	13.1971		0.13919		0.32961
R/S	33.6087	13.5361		0.133		0.315
(1)	35.5537	15.4811		0.102		0.228
T/E	39.9637	19.8911		0.032		0.032

Generating pattern defines straight line sections
Main spar not a generator

- (1) Elevator hinge centre-line
- (2) 'Z' value normal to mean line
- (3) Pattern transition generator
- (4) Droop transition to basic profile (line 14)
- (5) Tangent leading edge plane of chord camber.
- (6) Modified L.E. Cut off line

Date: 20/6/55
Issue: 1

P/Models/14 7-1-05-3

WING DATA

'C-105 AIRCRAFT'

DIRECTRIX 'B' - 'INNER PANEL'

DROOP 8

X_F = 11.550" 6.972
X_W = 11.578 6.979
Y_{L.E.} = 21.231 12.432
Z_W = 0.808 1.481
Chord = 18.858 11.221
Camber Rad. 8.444 5.014

CODE	GEN.NO.	Y _w	Y _w L.E.	CHORD Cam. -Z _w	UPPER Z _w c	Z _w	LOWER -Z _w c	-Z _w
	L/E	21.230	0.000	0.238	0.000		0.000	
	1	21.239	0.009	0.237	0.020	0.119	0.023	0.137
	2	21.248	0.018	0.235	0.029	0.173	0.032	0.190
	3	21.257	0.027	0.234	0.035	0.221	0.040	0.238
	4	21.266	0.036	0.232	0.040	0.263	0.046	0.274
	5	21.275	0.045	0.231	0.044	0.303	0.051	0.323
	7	21.302	0.072	0.227	0.056	0.333	0.065	0.377
	9	21.338	0.108	0.221	0.067	0.373	0.079	0.417
	11	21.445	0.215	0.204	0.090	0.403	0.111	0.465
	14	21.767	0.537	0.153	0.126	0.433	0.176	0.507
(5)		22.077	0.847	0.104	-		-	
	17	22.088	0.858	0.102	0.146	0.461	0.222	0.527
	20	22.410	1.180	0.058	0.159	0.494	0.260	0.547
	23	22.731	1.501	0.026	0.168	0.522	0.291	0.571
	26	23.053	1.823	0.001	0.178	0.550	0.335	0.615
(3-4) (6)	28	23.398	2.167			0.180		0.344
	31	23.569	2.339			0.182		0.356
	34	23.753	2.523			0.184		0.367
	37	23.938	2.708			0.186		0.378
	40	24.122	2.892			0.188		0.388
	43	24.307	3.077			0.189		0.398
	46	24.491	3.261			0.191		0.407
	49	24.676	3.446			0.192		0.415
	52	24.860	3.630			0.193		0.422
	55	25.044	3.814			0.194		0.429
	58	25.229	3.999			0.194		0.436
	61	25.413	4.183			0.195		0.441
	64	25.598	4.368			0.196		0.447
	67	25.782	4.552			0.196		0.451
	70	25.967	4.737			0.197		0.456
	73	26.151	4.921			0.197		0.459
	76	26.336	5.106			0.197		0.462
		26.359	5.129			0.198		0.463
	79	26.520	5.290			0.198		0.465
	82	26.704	5.474			0.198		0.467
	85	26.889	5.659			0.198		0.469
	88	27.073	5.843			0.197		0.471

ate: 20/6/55
sue: 1

P/Models/14 7-1-05-3

CODE	GEN.NO	Y _w	V _w L.E.	Cam. -Z _w	Z _w c	Z _w	-Z _w c	-Z _w
	91	27.258	6.028			0.197		0.471
	94	27.442	6.212			0.197		0.471
	97	27.627	6.397			0.197		0.471
	100	27.811	6.581			0.196		0.471
	103	27.996	6.766			0.195		0.470
	106	28.180	6.950			0.195		0.470
	109	28.364	7.134			0.194		0.468
	112	28.549	7.319			0.193		0.467
	115	28.733	7.503			0.192		0.465
	116-A	28.817	7.687	4.514		0.192 .119		0.464
	118	29.011	7.871			0.191		0.462
	121	29.369	8.139			0.188		0.457
	124	29.724	8.494			0.186		0.451
	127	30.081	8.851	5.266		0.183 .109		0.444
	130	30.438	9.208			0.179		0.436
	133	30.794	9.564			0.175		0.426
	136	31.150	9.920	6.902		0.171 .102		0.416
	136-A	31.276	10.046			0.170		0.413
	139	31.627	10.397			0.165		0.401
	142	31.982	10.752			0.161		0.389
	145	32.339	11.109	6.610		0.155 .092		0.374
	148	32.696	11.466			0.150		0.360
	151	33.051	11.821			0.144		0.345
	154	33.409	12.179	7.297		0.139 .083		0.330
	R/S	33.733	12.503	7.939		0.133 .077		0.314
(1)						0.102 .061		0.229
(2)	T/E	40.089	18.858	11.221		0.032 .019		0.032

Generating pattern defines straight line sections.

Main spar not a generator.

- (1) Elevator hinge centre-line.
- (2) 'Z' value normal to mean line.
- (3) Pattern transition generator.
- (4) Droop transition to basic profile (line 14)
- (5) Tangent leading edge plane of chord camber.
- (6) Modified L.E. - cut off line

Date: 20/6/55
Issue: 1

P/Models/14 7-1-05-4

WING DATA

'C-105 AIRCRAFT

DIRECTRIX 'B' - OUTER PANEL

LEADING EDGE EXTENSION - DROOP 4

X_F = 11.550
X_W = 11.578
Y_{L.E.} = 19.345
Z_W r = 0.808
CHORD = 20.744
CAMBER RAD = 24.774

CODE	GEN.-R NO.	Y _W	Y _W L.E.	CHORD CAM. -Z _W	UPPER Z _W c	Z _W	LOWER -Z _W c	-Z _W
(3)	L/E *	19.345	0.000	0.330	0.000		0.000	
	52	19.352	0.007	0.329	0.017	0.010	0.018	0.010
	54	19.380	0.035	0.325	0.035	0.020	0.043	0.025
	56	19.450	0.105	0.314	0.057	0.039	0.073	0.040
	58	19.520	0.175	0.304	0.071	0.042	0.094	0.050
	60	19.590	0.245	0.294	0.081	0.048	0.110	0.065
	62	19.660	0.315	0.283	0.088	0.050	0.123	0.073
	64	19.765	0.420	0.268	0.098	0.052	0.141	0.083
(5)		19.770	0.425	0.267	-		-	
	66	19.905	0.560	0.247	0.107	0.063	0.160	0.085
	68	20.045	0.700	0.228	0.115	0.070	0.176	0.095
	70	20.255	0.910	0.200	0.124	0.078	0.197	0.105
	72	20.535	1.190	0.166	0.133	0.080	0.218	0.130
	74	20.815	1.470	0.135	0.139	0.082	0.236	0.140
	76	21.095	1.750	0.107	0.145	0.084	0.249	0.147
	78	21.445	2.100	0.077	0.151	0.086	0.263	0.155
	80	21.865	2.520	0.047	0.157	0.088	0.277	0.165
	82	22.285	2.940	0.025	0.163	0.090	0.291	0.173
	83	22.495	3.150	0.016	0.166	0.091	0.299	0.178
	84	22.705	3.360	0.010	0.170	0.092	0.307	0.183
	85	22.915	3.570	0.005	0.173	0.093	0.316	0.188
	86	23.125	3.780	0.002	0.176	0.094	0.327	0.193
(4)		23.398	4.053	0.000		0.180		0.344
	18	23.721	4.376			0.187		0.365
	19	24.239	4.894			0.189		0.394
	20	24.741	5.396			0.192		0.418
	21	25.227	5.882			0.194		0.435
	22	25.700	6.355			0.196		0.449
	23	26.158	6.813			0.197		0.459
	24	26.603	7.258			0.198		0.466
	25	27.035	7.690			0.197		0.470
	26	27.455	8.110			0.197		0.471
	27	27.863	8.518			0.196		0.471
	28	28.260	8.915			0.194		0.469
	29	28.647	9.302			0.193		0.466

Date: 20/6/55
Issue: 1

P/Models/14 7-1-05-4

CODE	GEN.R No.	Yw	$\frac{Y_w}{L.E}$ CAM. -Zw	Zw c	Zw	-Zw c	-Zw
	30	29.023	9.678		0.191		0.462
	31	x 29.389	10.044 5.9%		0.188 112		0.457
	32	29.745	10.400		0.186		0.451
	33	30.093	10.748		0.183		0.444
	34	x 30.431	11.086 6.5%		0.179 117		0.436
	35	30.761	11.416		0.176		0.427
	36	31.083	11.738		0.172		0.418
	37	x 31.397	12.052 7.1%		0.168 110		0.409
	38	31.703	12.358		0.164		0.398
	39	32.002	12.657		0.160		0.388
	40	32.294	12.949		0.156		0.377
	41	x 32.580	13.235 9.0%		0.152 100		0.365
	42	32.858	13.513		0.147		0.353
(1)	Sym Tan.	x 33.040	13.695 9.1%		0.145 95		0.346
(2)	T/E	x 35.274	15.929 17.4%		0.109 84		0.246
		x 40.087	20.744 12.3%		0.032 619		0.032

Generating pattern defines straight line sections.

- (1) Aileron Hinge Centre Line.
- (2) 'Z' value measured normal to mean line.
- (3) Leading edge of extension.
- (4) Transition to basic profile (Line 10).
- (5) Tangent leading edge plane of chord camber.

Date: 10/8/55

P/Models/14
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SERIES III

WING DATA

'C-105 AIRCRAFT'

STA. 20.631 SECT. 'C' DROOP 4 THEORETICAL L.E.

$X_F = 20.581$

$X_W = 20.631$

$Y_{W.L.E.} = 37.414$

CHORD =

CAMBER RAD. = 5.476

CODE	GEN. R NO.	Y_W	CAM.	UPPER		LOWER	
				$-Z_W$	Z_W c	$-Z_W$ c	$-Z_W$
(3)	L/E	37.414	0.073	0		0	
	52	37.416	0.073	0.005		0.006	
	54	37.422	0.072	0.008		0.011	
	56	37.438	0.069	0.013		0.017	
	58	37.453	0.067	0.017		0.021	
	60	37.469	0.065	0.018		0.025	
	62	37.484	0.062	0.020		0.027	
	64	37.507	0.060	0.023		0.031	
(5)		37.508	0.059	-		-	
	66	37.538	0.055	0.025		0.036	
	68	37.569	0.050	0.026		0.039	
	70	37.616	0.044	0.028		0.044	
	72	37.677	0.037	0.031		0.049	
	74	37.739	0.030	0.033		0.053	
	76	37.801	0.024	0.034		0.055	
	78	37.879	0.017	0.035		0.059	
	80	37.971	0.011	0.037		0.062	
	82	38.064	0.006	0.039		0.065	
	83	38.111	0.004	0.039		0.067	
	84	38.156	0.002	0.040		0.069	
	85	38.204	0.001	0.040		0.071	
	86	38.249	0	0.041		0.074	
(4)		38.310			0.042		0.077
	18	38.382			0.044		0.082
	19	38.496			0.045		0.089
	20	38.607			0.046		0.094
	21	38.714			0.046		0.098
	22	38.819			0.047		0.101
	23	38.920			0.047		0.104
	24	39.019			0.047		0.105
	25	39.115			0.047		0.106
	26	39.207			0.047		0.106
	27	39.297			0.047		0.106
	28	39.385			0.046		0.106
	29	39.471			0.046		0.105

ok
hmm

Generating pattern defines straight line sections.

