QC
Avro
CF105
P-AD-61
ANALYZED

C-105 P/Aero Data/61

LATERAL STABILITY DERIVATIVES IN LEVEL FLIGHT

L.E. Droop, Notch and Extension

Copy (2) July 1955

ANALYZED

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A. V ROE CANADA LIMITED

MALTON - ONTARIO

TECHNICAL DEPARTMENT (Aircraft)

AIRCRAFT: C-105

REPORT NO. P/Aero Data/61

FILE NO.

NO. OF SHEETS:

TITLE:

Classification cancelled / Changed to UNCLASS

By authority of AVES

Date 27 Sept 96

Signature

Unit / Rank / Appointment AVES 5

C-105

ELASTIC LATERAL STABILITY DERIVATIVES IN LEVEL FLIGHT

L.E. Droop, Notch and Extension

PREPARED BY DATE July 1955

CHECKED BY DATE

SUPERVISED BY DATE

APPROVED BY DATE

ISSUE NO	REVISION NO	REVISED BY	APPROVED BY	DATE	REMARKS

FORM 1316A

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C-105 ELASTIC LATERAL DERIVATIVES IN LEVEL FLIGHT

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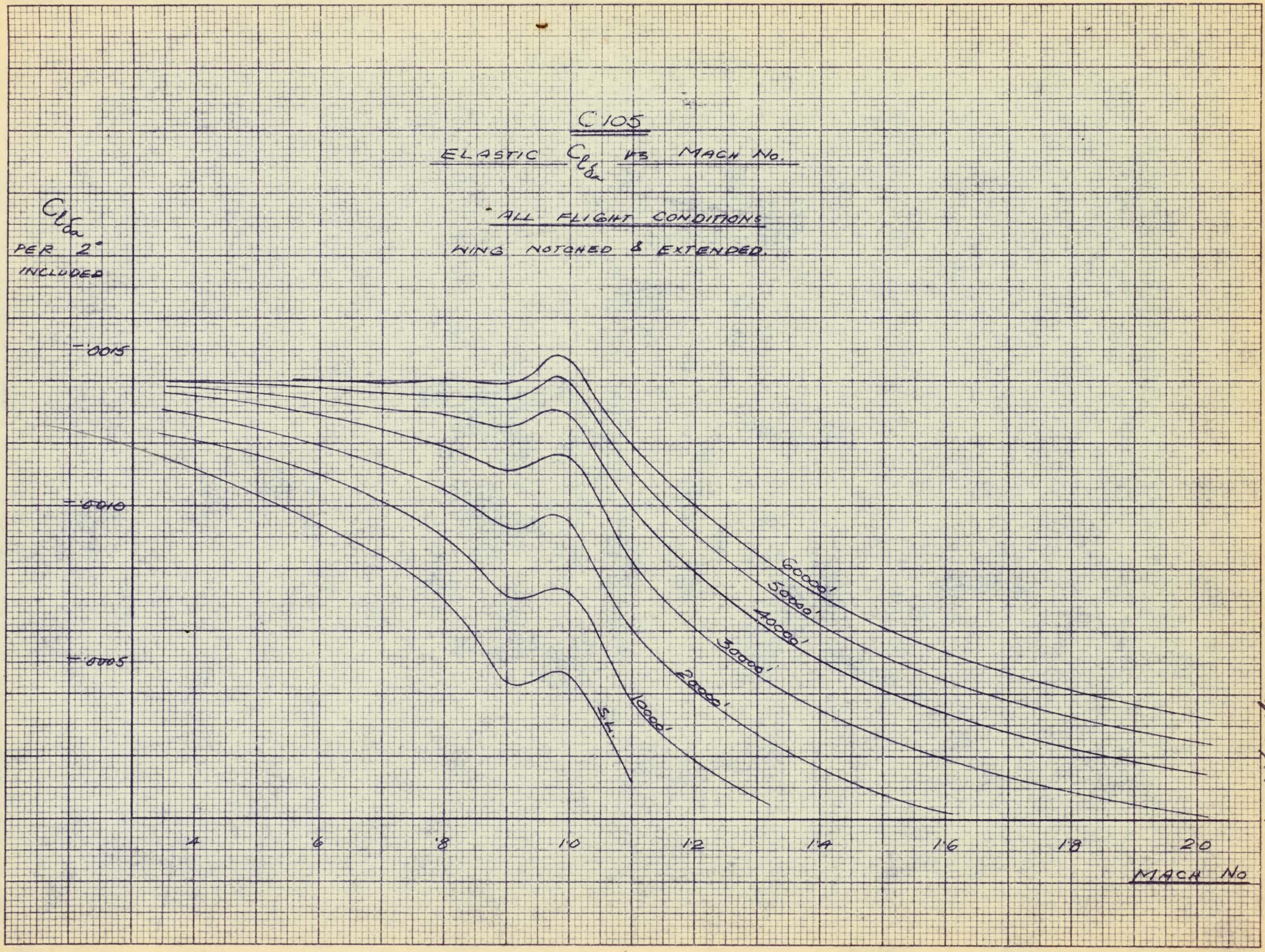
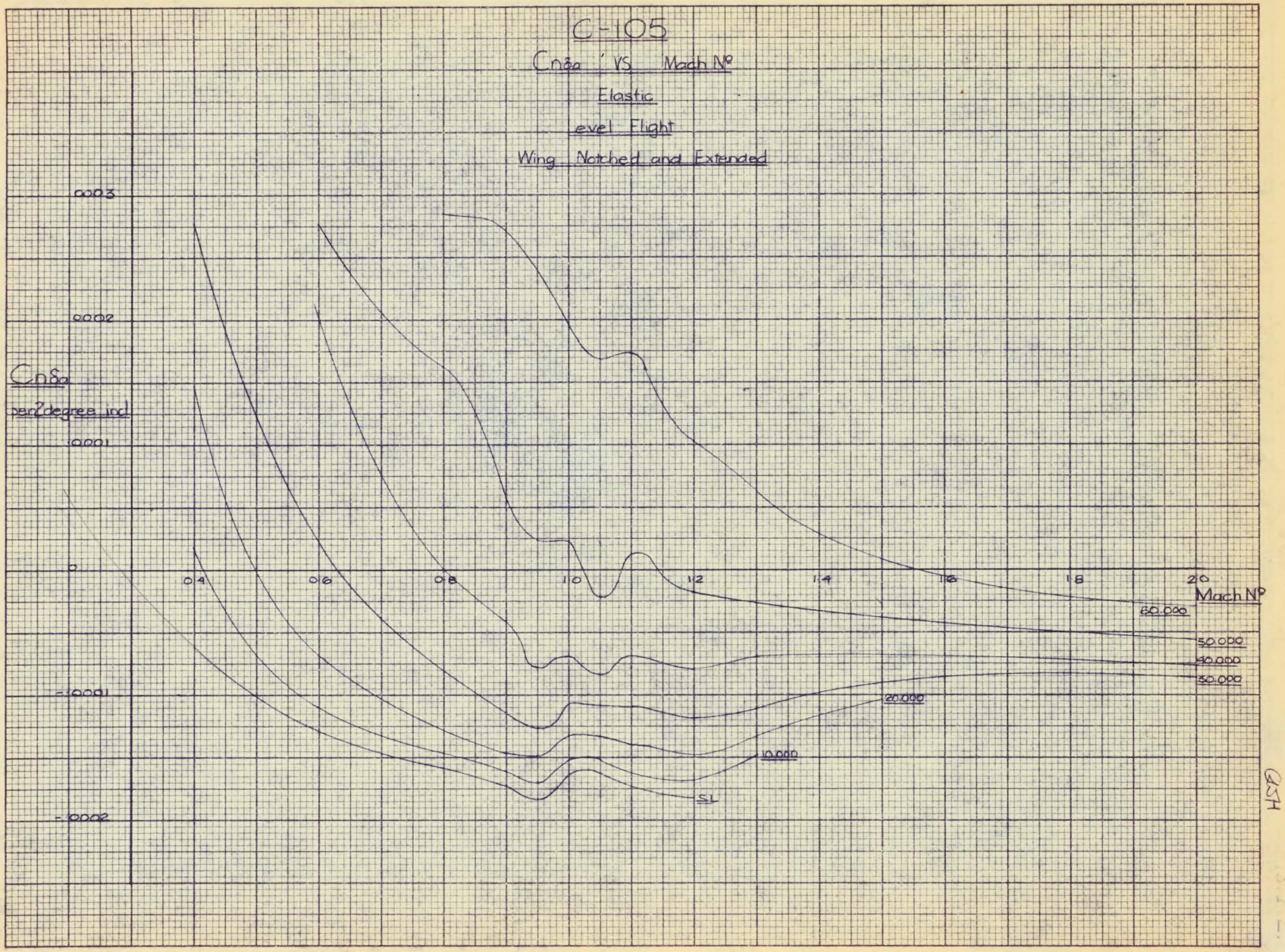
K+E 10 X 10 TO THE ½ INCH 359-12
KEUFFEL & ESSER CO. MADE IN U.S.A.



