

QCX  
Avro  
CF105  
Misc-8

C-105

EXTRACT

from

ANALYZED

STABILITY REPORTS

August 1954.

ANALYZED



45724  
15784941

A. V. ROE CANADA LIMITED  
MALTON - ONTARIO

TECHNICAL DEPARTMENT (Aircraft)

REPORT No \_\_\_\_\_

SHEET No \_\_\_\_\_

AIRCRAFT:

C-105

PREPARED BY \_\_\_\_\_

DATE \_\_\_\_\_

August 1954.

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_

APPENDIX A

EXTRACT

from

A.V. ROE

STABILITY REPORTS

Classification cancelled / Changed to UNCLASS

By authority of ANRS

Date 27 Sept 96

Signature [Signature]

Unit / Rank / Appointment ANRS

1. Yawing Moment due to Sideslip

1.1  $C_{N\beta}$  vs  $M$   $-2^\circ < \beta < +2^\circ$

1.2  $C_{N\beta}$  vs  $M$   $2^\circ < \beta < 8^\circ$

1.3  $C_{N\beta}$  vs  $Q$   $M = .5$

1.4  $C_N$  vs  $\beta$   $Q = 2^\circ$

2. Rolling Moment due to Sideslip

2.1  $C_{l\beta}$  vs  $M$   $Q = 0$

2.2  $C_{l\beta}$  vs  $M$   $Q = 2^\circ$

2.3  $C_{l\beta}$  vs  $M$   $Q = 6^\circ$

2.4  $C_{l\beta}$  vs  $Q$   $M = .5$

2.5  $C_l$  vs  $\beta$   $Q = 2^\circ$

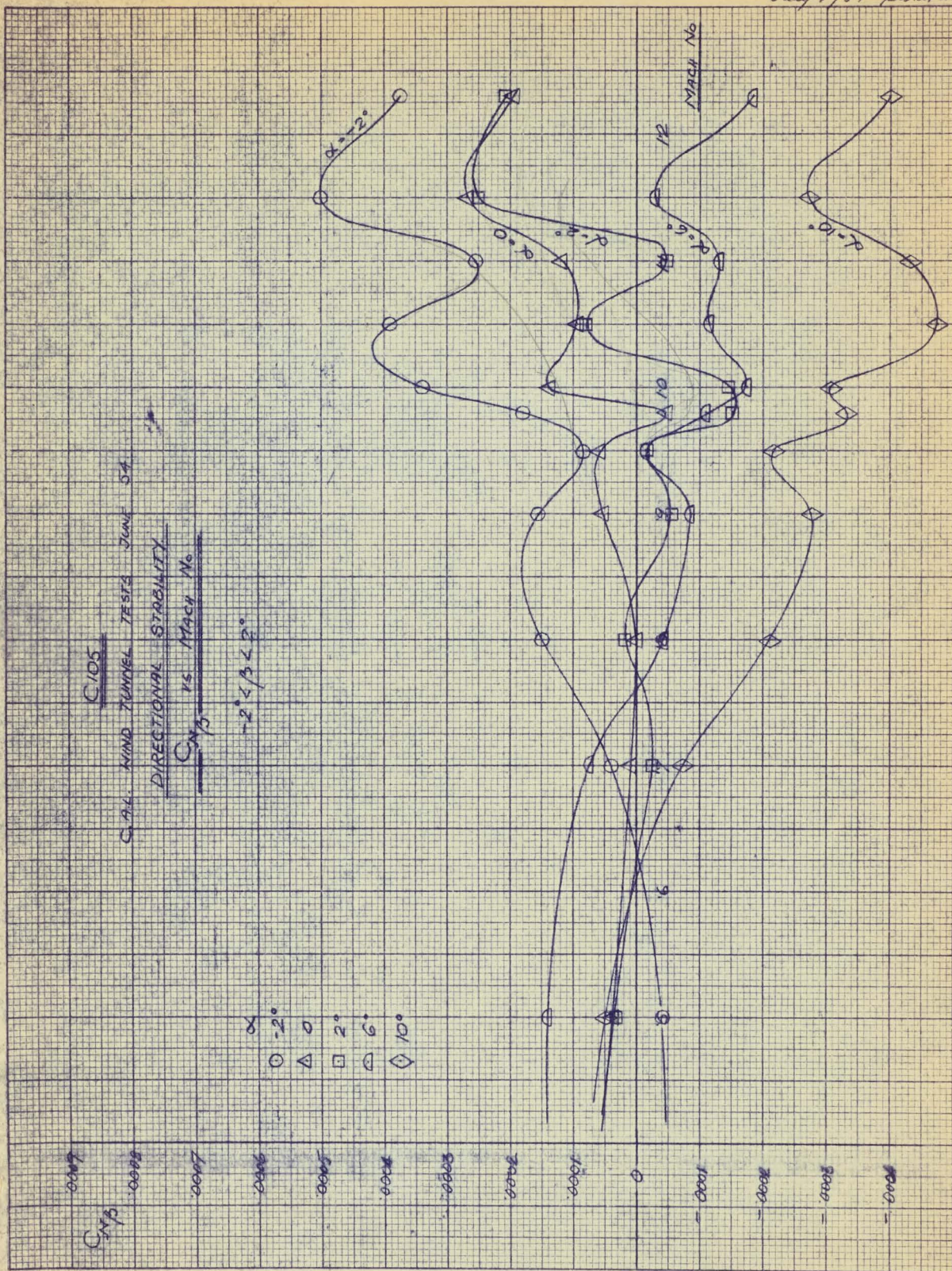
3. Rudder Effectiveness

3.1  $C_{N\delta_r}$  vs  $Q$   $M = .5$

4. Aileron Effectiveness

4.1  $C_{l\delta_a}$  vs  $Q$   $M = .5$

3.1.1.1. P/H.T/30  
July 7/54 Kriatlow











AIRCRAFT C-105  
A. U. W.

COMPONENT

SHEET No. 3.2.1.2

REPORT No. P/W.T./30

2.1

DATE JULY '54

PREP BY G.K. DIMOCK

C-105  
C.A.L. WIND TUNNEL TESTS JUNE '54

CAP vs. M

TRAIL ON

$\alpha = 0^\circ$

CAP  
PER DEGREE

-0.0006

-0.0004

-0.0002

0

0.0002

0.0004

0.0006

0.0008

0.0010

0.6 0.7 0.8 0.9 1.0 1.1 1.2 1.3  
M

○  $2^\circ < \beta < -3^\circ$   
△  $-3^\circ < \beta < -2^\circ$

AIRCRAFT C-105

COMPONENT

SHEET No. 37.1.3

REPORT No. P/W.T./30 2.2

A. U. W.

DATE JULY '54

PREP BY G.K. DIMOCK

C-105

C.A.L. WIND TUNNEL TESTS JUNE '54

C.L.P. vs. M

TAIL ON

 $\alpha = 2^\circ$ C.L.P.  
Per Degree

-0.0010

-0.0008

-0.0006

-0.0004

-0.0002

0

.0002

.0004

13

M

12

11

10

9

8

7

6

5

 $3^\circ < \beta < -3^\circ$  $-3^\circ < \beta < 3^\circ$ 

○

△