- (1) Aileron hinge centre-line
- (2) 'Z' value measured normal to mean line
- (3) Leading edge of extension
- (4) Transition to basic profile (line 10)
- (5) Tangent leading edge plane of chord camber
- (6) 'Z_w s' value measured normal to cambered chord

Date: 10/8/55

SERIES III

P/Models/14
Copy FMWING DATA'C-105 AIRCRAFT'STA. 20.631 SECT. 'C' DROOP & FORESHORTENED L.E. $X_F = 20.581$ $X_W = 20.631$ $Y_{W L.E.} = 37.436$

CHORD =

CAMBER RAD. = 5.476

CODE	GEN. R NO.	Y_W	$Y_{W L.E.}$	CAM.	$-Z_W$	UPPER		LOWER	
						Z_W	c	$-Z_W$	c
(3)	L/E	37.436	+ 0.0000			-0.070		-0.070	
	52	37.438	+ 0.0020			-0.065		0.075	
	54	37.4438	+ 0.0078			-0.059		0.079	
	56	37.4594	+ 0.0234			-0.053		0.088	
	58	37.4711	+ 0.0381			-0.048		0.085	
	60	37.4897	+ 0.0537			-0.043		0.086	
	62	37.5043	+ 0.0683			-0.039		0.087	
	64	37.5267	+ 0.0907			-0.033		0.088	
(5)		37.5271	+ 0.0917						
	66	37.557	+ 0.121			-0.026		0.088	
	68	37.587	+ 0.151			-0.020		0.088	
	70	37.633	+ 0.197			-0.013		0.087	
	72	37.693	+ 0.257			-0.004		0.085	
	74	37.753	+ 0.317			0.004		0.082	
	76	37.814	+ 0.378			0.011		0.078	
	78	37.890	+ 0.454			0.018		0.075	
	80	37.979	+ 0.543			0.025		0.073	
	82	38.070	+ 0.634			0.032		0.071	
	83	38.116	+ 0.680			0.034		0.070	
	84	38.160	+ 0.724			0.037		0.071	
	85	38.207	+ 0.771			0.039		0.072	
	86	38.251	+ 0.815			0.041		0.074	
		38.310	+ 0.874			0.042		0.077	
	18	38.382	+ 0.946			0.044		0.082	
(4)	19	38.496	+ 1.060			0.045		0.089	
	20	38.607	+ 1.171			0.046		0.094	
	21	38.714	+ 1.108			0.046		0.098	
	22	38.819	+ 1.383			0.047		0.101	
	23	38.920	+ 1.484			0.047		0.104	
	24	39.019	+ 1.583			0.047		0.105	
	25	39.115	+ 1.679			0.047		0.106	
	26	39.2097	+ 1.771			0.047		0.106	
	27	39.297	+ 1.861			0.047		0.106	
	28	39.385	+ 1.949			0.046		0.106	
	29	39.471	+ 2.035			0.046		0.105	

Generating pattern defines straight line sections.

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how?

- (1) Aileron hinge centre-line
- (2) "X" value measured normal to mean line
- (3) Leading edge of extension
- (4) Transition to basic profile (line 10)
- (5) Tangent leading edge plane of chord camber

Date: 3/8/55

SERIES III

P/Models/14
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WING DATA

'C-105 AIRCRAFT'

STA. 20.841 SECT. 'B' DROOP 4 THEORETICAL L.E.

$X_F = 20.790$

$X_W = 20.841$

$Y_{W.L.E.} = 37.833$

CHORD =

CAMBER RAD. = 5.029

CODE	GEN. R NO.	Y_W	CHORD		UPPER		LOWER	
			CAM.	$-Z_W$	Z_W	c	$-Z_W$	c
(3)	L/E	37.833	0.067		0		0	
	52	37.835	0.067		0.004		0.005	
	54	37.841	0.066		0.008		0.010	
	56	37.855	0.064		0.012		0.015	
	58	37.869	0.062		0.015		0.020	
	60	37.883	0.059		0.017		0.023	
	62	37.898	0.057		0.019		0.025	
	64	37.918	0.055		0.021		0.029	
(5)		37.920	0.054		-		-	
	66	37.947	0.051		0.023		0.033	
	68	37.976	0.046		0.024		0.036	
	70	38.018	0.041		0.026		0.041	
	72	38.074	0.034		0.028		0.045	
	74	38.131	0.028		0.031		0.048	
	76	38.188	0.022		0.032		0.051	
	78	38.260	0.015		0.033		0.054	
	80	38.344	0.010		0.034		0.057	
	82	38.430	0.005		0.036		0.060	
	83	38.473	0.003		0.036		0.061	
	84	38.515	0.002		0.037		0.064	
	85	38.558	0.001		0.037		0.066	
	86	38.600	0		0.038		0.068	
(4)		38.656				0.039		0.071
	18	38.722				0.040		0.076
	19	38.826				0.041		0.082
	20	38.928				0.042		0.087
	21	39.027				0.042		0.090
	22	39.123				0.043		0.093
	23	39.216				0.044		0.095
	24	39.307				0.044		0.096
	25	39.395				0.044		0.098
	26	39.479				0.044		0.098
	27	39.563				0.044		0.098
	28	39.643				0.043		0.098
	29	39.722				0.043		0.096

Generating pattern defines straight line sections.

- (1) Aileron hinge centre-line
- (2) 'E' value measured normal to mean line
- (3) Leading edge of extension
- (4) Transition to basic profile (line 10)
- (5) Tangent leading edge plane of chord camber
- (6) 'Z_w c' value measured normal to cambered chord

Date: 10/8/55

P/Models/14
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SERIES III

WING DATA

'C-105 AIRCRAFT'

STA. 20.841 SECT. 'B' DROOP 4 FORESHORTENED L.E. $X_F = 20.790$ $X_W = 20.841$ $Y_{W L.E.} = 38.028$

CHORD =

CAMBER RAD. = 5.029

CODE	GEN. R NO.	Y_W	$Y_{W L.E.}$	CAM.	$-Z_W$	Z_W	UPPER Z_W	LOWER $-Z_W$	$-Z_W$
(3)	L/E	38.0280	0.0000				-0.041		-0.041
	52	38.0295	0.0015				-0.033		0.045
	54	38.0341	0.0061				-0.030		0.049
	56	38.0448	0.0168				-0.025		0.053
	58	38.0555	0.0275				-0.020		0.055
	60	38.0662	0.0382				-0.017		0.057
	62	38.0776	0.0496				-0.014		0.059
	64	38.0929	0.0649				-0.010		0.060
(5)		38.0944	0.0664				-		-
	66	38.1151	0.0871				-0.007		0.062
	68	38.1372	0.1092				-0.002		0.063
	70	38.1693	0.1413				0.003		0.063
	72	38.212	0.184				0.010		0.064
	74	38.256	0.228				0.014		0.064
	76	38.299	0.271				0.019		0.064
	78	38.354	0.326				0.025		0.062
	80	38.418	0.390				0.029		0.062
	82	38.484	0.456				0.034		0.063
	83	38.517	0.489				0.034		0.064
	84	38.549	0.521				0.036		0.064
	85	38.582	0.554				0.037		0.065
	86	38.614	0.586				0.038		0.067
(4)		38.656	0.628				0.039		0.071
	18	38.722	0.694				0.040		0.076
	19	38.826	0.798				0.041		0.082
	20	38.928	0.900				0.042		0.087
	21	39.027	0.999				0.042		0.090
	22	39.123	1.095				0.043		0.093
	23	39.216	1.188				0.044		0.095
	24	39.307	1.279				0.044		0.096
	25	39.395	1.367				0.044		0.098
	26	39.479	1.451				0.044		0.098
	27	39.563	1.535				0.044		0.098
	28	39.643	1.615				0.043		0.098
	29	39.722	1.694				0.043		0.096

Generating pattern defines straight line sections.

OK
1/10/77

- (1) Alleron hinge centre-line
- (2) "E" value measured normal to mean line
- (3) Leading edge of extension
- (4) Transition to basic profile (line 10)
- (5) Tangent leading edge plane of chord camber

Date: 3/8/55

SERIES III

P/Models/14
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WING DATA

'C-105 AIRCRAFT'

STA. 20.981 SECTION 'A' DROOP 4 THEORETICAL L.E.

$X_F = 20.930$

$X_W = 20.981$

$Y_{WL.E.} = 38.112$

CHORD =

CAMBER RAD. = 4.730

CODE	GEN. R NO.	Y_W	CHORD		UPPER		LOWER	
			CAM.	$-Z_W$	Z_W	c	$-Z_W$	c
(3)	L/E	38.112	0.063		0.000		0.000	
	52	38.114	0.063		0.004		0.005	
	54	38.120	0.062		0.007		0.009	
	56	38.133	0.060		0.011		0.014	
	58	38.146	0.058		0.014		0.018	
	60	38.160	0.056		0.016		0.022	
	62	38.173	0.054		0.018		0.024	
	64	38.193	0.052		0.020		0.027	
		38.194	0.051		-		-	
	66	38.220	0.048		0.022		0.031	
	68	38.247	0.043		0.023		0.034	
	70	38.287	0.038		0.025		0.038	
	72	38.340	0.032		0.027		0.042	
	74	38.393	0.026		0.029		0.045	
(5)	76	38.447	0.021		0.030		0.048	
	78	38.514	0.014		0.031		0.051	
	80	38.593	0.009		0.032		0.054	
	82	38.674	0.005		0.034		0.057	
	83	38.714	0.003		0.034		0.058	
	84	38.754	0.002		0.035		0.060	
	85	38.795	0.001		0.035		0.062	
	86	38.834	0		0.036		0.064	
		38.887				0.037		0.067
	18	38.949				0.038		0.071
	19	39.047				0.039		0.077
	20	39.143				0.040		0.082
	21	39.236				0.040		0.085
	22	39.327				0.041		0.088
	23	39.413				0.041		0.090
(4)	24	39.499				0.041		0.091
	25	39.582				0.041		0.092
	26	39.661				0.041		0.092
	27	39.740				0.041		0.092
	28	39.815				0.040		0.092
	29	39.889				0.040		0.091

Generating pattern defines straight line sections.

- (1) Aileron hinge centre-line
- (2) 'Z' value measured normal to mean line
- (3) Leading edge of extension
- (4) Transition to basic profile (line 10)
- (5) Tangent leading edge plane of chord camber
- (6) 'Z₀' value measured normal to cambered chord

Date: 11/8/55

P/Models/14
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SERIES III

WING DATA

'C-105 AIRCRAFT'

STA. 20.981 SECT. 'A' DROOP 4 FORESHORTENED L.E.

$X_F = 20.930$

$X_W = 20.981$

$Y_{WL.E.} = 38.6970$

CHORD =

CAMBER RAD. = 4.730

CODE	GEN. R NO.	Y_W	Y_W L.E.	CHORD		UPPER		LOWER	
				CAM.	$-Z_W$	Z_W c	Z_W	$-Z_W$ c	$-Z_W$
(3)	L/E	38.6970	0.0000				^{0.005} -0.050		-0.005
	52	38.6975	0.0005				-0.001		0.010
	54	38.6989	0.0019				0.003		0.015
	56	38.7021	0.0051				0.007		0.019
	58	38.7053	0.0083				0.010		0.022
	60	38.7087	0.0117				0.013		0.025
	62	38.7119	0.0149				0.015		0.028
	64	38.7168	0.0198				0.017		0.031
.5)		38.7171	0.0201				-		-
	66	38.7234	0.0264				0.019		0.034
	68	38.7300	0.0330				0.021		0.036
	70	38.7398	0.0428				0.024		0.040
	72	38.7528	0.0558				0.026		0.044
	74	38.7658	0.0688				0.028		0.047
	76	38.7790	0.0820				0.029		0.049
	78	38.7954	0.0984				0.031		0.051
	80	38.8147	0.1177				0.032		0.054
	82	38.835	0.138				0.034		0.057
	83	38.844	0.147				0.035		0.059
	84	38.854	0.157				0.035		0.060
	85	38.864	0.167				0.036		0.062
	86	38.874	0.177				0.036		0.065
(4)		38.887	0.190				0.037		0.067
	18	38.949	0.252				0.038		0.071
	19	39.047	0.350				0.039		0.077
	20	39.143	0.446				0.040		0.082
	21	39.236	0.539				0.040		0.085
	22	39.327	0.630				0.041		0.088
	23	39.413	0.716				0.041		0.090
	24	39.499	0.802				0.041		0.091
	25	39.582	0.885				0.041		0.092
	26	39.661	0.964				0.041		0.092
	27	39.740	1.043				0.041		0.092
	28	39.815	1.118				0.040		0.092
	29	39.889	1.192				0.040		0.091

Generating pattern defines straight line sections.