P/AERO DATA/61 – 1.1.
April/55

K+E 10 X 10 TO THE ½ INCH 359-12
KEUFFEL & ESSER CO. MADE IN U.S.A.



1.2. P/AERO DATA/61
GSH

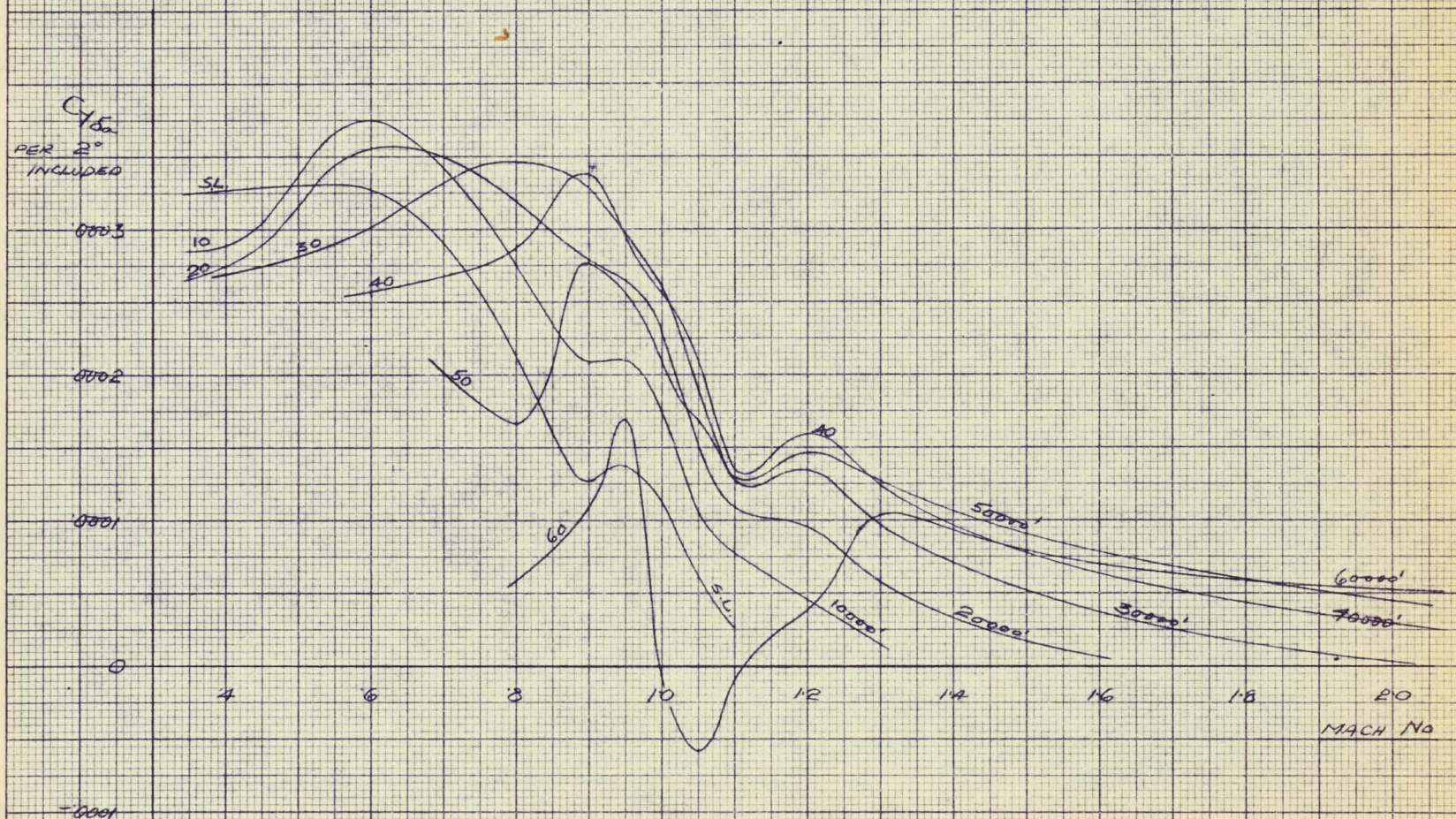
K+E 10 X 10 TO THE 1/2 INCH 359-12
KEUFFEL & ESSER CO. MADE IN U.S.A.

C105

ELASTIC $C_{y_{\delta_a}}$ VS MACH No

IN LEVEL FLIGHT

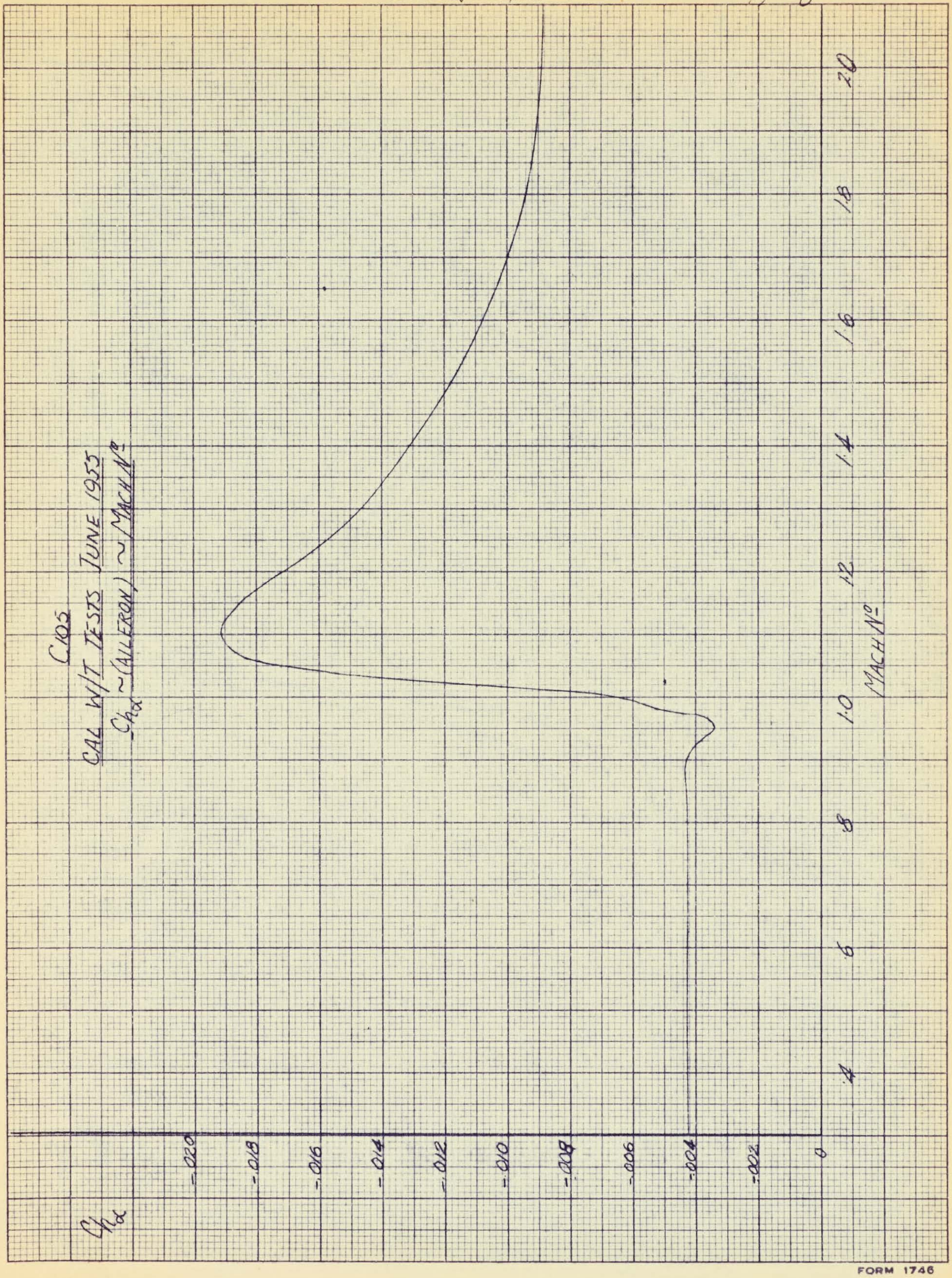
WING NOTCHED & EXTENDED



POWERED DATA 1/61 1.5.
March/57 Kimbleck

AIRCRAFT COMPONENT SHEET No. 1.5 REPORT No P/AERO DATA/61

A. U. W. DATE July 1955 PREP. BY Zalezowski



FORM 1746

K&E 10 X 10 TO THE 1/2 INCH 359-12
KEUFFEL & ESSER CO. MADE IN U.S.A.