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- (1) Aileron hinge centre-line
- (2) θ value measured normal to mean line
- (3) Leading edge of extension
- (4) Transition to basic profile (line 10)
- (5) Tangent leading edge plane of chord camber

Date : 20/6/55
Issue: 1

P/Models/14 7-1-07-2

WING DATA

'C-105 AIRCRAFT'

DIRECTRIX 'C'- OUTER PANEL

LEADING EDGE EXTENSION - DROOP 4

X_F = 21.000
X_W = 21.051
Y_{L.E.} = 38.252
Z_{wr} = 1.468
Chord = 3.709
Camber Rad. = 4.581

CODE	GEN.NO.	Y _w	Y _w L.E.	Cam. -Z _w	Z _w c	Z _w	-Z _w c	-Z _w
(3)	L/E	38.252	0.000	0.061	0.000		0.000	
	52	38.254	0.002	0.061	0.004		0.005	
	54	38.259	0.007	0.060	0.007		0.009	
	56	38.272	0.020	0.058	0.011		0.014	
	58	38.285	0.033	0.056	0.014		0.018	
	60	38.298	0.046	0.054	0.015		0.021	
	62	38.311	0.059	0.052	0.017		0.023	
	64	38.330	0.078	0.050	0.019		0.026	
(5)		38.331	0.079	0.049	-		-	
	66	38.356	0.104	0.046	0.021		0.030	
	68	38.382	0.130	0.042	0.022		0.033	
	70	38.421	0.169	0.037	0.024		0.037	
	72	38.472	0.220	0.031	0.026		0.041	
	74	38.524	0.272	0.025	0.028		0.044	
	76	38.576	0.324	0.020	0.029		0.046	
	78	38.641	0.389	0.014	0.030		0.049	
	80	38.718	0.466	0.009	0.031		0.052	
	82	38.796	0.544	0.005	0.033		0.055	
	83	38.835	0.583	0.003	0.033		0.056	
	84	38.873	0.621	0.002	0.034		0.058	
	85	38.913	0.661	0.001	0.034		0.060	
	86	38.951	0.699	0.000	0.035		0.062	
(4)		39.002	0.750		0.036			0.065
	18	39.062	0.810		0.037			0.069
	19	39.157	0.905		0.038			0.075
	20	39.250	0.998		0.039			0.079
	21	39.340	1.088		0.039			0.082
	22	39.428	1.176		0.040			0.085
	23	39.512	1.260		0.040			0.087
	24	39.595	1.343		0.040			0.088
	25	39.675	1.423		0.040			0.089
	26	39.752	1.500		0.040			0.089
	27	39.828	1.576		0.040			0.089
	28	39.901	1.649		0.040			0.089
	29	39.973	1.721		0.039			0.088

WING DATA

'C-105 AIRCRAFT'

CODE	GEN.NO.	YW	$\frac{Y_u}{L.E.}$ CAM.	-Z _w	Z _w c	Z _w	-Z _w c	-Z _w
	30	40.042	1.790			0.039		0.087
	31	40.110	1.858			0.039		0.086
	32	40.176	1.924			0.039		0.085
	33	40.240	1.988			0.038		0.084
	34	40.303	2.051			0.038		0.082
	35	40.364	2.112			0.037		0.081
	36	40.423	2.171			0.037		0.079
	37	40.481	2.229			0.036		0.077
	38	40.538	2.286			0.035		0.075
	39	40.593	2.341			0.035		0.073
	40	40.647	2.395			0.034		0.071
	41	40.700	2.448			0.033		0.069
	42	*40.751	2.499.1.487			+0.032.019		0.067.004
(1)	Sym.Tan.	*40.785	2.533.1.507			+0.032.010		0.065.039
(2)	T/E	*41.961	3.709.2.207			+0.013.008		0.013.008

Generating pattern defines straight line sections.

- (1) Aileron hinge centre-line.
- (2) "Z" value measured normal to mean line.
- (3) Leading edge of extension.
- (4) Transition to basic profile (Line 10).
- (5) Tangent leading edge plane of chord camber.

Date: 10/9/54
Issue: 5

P/Models/14 7-1-6 ✓

WING DATA
'C-105 AIRCRAFT'

Buttock Cut: $X_F = 0.000"$
Fuselage System: $X_W = 0.000"$
 $Y_{L.E.} = 0.000"$
 $Z_{WT} = 0.000"$
Chord = 37.800"

CODE	GEN. R NO.	UPPER		LOWER	
		Y_W	Z_W'	Y_W	Z_W'
	L/E	0.000	0.000	0.000	0.000
	1	0.012	0.041	0.024	0.049
	2	0.023	0.058	0.044	0.068
	3	0.043	0.070	0.063	0.081
	4	0.060	0.082	0.082	0.093
	5	0.076	0.091	0.101	0.104
	7	0.126	0.113	0.157	0.131
	9	0.193	0.136	0.230	0.160
	11	0.397	0.182	0.449	0.225
	14	1.018	0.257	1.094	0.355
	17	1.643	0.299	1.735	0.447
	20	2.270	0.327	2.373	0.521
	23	2.899	0.347	3.010	0.585
	26	3.527	0.363	3.645	0.640
(3)	28-A	4.202	0.376	4.326	0.691
	31	4.787	0.384	4.912	0.730
	34	5.417	0.392	5.545	0.768
	37	6.047	0.398	6.176	0.802
	40	6.678	0.402	6.807	0.831
	43	7.309	0.406	7.438	0.857
	46	7.939	0.409	8.068	0.880
	49	8.570	0.411	8.697	0.899
	52	9.201	0.412	9.326	0.916
	55	9.832	0.412	9.955	0.929
	58	10.463	0.412	10.583	0.940
	61	11.095	0.411	11.211	0.947
	64	11.726	0.409	11.839	0.952
	67	12.357	0.406	12.467	0.953
	70	12.989	0.403	13.094	0.953
	73	13.620	0.399	13.722	0.950
	76	14.251	0.395	14.349	0.946
	79	14.883	0.389	14.976	0.940
	82	15.514	0.384	15.603	0.932
	85	16.146	0.378	16.230	0.923
	88	16.777	0.371	16.856	0.912
	91	17.408	0.363	17.483	0.900
	94	18.040	0.355	18.110	0.836
	97	18.671	0.347	18.737	0.871
	100	19.303	0.338	19.364	0.854
	103	19.934	0.328	19.990	0.835
	106	20.565	0.319	20.617	0.814

Date: 10/9/54
Issue: 5

P/Models/14 7-1-54 ✓

CODE	GEN.R NO.	UPPER		LOWER	
		Y_w	Z_w'	Y_w	Z_w'
	109	21.197	0.303	21.244	0.793
	112	21.828	0.298	21.871	0.770
	115	22.459	0.288	22.498	0.745
	116-A	22.745	0.283	22.792	0.732
	118	23.090	0.277	23.126	0.716
	121	23.721	0.265	23.753	0.685
	124	24.352	0.254	24.381	0.653
	127	24.983	0.243	25.009	0.621
	130	25.613	0.231	25.637	0.589
	133	26.244	0.220	26.265	0.557
	136	26.875	0.209	26.894	0.526
	136-A	27.095	0.205	27.113	0.515
	139	27.715	0.195	27.731	0.485
	142	28.346	0.184	28.360	0.456
	145	28.976	0.174	28.989	0.426
	148	29.607	0.163	29.617	0.397
	151	30.237	0.153	30.246	0.369
	154	30.868	0.143	30.875	0.341
	R/S	31.443	0.134	31.450	0.315
(2)	T/E	37.799	0.032	37.801	0.032

Generating Pattern defines straight line sections.

Front and Main Spars not generators.

- (2) 'Z' value measured in plane of fuselage buttock.
- (3) Pattern transition generator.

$$X_F = 0.000$$

Date: 23/9/54
Issue: 3

P/Models/14

7-1-6

WING DATA

'C-105 AIRCRAFT'

Buttock Cut: $X_F = 2.135"$
Fuselage System: $X_W = 2.140"$
 $Y_{L.E.} = 3.924"$
 $Z_{WR} = 0.149"$
Chord = $34.299"$

CODE	GEN. NO.	UPPER		LOWER	
		Y_W	Z_W	Y_W	Z_W
	L/E	3.924	0.000	3.924	0.000
	1	3.936	0.037	3.946	0.044
	2	3.950	0.053	3.964	0.062
	3	3.964	0.064	3.982	0.073
	4	3.979	0.074	3.999	0.084
	5	4.024	0.082	4.016	0.094
	7	4.039	0.102	4.067	0.119
	9	4.100	0.123	4.134	0.145
	11	4.285	0.165	4.332	0.204
	14	4.850	0.233	4.920	0.322
	17	5.419	0.271	5.502	0.405
	20	5.990	0.296	6.083	0.473
	23	6.561	0.314	6.662	0.531
	26	7.133	0.328	7.239	0.580
	28-A	7.747	0.340	7.858	0.627
	31	8.255	0.347	8.368	0.661
	34	8.803	0.354	8.918	0.694
	37	9.351	0.359	9.467	0.723
	40	9.899	0.363	10.015	0.749
	43	10.447	0.366	10.563	0.772
	46	10.995	0.369	11.111	0.792
	49	11.544	0.370	11.658	0.810
	52	12.092	0.372	12.205	0.825
	55	12.641	0.372	12.751	0.837
	58	13.190	0.372	13.297	0.846
	61	13.738	0.371	13.844	0.854
	64	14.287	0.370	14.389	0.858
	67	14.836	0.368	14.935	0.861
	70	15.385	0.365	15.480	0.861
	73	15.934	0.362	16.026	0.859
	76	16.482	0.358	16.571	0.856
	79	17.031	0.354	17.116	0.852
	82	17.580	0.349	17.661	0.846
	85	18.129	0.345	18.206	0.839
	88	18.678	0.339	18.750	0.831
	91	19.227	0.333	19.295	0.821
	94	19.776	0.326	19.840	0.809
	97	20.325	0.319	20.385	0.797

Date: 23/9/54
Issue: 3

P/models/14

7-1-6 ✓

CODE	GEN. NO.	UPPER		LOWER	
		Y_w	Z_w	Y_w	Z_w
	100	20.874	0.312	20.930	0.783
	103	21.422	0.304	21.474	0.768
	106	21.971	0.296	22.019	0.751
	109	22.520	0.287	22.564	0.733
	112	23.069	0.279	23.109	0.714
	115	23.618	0.270	23.654	0.693
	116-A	23.866	0.266	23.900	0.683
	118	24.184	0.261	24.217	0.669
	121	24.764	0.251	24.794	0.643
	124	25.344	0.241	25.372	0.631
	127	25.924	0.232	25.949	0.588
	130	26.504	0.222	26.527	0.560
	133	27.084	0.212	27.105	0.533
	136	27.664	0.202	27.682	0.506
	136-A	27.867	0.199	27.884	0.496
	139	28.438	0.189	28.453	0.470
	142	29.018	0.180	29.031	0.443
	145	29.597	0.170	29.609	0.417
	148	30.177	0.161	30.187	0.391
	151	30.757	0.152	30.766	0.365
	154	31.337	0.142	31.344	0.339
	R/S	31.866	0.134	31.873	0.315
	T/E	38.222	0.032	38.224	0.032

Generating pattern defines straight line sections.

$$X_F = 2.135^m$$

Date: 22/9/54
Issue: 2

P/Models/14 7-1-6 ✓

WING DATA

'C-105 AIRCRAFT'

Buttock Cut $X_F = 3.010$
Fuselage System $X_W = 3.017$
 $Y_{L.E.} = 5.533$
 $Z_{WR} = .210$
Chord = 32.863

CODE	GEN. R NO.	UPPER		LOWER	
		Y_W	Z_W	Y_W	Z_W
	L/E	5.533	0.000	5.533	0.000
	1	5.544	0.035	5.553	0.042
	2	5.557	0.050	5.571	0.059
	3	5.571	0.061	5.588	0.070
	4	5.585	0.071	5.604	0.081
	5	5.599	0.079	5.621	0.090
	7	5.642	0.098	5.669	0.114
	9	5.701	0.118	5.733	0.130
	11	5.879	0.158	5.924	0.195
	14	6.421	0.223	6.487	0.308
	17	6.967	0.260	7.046	0.388
	20	7.514	0.284	7.603	0.453
	23	8.062	0.301	8.158	0.508
	26	8.611	0.314	8.713	0.556
	28-A	9.199	0.325	9.306	0.600
	31	9.676	0.332	9.785	0.633
	34	10.190	0.338	10.300	0.664
	37	10.704	0.343	10.816	0.691
	40	11.219	0.347	11.330	0.716
	43	11.733	0.350	11.844	0.737
	46	12.248	0.352	12.358	0.757
	49	12.763	0.354	12.872	0.773
	52	13.277	0.355	13.385	0.787
	55	13.792	0.356	13.898	0.799
	58	14.307	0.355	14.410	0.808
	61	14.822	0.355	14.922	0.815
	64	15.334	0.354	15.435	0.820
	67	15.852	0.352	15.946	0.823
	70	16.367	0.350	16.458	0.823
	73	16.882	0.347	16.970	0.822
	76	17.397	0.343	17.481	0.820
	79	17.912	0.339	17.993	0.816
	82	18.427	0.335	18.504	0.811
	85	18.942	0.331	19.015	0.805
	88	19.457	0.326	19.527	0.797
	91	19.972	0.320	20.038	0.788
	94	20.487	0.314	20.549	0.778
	97	21.002	0.308	21.061	0.767
	100	21.517	0.301	21.571	0.754
	103	22.032	0.294	22.083	0.740
	106	22.547	0.287	22.608	0.725

Date: 22/9/54
Issue: 2

P/Models/14

7-1-6 ✓

CODE	GEN. R NO.	UPPER		LOWER	
		Y_w	Z_w'	Y_w	Z_w'
	109	23.062	0.279	23.105	0.708
	112	23.577	0.271	23.616	0.691
	115	24.092	0.263	24.128	0.672
	116-A	24.325	0.259	24.359	0.663
	118	24.632	0.255	24.664	0.650
	121	25.191	0.245	25.221	0.626
	124	25.750	0.236	25.778	0.600
	127	26.310	0.227	26.334	0.575
	130	26.869	0.218	26.891	0.549
	133	27.429	0.209	27.449	0.523
	136	27.988	0.199	28.006	0.498
	136-A	28.183	0.196	28.200	0.489
	139	28.734	0.187	28.749	0.464
	142	29.293	0.178	29.306	0.414
	145	29.852	0.169	29.864	0.413
	148	30.411	0.160	30.421	0.388
	151	30.970	0.151	30.979	0.363
	154	31.529	0.142	31.537	0.338
	R/B	32.040	0.134	32.046	0.315
	T/E	38.396	0.032	38.397	0.032

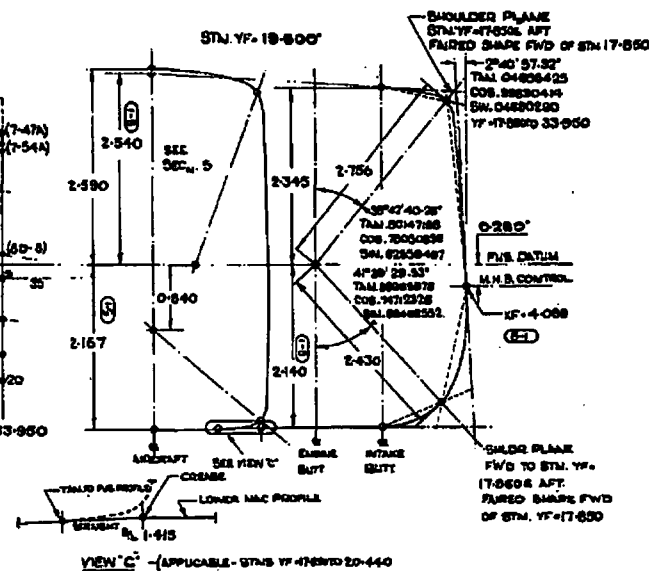
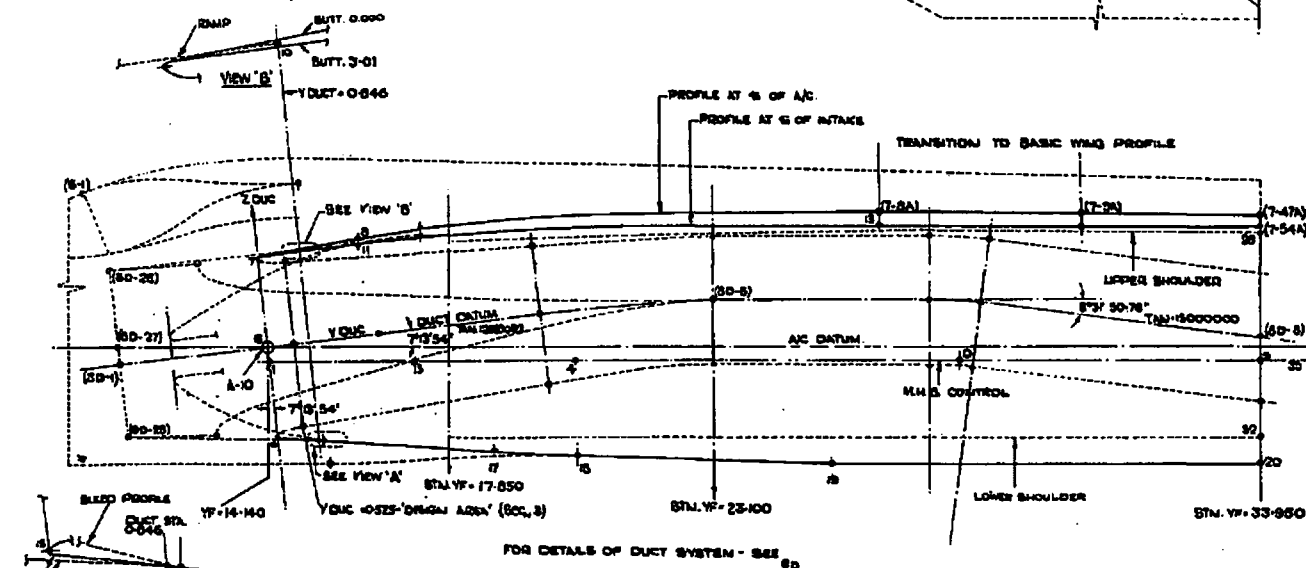
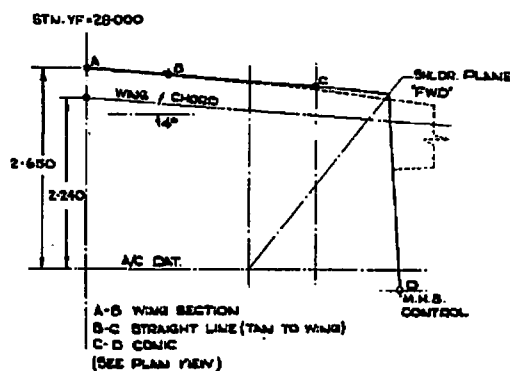
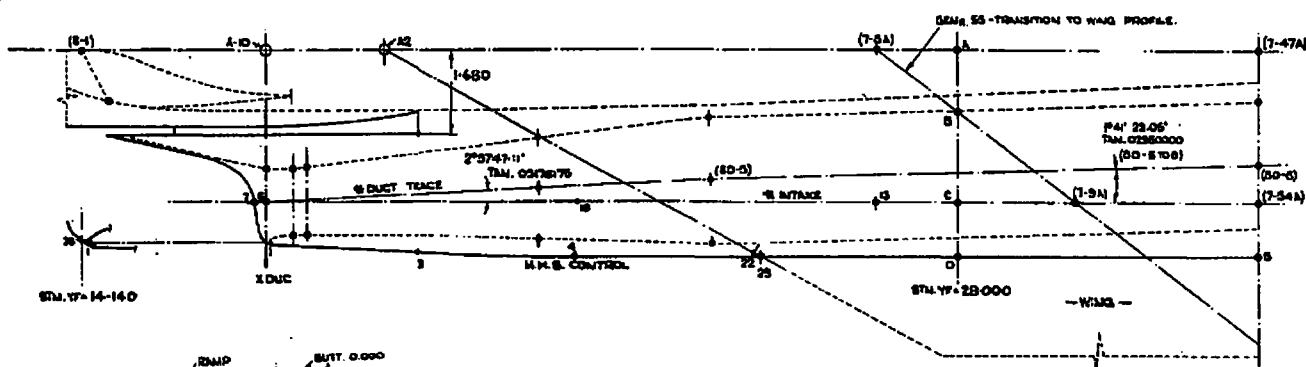
Generating Pattern defines straight line sections.

$$I_F = 3.010$$



NACELLE





Date: 7/7/55
Issue: 2

P/MODELS/14 8-01-4

NACELLE DATA
'C-105 AIRCRAFT'

NACELLE - 'CO-ORDINATES OF CRITICAL POINTS - FORWARD (0.026 sq. ft.)
(See Sheet 8 & 8-01)

CODE	POINT	F U S E L A G E S Y S T E M			X _{Duc}	D U C T	S Y S T E M	
		X _F	Y _F	Z _F			Y _{Duc}	Z _{Duc}
	8-1	3.811	14.176	-0.280			0.000	-0.282
	3	4.012	17.220	"				
	4	4.095	20.440	"				
	5	"	33.950	"				
	6	3.010	14.140	0.000				
	7	"	13.917	1.755			0.000	1.769
	8	0.000	15.960	2.145				
	10	1.680	14.750	1.913			0.845	1.820
	11	3.010	15.960	2.048				
	13	"	26.422	2.385				
	15	"	14.363	-1.755			0.000	-1.769
	16	"	15.226	-1.844			0.845	-1.966
	17	"	18.760	-2.091				
	18	"	20.440	-2.170				
	19	"	27.051	-2.310				
	20	"	33.950	-2.310				
	23	4.095	24.117	-1.954				
	28	3.974	33.950	-2.295				
	32	3.818	33.950	-1.892				
	35	4.082	33.950	0.000				

Date: 6/7/55
Issue: 3

P/MODELS/14

8-1

NACELLE DATA

'C-105 AIRCRAFT'

CO-ORDINATES - FWD

'PROFILES'

'J-75 ENGINE'

<u>CODE</u>	<u>YF</u>	<u>UPPER PROFILE</u>		<u>LOWER PROFILE</u>	<u>PLAN</u>
		<u>BUTT.0.00"</u>	<u>BUTT.43.00"</u>		
(1)	13.917	1.755	1.755		
(2)	13.946	1.794	—		
(3)	13.948	—	1.794		
	14.000	1.804	1.801		
(4)	14.176	—	—		3.811
(5)	14.209	—	—		3.846
	14.280	1.852	1.836		3.850
(6)	14.363	—	—	1.755	—
(7)	14.395	—	—	1.786	—
	14.560	1.901	1.872	1.797	3.865
	14.840	1.950	1.907	1.817	3.881
	15.120	1.999	1.942	1.836	3.896
	15.400	2.048	1.978	1.856	3.912
	15.680	2.097	2.013	1.875	3.927
(8)	15.960	2.145	2.048	1.895	3.943
	16.240	2.193	2.083	1.915	3.958
	16.520	2.240	2.119	1.934	3.973
	16.800	2.283	2.152	1.954	3.989
	17.080	2.324	2.184	1.973	4.004
(9)	17.220	—	—	—	4.012
	17.360	2.362	2.214	1.993	4.020
	17.640	2.396	2.241	2.012	4.033
	17.920	2.426	2.263	2.032	4.045
	18.200	2.452	2.283	2.051	4.056
	18.480	2.474	2.302	2.071	4.065
(10)	18.760	2.494	2.316	2.091	4.074
	19.040	2.511	2.328	2.109	4.080
	19.320	2.526	2.338	2.125	4.085
	19.600	2.540	2.345	2.140	4.089
	19.880	2.551	2.351	2.153	4.093
	20.160	2.561	2.355	2.162	4.094
(11)	20.440	2.570	2.359	2.170	4.095
	20.720	2.577	2.361	2.176	"
	21.000	2.583	2.364	2.182	"
	21.280	2.589	2.366	2.188	"
	21.560	2.595	2.368	2.194	"