AIRCRAFT
A. U. W.

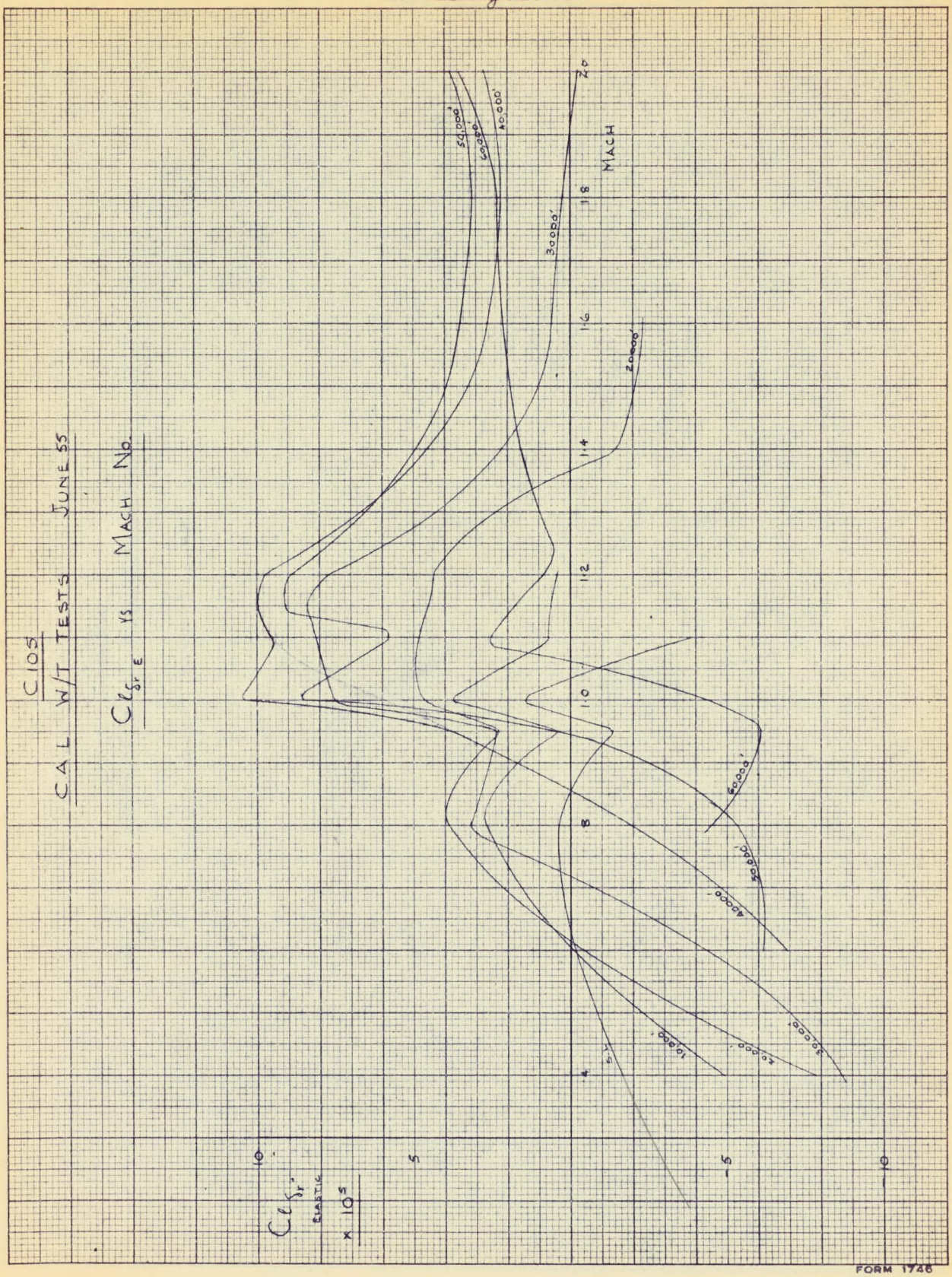
COMPONENT

SHEET No. 2.2

DATE July 1955

REPORT No. P/AERODATA/61

PREP. BY J.A.B.