Date: 6/7/55
Issue: 3

P/MODELS/14 8-1

<u>CODE</u>	<u>YF</u>	<u>UPPER PROFILE</u>		<u>LOWER PROFILE</u>	<u>PLAN</u>
		<u>BUTT.0.00" BUTT.43.00"</u>			
21.770		2.601	2.370	2.200	4.095
22.120		2.606	2.372	2.206	"
22.400		2.611	2.373	2.212	"
22.680		2.609.617	2.375	2.217	"
22.960		2.620	2.377	2.223	"
23.240		2.625	2.378	2.229	"
23.520		2.629	2.379	2.235	"
23.800		2.633	2.380	2.241	"
24.080		2.636	2.381	2.247	"
24.360		2.640	2.382	2.253	"
24.640		2.643	2.383	2.259	"
24.920		2.646	2.383	2.265	"
25.200		2.648	2.384	2.271	"
25.480		2.650	2.384	2.277	"
25.760		2.651	2.385	2.283	"
26.040		2.652	2.385	2.289	"
26.422		2.652	2.385	2.297	"
26.600		2.652	"	2.300	"
26.880		2.652	"	2.306	"
27.051		—	—	2.310	"
27.160		2.652	2.385	"	"
27.440		2.651	"	"	"
27.720		2.651	"	"	"
28.000		2.650	"	"	"
28.280		2.649	"	"	"
28.560		2.648	"	"	"
28.840		2.647	"	"	"
29.120		2.646	"	"	"
29.400		2.644	"	"	"
29.680		2.643	"	"	"
29.960		2.641	"	"	"
30.240		2.639	"	"	"
30.382		—	"	"	"
30.520		2.637	2.385	"	"
30.800		2.635	2.385	"	"
31.080		2.633	2.385	"	"
31.360		2.628	2.384	"	"
31.640		2.627	2.384	"	"
31.920		2.625	2.383	"	"
32.200		2.623	2.382	"	"
32.480		2.621	2.381	"	"
32.760		2.618	2.380	"	"
33.040		2.614	2.379	"	"
33.320		2.611	2.377	"	"
33.600		2.608	2.376	"	"
33.880		2.605	2.374	"	"
33.950		2.604	2.373	"	"

Date: 6/7/55
Issue: 3

P/MODELS/14 8-1

Leading edge radius - 0.035. - All co-ordinates about Fuselage Dat. & Fus. &

- (1) - (4) & (6) - Leading edge tangency on intake plane ($7^{\circ}13'54''$ - Tan. 12689093).
- (2) - (3) - (5) & (7) - Tangent to leading edge radius.
- (2) to (8) & (3) to (8) - Upper profile only - straight line.
- (5) to (9) - Plan view only - straight line.
- (7) to (10) - Lower profile only - straight line.
- (11) to (13) - Lower profile only - straight line.
- (11) - Constant plan section
- (12) - Buttock station 0.000" transition to wing profile at Gen. #55.
Buttock station 3.010" transition to wing profile projection at Gen. #55.
- (13) - Constant section in lower elevation.
- (14) - Buttock station 3.010" transition to wing profile.
- (15) - Transition to rear nacelle profiles & side wall plane.

Date: 7/7/55
Issue: 4

P/MODELS/14 8-1-2

CODE	YF	UPPER SHOULDER	LOWER SHOULDER
		TRUE VIEW	TRUE VIEW
(7)	23.520	2.870	2.488
	23.800	2.875	2.492
	24.080	2.880	2.495
	24.360	2.884	2.499
	24.640	2.888	2.502
	24.920	2.892	2.506
	25.200	2.895	2.509
	25.480	2.899	2.513
	25.760	2.902	2.516
	26.040	2.905	2.520
	26.320	2.908	2.523
	26.600	2.910	2.527
	26.880	2.913	2.530
	27.051	---	2.533
	27.160	2.915	"
	27.440	2.917	"
	27.720	2.919	"
	28.000	2.921	"
	28.280	2.923	"
	28.560	2.925	"
	28.840	2.927	"
	29.120	2.929	"
	29.400	2.930	"
	29.680	2.931	"
	29.960	2.933	"
	30.240	2.934	"
	30.520	2.935	"
	30.800	2.936	"
	31.080	2.937	"
	31.360	2.938	"
	31.640	2.939	"
	31.920	2.939	"
	32.200	2.940	"
	32.480	2.940	"
	32.760	2.940	"
	33.040	2.941	"
	33.320	2.941	"
	33.600	2.941	"
	33.950	2.941	"

Date: 7/7/55
Issue: 4

P/MODELS/14 8-1-2

NACELLE DATA

'C-105 AIRCRAFT'

CO-ORDINATES: FWD

'UPPER & LOWER SHOULDERS'

'J-75 ENGINE'

CODE	YF	UPPER SHOULDER	LOWER SHOULDER
		TRUE VIEW	TRUE VIEW
(1)	13.932	2.100	
(2)	13.960	2.140	
	14.000	2.144	
	14.280	2.180	
(3)	14.343	---	2.145
(4)	14.376	---	2.175
	14.560	2.217	2.186
	14.840	2.253	2.201
	15.120	2.290	2.216
	15.400	2.327	2.230
	15.680	2.363	2.245
	15.960	2.400	2.259
	16.240	2.436	2.274
	16.520	2.473	2.289
	16.800	2.508	2.304
	17.080	2.543	2.318
	17.360	2.576	2.333
	17.640	2.608	2.348
(5)	17.850	2.629	2.359
	17.920	2.636	2.362
	18.200	2.661	2.376
	18.480	2.684	2.389
	18.760	2.705	2.401
	19.040	2.724	2.412
	19.320	2.741	2.421
	19.600	2.756	2.430
	19.880	2.769	2.438
	20.160	2.781	2.445
(6)	20.440	2.792	2.450
	20.720	2.802	2.453
	21.000	2.811	2.457
	21.280	2.819	2.460
	21.560	2.827	2.464
	21.840	2.835	2.467
	22.120	2.841	2.471
	22.400	2.848	2.474
	22.680	2.854	2.478
	22.960	2.860	2.481
	23.240	2.865	2.485

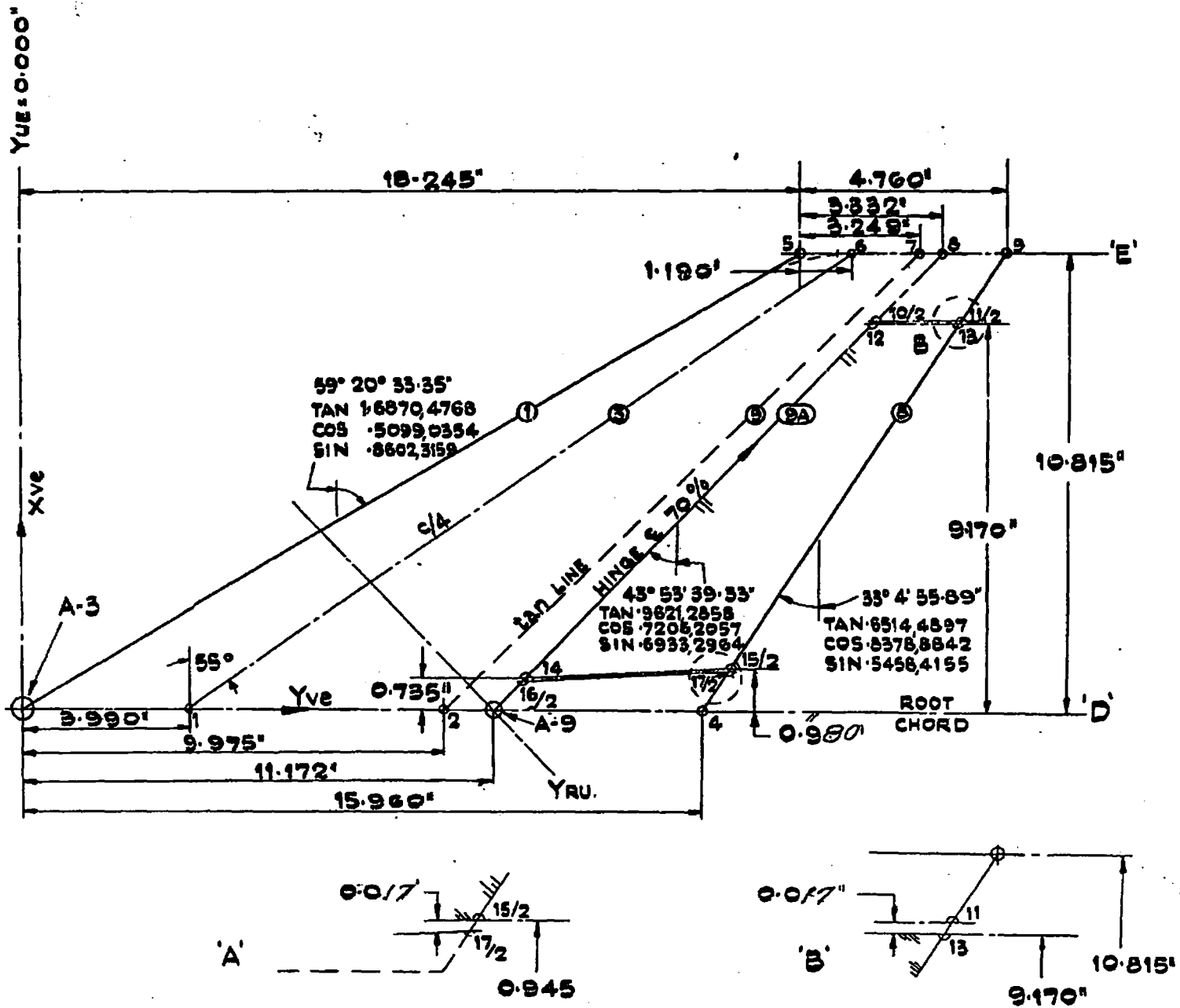
VERTICAL TAIL

DATE: 28TH JAN'55
 ISSUE: 14-1

GENERATING PATTERN
 DESCRIBED ON SH'T. 9-02

VERTICAL TAIL
 C-105 AIRCRAFT.

P/MODELS/14. 9 ✓



Date: 20/7/55
Issue: 2

P/Models/14

9-01-4

VERTICAL EMPENNAGE DATA

'C-105 AIRCRAFT'

CO-ORDINATES OF CRITICAL POINTS

CODE	POINT	VERTICAL EMPENNAGE SYSTEM			RUDDER SYSTEM		
		X _{ve}	Y _{ve}	Z _{ve}	X _{Ru}	Y _{Ru}	Z _{Ru}
A-9	A-3	0.000	0.000	0.000	-7.746	-8.051	0.000
	9-1	0.000	3.990	0.000	-	-	-
	1A	0.000	3.990	0.310	-	-	-
	9-2	0.000	9.975	0.310	-	-	-
	2A	0.000	9.975	0.238	-	-	-
	9-3	0.000	11.172	0.000	-	-	-
	3A	0.000	11.172	0.196	-	-	-
	9-4	0.000	15.960	0.000	3.320	3.450	0.000
	4A	0.000	15.960	0.032	3.320	3.450	0.032
	9-5	10.815	18.245	0.000	12.698	-2.401	0.000
	9-6	10.815	19.435	0.000	-	-	-
	6A	10.815	19.435	0.092	-	-	-
	9-7	10.815	21.494	0.000	-	-	-
	7A	10.815	21.494	0.068	-	-	-
	9-8	10.815	21.577	0.000	15.008	0.000	0.000
	8A	10.815	21.577	0.065	15.008	0.000	0.065
	9-9	10.815	23.005	0.000	15.998	1.029	0.000
	9A	10.815	23.005	0.015	15.998	1.029	0.015
	9-10/2	9.188	20.012	0.000	12.749	0.000	0.000
	10A	9.188	20.012	0.085	12.749	0.000	0.085
	9-11/2	9.188	21.945	0.000	14.090	1.393	0.000
	11A	9.188	21.945	0.018	14.090	1.393	0.018
	9-12	9.170	19.995	0.000	12.725	0.000	0.000
	12A	9.170	19.995	0.085	12.725	0.000	0.085
	9-13	9.170	21.934	0.000	14.070	1.397	0.000
	13A	9.170	21.934	0.018	14.070	1.397	0.018
	9-14	0.735	11.879	0.000	1.020	0.000	0.000
	14A	0.735	11.879	0.187	1.020	0.000	0.187
	9-15/2	0.945	16.576	0.000	4.427	3.239	0.000
	15A	0.945	16.576	0.030	4.427	3.239	0.030
	9-16/2 -	0.662	11.809	0.000	0.918	0.000	0.000
	16A	0.662	11.809	0.188	0.918	0.000	0.188
	9-17/2 -	0.873	16.529	0.000	4.343	3.255	0.000
	17A	0.873	16.529	0.030	4.343	3.255	0.030
	9-18	0.838	1.415				

Date: 20/7/55
Issue: 2

P/Models/14

9-01-5

VERTICAL EMPENNAGE DATA

'C-105 AIRCRAFT'

COORDINATES OF CRITICAL POINTS

CODE	POINT	FUSELAGE SYSTEM			GROUND SYSTEM		
		X	Y	Z	X	Y	Z
	A-3	0.000	40.530	2.240			
	9-1	"	44.520	2.240			
	2	"	50.505	2.240			
	3	"	51.702	2.240			
	4	"	56.490	2.240			
	5	"	58.775	13.055			
	6	"	59.965	13.055			
	7	"	62.024	13.055			
	8	"	62.107	13.055			
	9	"	63.535	13.055			
	10/2	"	60.542	11.428			
	11/2	"	62.475	11.428			
	12	"	60.525	11.410			
	13	"	62.464	11.410			
	14	"	52.409	2.975			
	15/2	"	57.106	3.185			
	16/2	"	52.339	2.902			
	17/2	"	57.059	3.113			
	18	"	41.945	3.079			

DATE: 16TH DEC '54.