FORM 1746

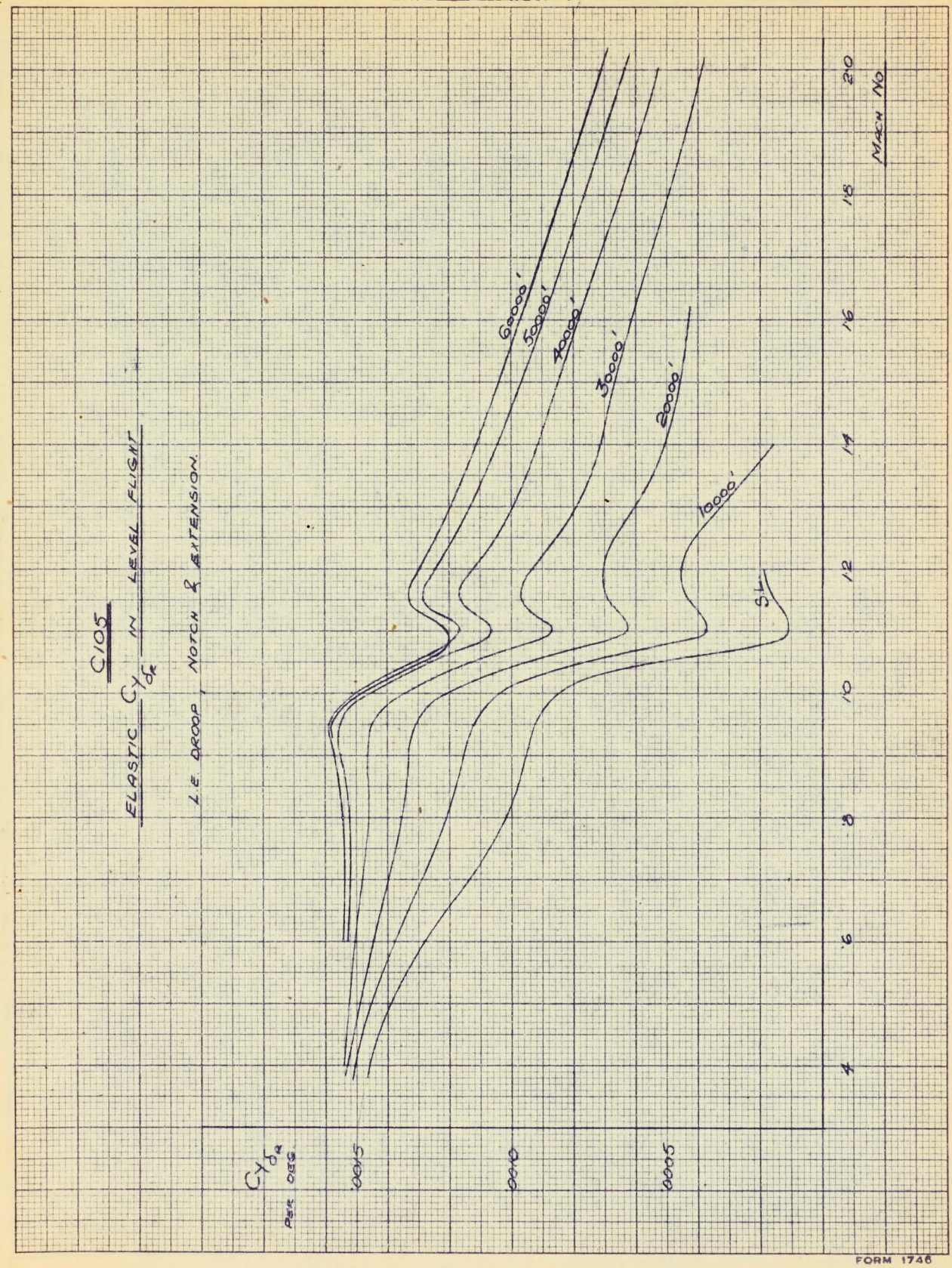
K&E 10 X 10 TO THE ½ INCH 359-12 KEUFFEL & ESSER CO. MADE IN U.S.A.