ISSUE: 11

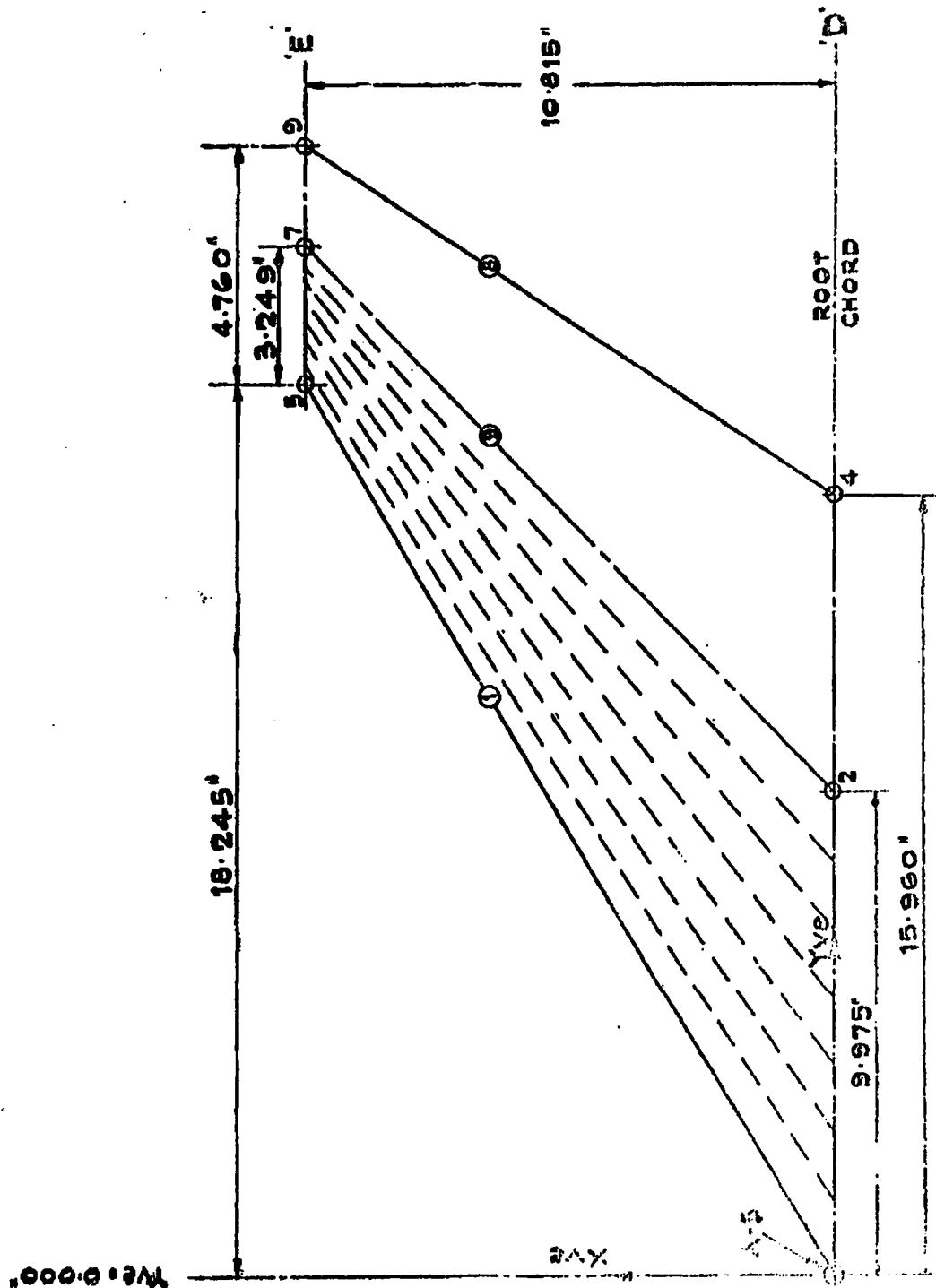
VERTICAL TAIL

C105 AIRCRAFT.

P/MODELS/14

9-02

RULED SURFACE PATTERN
FOR ANGULARITY SEE 9-1-1



Date: 25/6/54
Issue: 2

9-02-1 ✓

VERTICAL TAIL

'G-105 AIRCRAFT'

DESCRIPTION

The profile of the vertical tail does not follow the usual conical pattern having the leading and trailing edge a generator of a single cone. Percent lines will, therefore, not be straight unless they coincide with the generatrix pattern of the local 'ruled section'.

The vertical tail is generated from 2 directrix curves located at stations 'D' & 'E', and have 2 separate generating patterns. Ruled section 1-9 will have as outer generators the leading edge and tangent line. Ruled section 9-8 will have as outer generators the tangent line and trailing edge, and will be flat in profile with a plane angle of $1^{\circ} 58' 22.50''$ ($\tan .0344\ 4753$) about the chord line.

Since both Directrix airfoils are different, it follows that no two generators are parallel or intersecting - hence a warped surface.

Date: 27/12/54
Issue: 1

1s/14

9-1-03

VERTICAL TAIL

'C-105 AIRCRAFT'

DIRECTRIX 'D'

$X_{ve} = 0.000"$
Chord = 15.960"

CODE	GEN. R NO.	Y_{ve}	Z_{ve}
	L/E	0.000	0.000
	1	0.076	0.065
	2	0.121	0.080
	3	0.165	0.093
	4	0.209	0.104
	5	0.253	0.113
	6	0.297	0.121
	7	0.341	0.129
	8	0.384	0.136
	9	0.428	0.142
	13	0.601	0.165
	17	0.774	0.183
	21	1.282	0.222
	F/S	1.596	0.240
	24	1.778	0.249
	27	2.264	0.270
	30	2.737	0.285
	33	3.201	0.296
	36	3.654	0.305
	39	4.096	0.311
	42	4.530	0.316
	45	4.953	0.318
	48	5.368	0.319
	51	5.774	0.319
	54	6.172	0.317
	57	6.562	0.314
	60	6.942	0.310
	63	7.316	0.305
	66	7.682	0.298
	69	8.040	0.291
	72	8.392	0.284
	75	8.737	0.275
	81	9.186	0.263
	87	9.516	0.253
	92	9.785	0.244
	95	9.945	0.239
(1)	Tang'cy.	9.975	0.238
(2)		11.172	0.196
	T/E	15.960	0.031

Generating pattern defines straight line sections.

- (1) Flat plane tangency.
- (2) Rudder hinge centre-line.

Date: 27/12/54
Issue: 1

P/Models/14

9-1-05

VERTICAL TAIL
'C-105 AIRCRAFT'

DIRECTRIX 'E'

$X_{ve} = 10.815"$
Chord = 4.760"

CODE	GEN. R NO.	Y_{ve}	Z_{ve}
	1/E	18.245	0.000
	1	18.270	0.020
	2	18.285	0.024
	3	18.299	0.028
	4	18.313	0.031
	5	18.328	0.034
	6	18.342	0.037
	7	18.356	0.039
	8	18.371	0.041
	9	18.385	0.043
	13	18.441	0.050
	17	18.497	0.055
	21	18.663	0.067
	F/S	18.765	0.072
	24	18.825	0.075
	27	18.983	0.081
	30	19.137	0.086
	33	19.288	0.089
	36	19.435	0.092
	39	19.580	0.093
	42	19.721	0.095
	45	19.859	0.095
	48	19.994	0.095
	51	20.126	0.095
	54	20.255	0.094
	57	20.382	0.093
	60	20.506	0.092
	63	20.628	0.090
	66	20.747	0.088
	69	20.864	0.085
	72	20.979	0.083
	75	21.091	0.080
	81	21.237	0.076
	87	21.344	0.073
	92	21.432	0.070
	95	21.484	0.068
(1)	Tang'cy.	21.494	0.068
(2)		21.577	0.065
	T/F	23.005	0.015

Generating pattern defines straight line sections.

- (1) Flat Plane Tangency.
- (2) Rudder Hinge Centre-line.

DATE:- 21ST JAN. '55.

VERTICAL TAIL

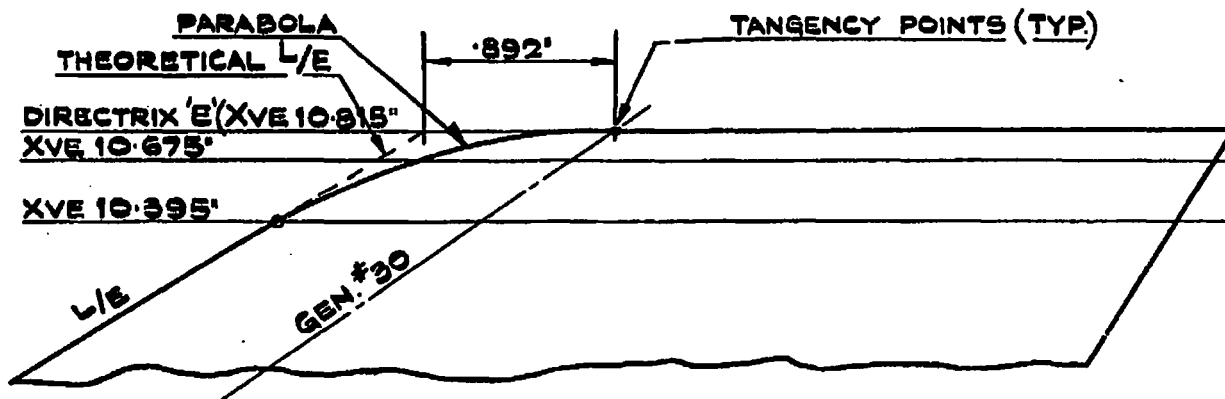
P/MODELS/14

9-07

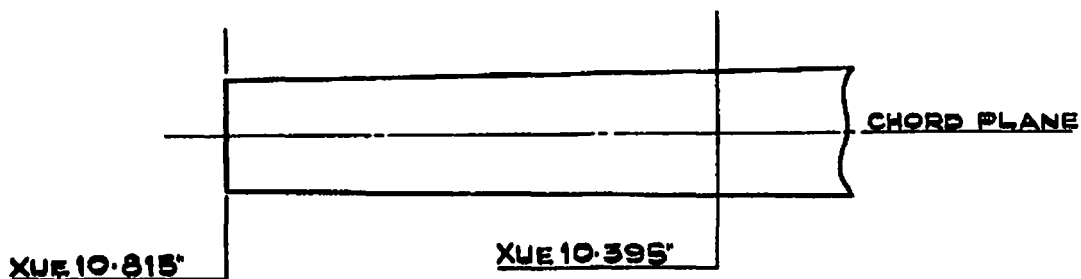
ISSUE:- 1

C-105 AIRCRAFT

'TIP CONTOUR'

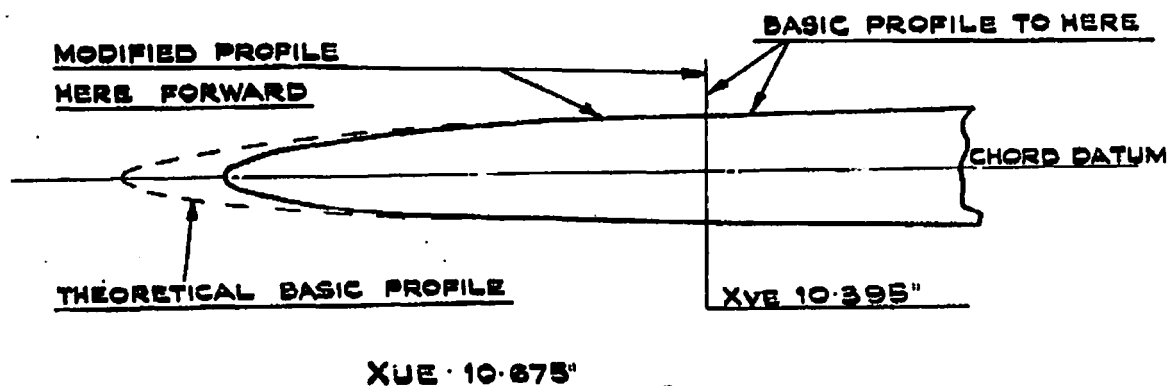


SIDE ELEVATION



TRUE VIEW ON GENERATOR #30 .

(TYPICAL OF ALL GENERATORS
APT OF GENERATOR #30)



NOTE:- XVE SECTIONS RETAIN BASIC PROFILES F'W'D. TO GEN.30 - MODIFIED F'W'D BY FORESHORTENING STATION VALUES IN THE PROPORTION OF L/E CURVE TO THEORETICAL L/E & RETAINING 'Z' VALVES.

ELEVATOR

DATE: JULY 7'55.

ISSUE: 5

ELEVATOR DATA

C-105 AIRCRAFT.

P/MODELS/14

10

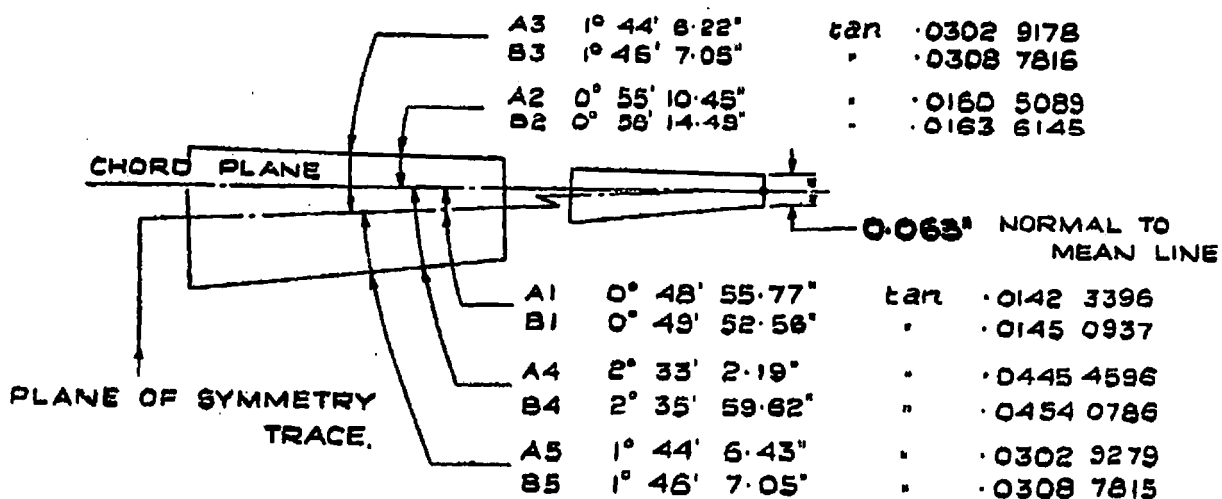
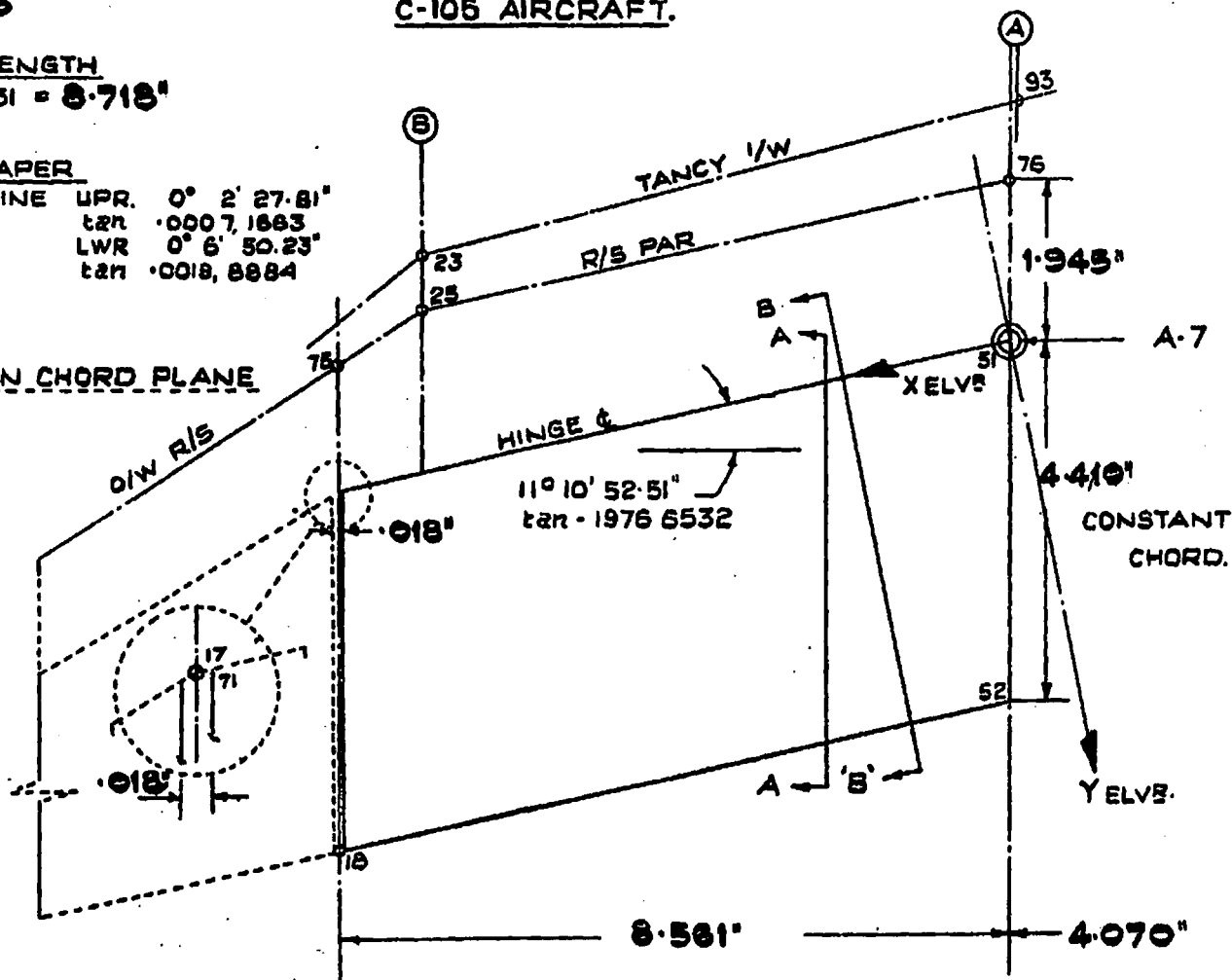
L & LENGTH

71-51 = 8.718"

TRUE TAPER

TAN'Y LINE UPR. $0^{\circ} 2' 27.81''$
 tan .0007 1883
 LWR $0^{\circ} 6' 50.23''$
 tan .0018 8884

VIEW ON CHORD PLANE



Date: 29/9/54
Issue: 1

P/Models/14

10-1 ✓

WING DATA

'C-105 AIRCRAFT'

ELEVATOR: "COORDINATES OF CRITICAL POINTS"

(See sheet 10)

CODE	POINT	WING SYSTEM			ELEVATOR SYSTEM		
		X	Y	Z	X	Y	Z
Ail. Skin	17	12.631	35.887	0.102 -0.228	8.726	0.000	0.102 -0.228
	17				8.726	0.000	0.100 -0.226
	18	12.631	40.297	0.000 0.000	9.582	4.326	0.000 0.000
	25	11.578	33.734	0.133 -0.315	7.276	-1.908	0.133 -0.315
	51	4.070	34.194	0.102 -0.228	0.000	0.000	0.000 0.000
	52	4.070	38.604	0.000 0.000	0.855	4.326	0.000 0.000
	75	12.631	34.378	0.126 -0.295	8.434	-1.480	0.126 -0.295
	75				8.434	-1.480	0.124 -0.293
Ail. Skin	76	4.070	32.250	0.133 -0.315	-0.377	-1.908	0.133 -0.315

RUDDER

DATE: JULY 7'55.
ISSUE: 3

AILERON DATA
C-105 AIRCRAFT

P/MODELS/14

11

LINE LENGTH

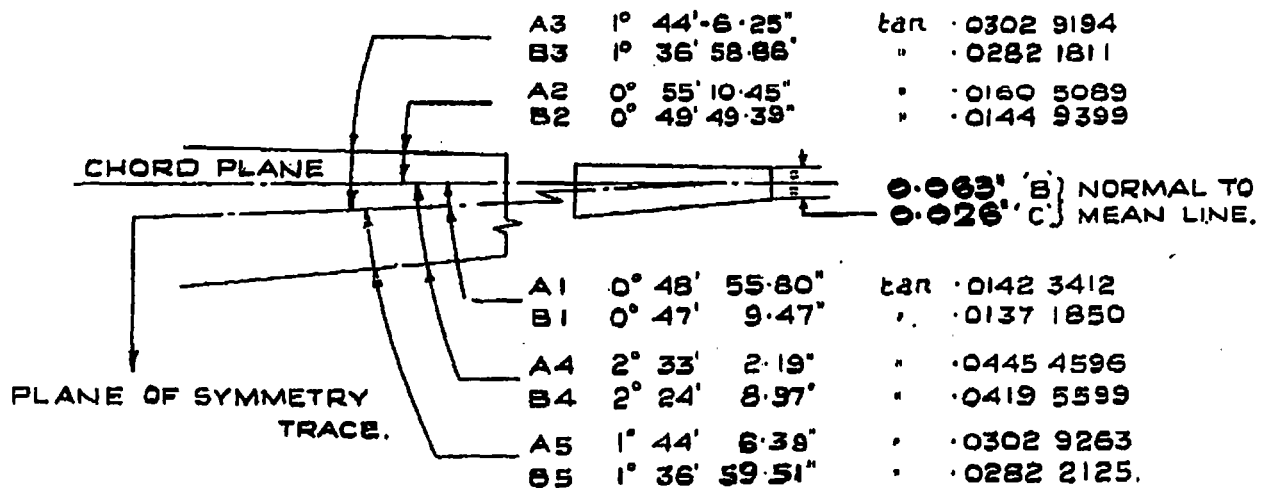
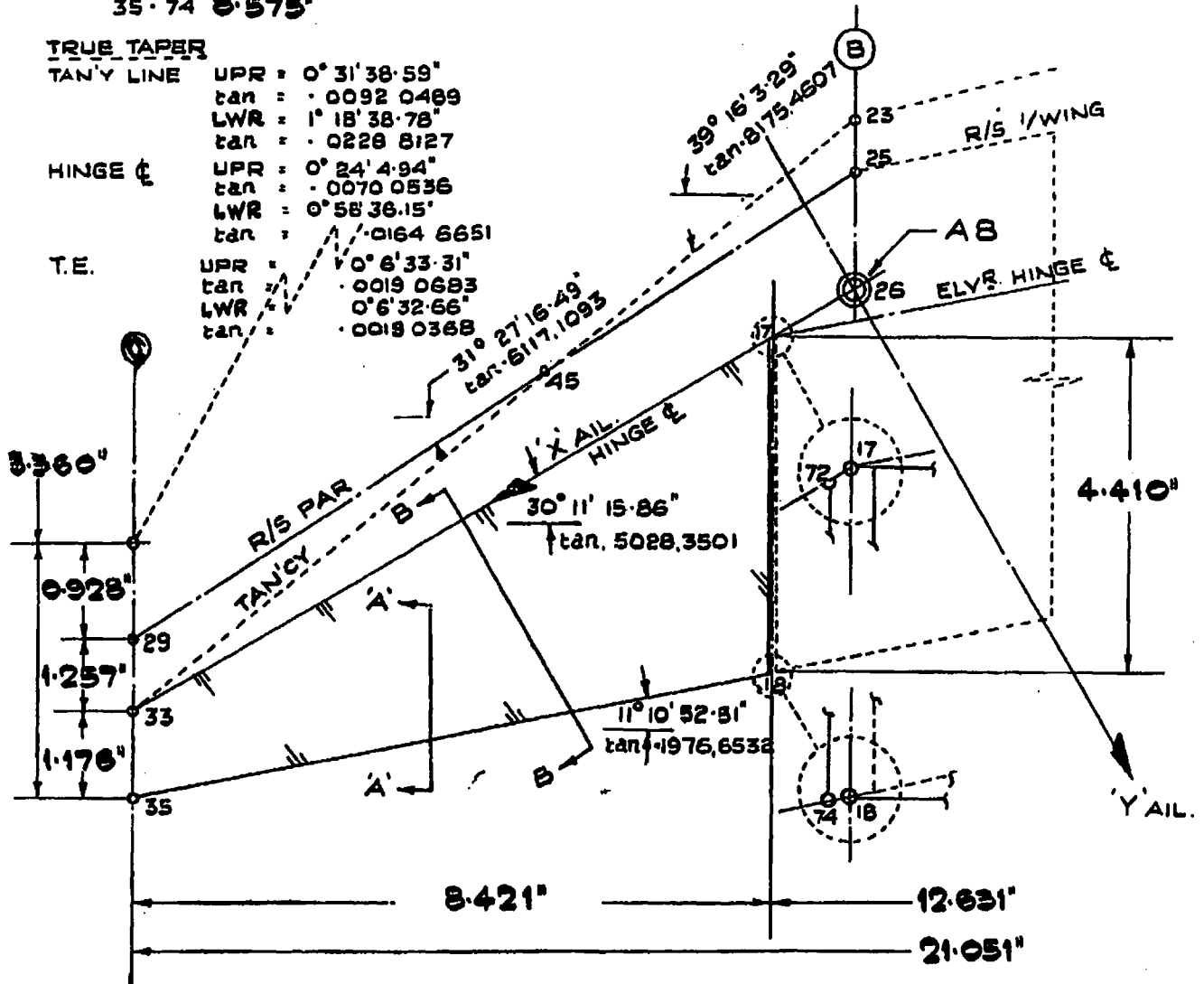
33-72 9.732"
35-74 8.575"

TRUE TAPER

TAN'Y LINE UPR : 0° 31' 38.59"
tan : .0092 0489
LWR : 1° 18' 38.78"
tan : .0228 8127

HINGE C UPR : 0° 24' 4.94"
tan : .0070 0536
LWR : 0° 58' 38.15"
tan : .0164 6651

T.E. UPR : 0° 6' 33.31"
tan : .0019 0683
LWR : 0° 6' 32.66"
tan : .0018 0368



Date: 29/9/54
Issue: 1

P/Model 14

11-1✓

WING DATA
'C-105 AIRCRAFT'

AILERON - "COORDINATES OF CRITICAL POINTS"
(See sheet 11)

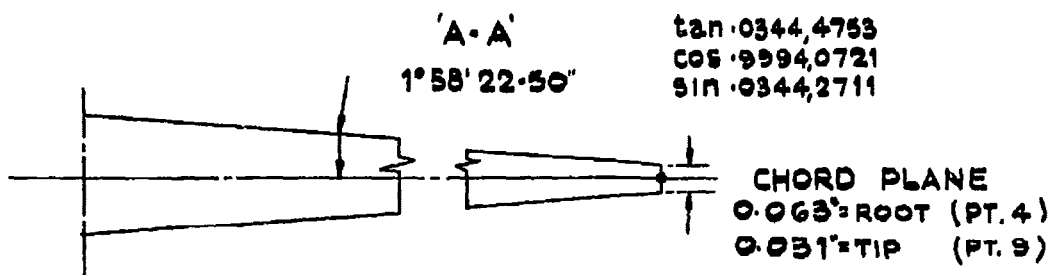
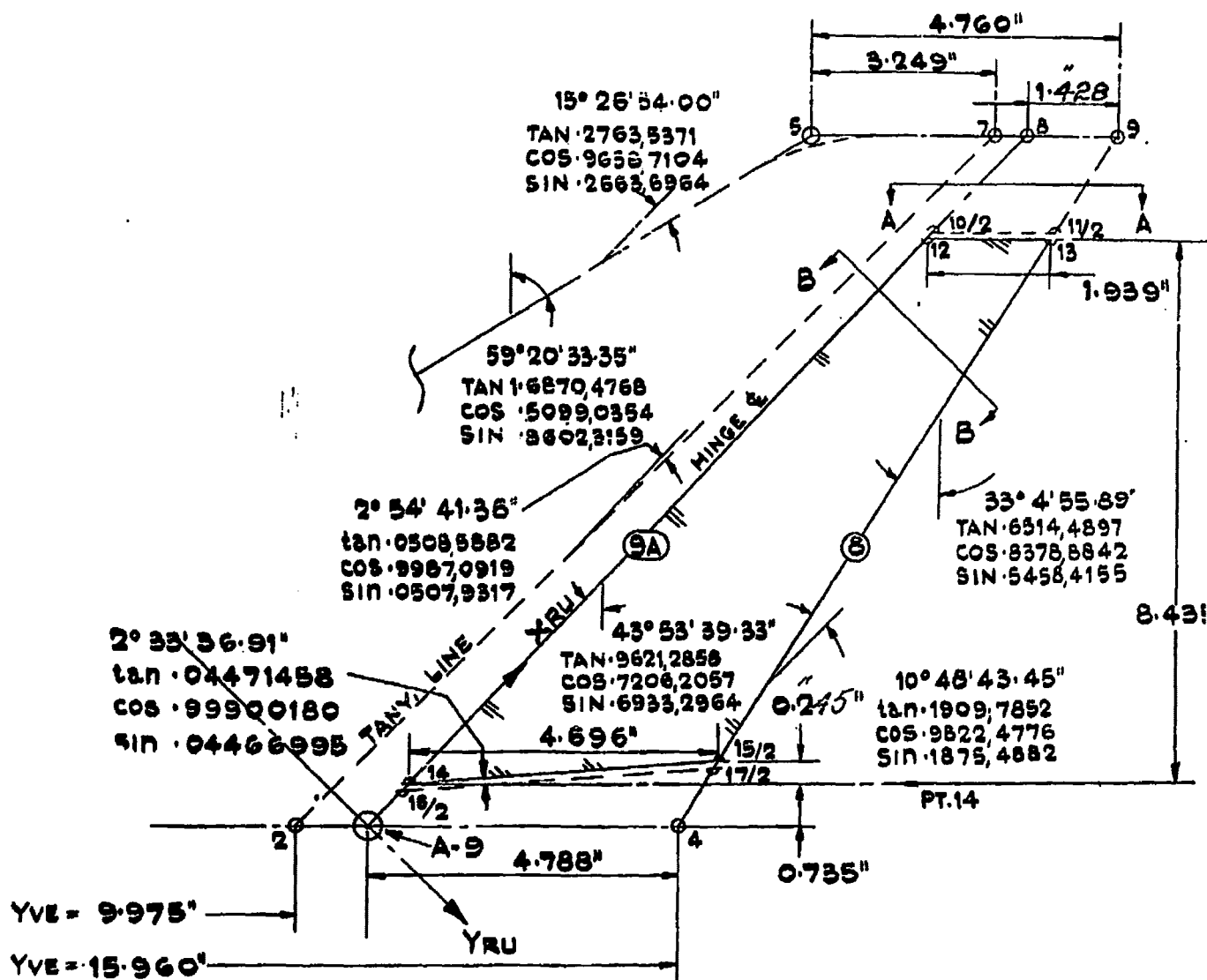
CODE	POINT	WING SYSTEM			AILERON SYSTEM		
		X	Y	Z	X	Y	Z
	17	12.631	35.887	0.100 -0.226	1.218	0.000	0.100 -0.226
	18	12.631	40.297	0.000 0.000	3.443	3.808	0.000 0.000
	23	11.578	33.040	0.145 -0.345	-1.123	-1.931	0.145 -0.345
	25	11.578	33.734	0.133 -0.315	-0.775	-1.332	0.133 -0.315
	26	11.578	35.274	0.109 -0.246	0.000	0.000	0.109 -0.246
	29	21.051	39.529	0.040 -0.087	10.328	-1.086	0.040 -0.087
	33	21.051	40.785	0.032 -0.066	10.959	0.000	0.032 -0.066
	35	21.051	41.961	0.000 0.000	11.551	1.017	0.000 0.000
	45	14.947	35.794	0.105 -0.246	3.173	-1.244	0.105 -0.246
	72	12.640	35.892	0.100 -0.226	1.228	0.000	0.100 -0.226
	74	12.640	40.298	0.000 0.000	3.444	3.809	0.000 0.000

RUDDER

DATE:- 31ST JAN, 55.
ISSUE:- 14

RUDDER DATA C-105 AIRCRAFT

P/MODELS/14 12



'B-B'

2° 15' 13.67"

tan .0393,5650
COS .9992,2643
SIN .0393,2606

TRUE TAPER

TAN. LINE 0° 37' 0.62"

TAN .0107,8626
COS .9999,4205
SIN .0107,8584

HINGE & 0° 30' 10.86"

TAN .0087,7854
COS .9999,6147
SIN .0087,7820

T.E. 0° 4' 15.75"

TAN .0012,3989
COS .9999,9923
SIN .0012,3989

LINE LENGTH 12-14 = 11.705"

" " 13-15/2 = 9.816"

" " 12A-15A/2 = 8.908"

" " 13A-14A = 13.125"

" " 14-15/2 = 4.701"

DIVE BRAKES

Date: 8/7/55
Issue: 2

P/Modeln/14

13-01-4

DIVE BRAKES

'C-105 AIRCRAFT'

CO-ORDINATES OF CRITICAL POINTS - DOWN

CODE	POINT	FUSELAGE SYSTEM			DIVE BRAKE SYSTEM		
		X _F	Y _F	Z _F	X _{DB}	Y _{DB}	Z _{DB}
(1)	A-6	0.0000	34.202	2.170	0.000	0.000	0.000
	13-1	1.562	"	"	1.562	"	"
	"-2	3.154	"	"	3.154	"	"
	"-3/2	1.562	34.901	1.643	1.562	-0.122	0.866
	"-4/2	1.562	36.285	1.715	1.562	0.612	2.042
	"-5/2	1.462	35.744	5.241	1.462	3.434	-0.140
	"-6/2	3.224			3.224	3.434	

(1) Dive Brake Origin

Date: 7/7/55
Issue: 2

P/Models/14

13-01-5

DIVE BRAKES

'C-105 AIRCRAFT'

CO-ORDINATES OF CRITICAL POINTS - UP

CODE	POINT	FUSELAGE SYSTEM			DIVE BRAKE SYSTEM		
		X _F	Y _F	Z _F	X _{DB}	Y _{DB}	Z _{DB}
(1)	A-6	0.000	34.202	-2.170	0.000	0.000	0.000
	13-1	1.562	"	"	1.562	"	"
	"-2	3.154	"	"	3.154	"	"
	"-3	1.562	34.080	-1.304	1.562	-0.122	0.866
	"-4/2	1.562	36.285	-1.715	1.562	2.083	0.455
	"-5/2	1.462	37.636	-2.310	1.462	3.434	-0.140
	"-6/2	3.224	"	"	3.224	"	"

(1) Dive Brake Origin