AIRCRAFT C 105 COMPONENT

A. U. W.

SHEET No. 2.3. REPORT No. P/AERO DATA/61

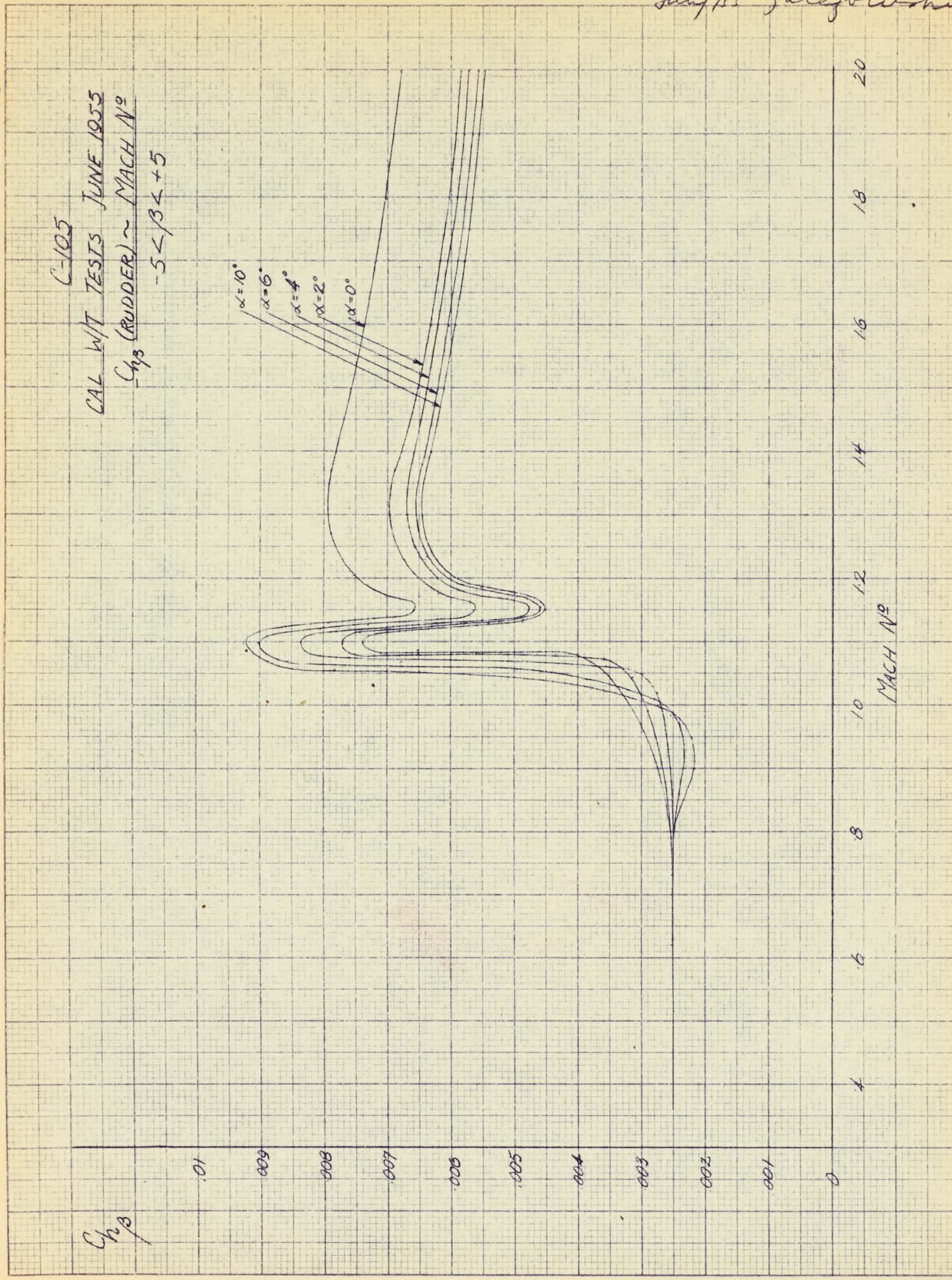
DATE JULY/55 PREP. BY [illegible]



10 X 10 TO THE ½ INCH 359-12 KEUFFEL & ESSER CO. MADE IN U.S.A.

2.4 P/AERODATA/61

July/55 Zalegowski



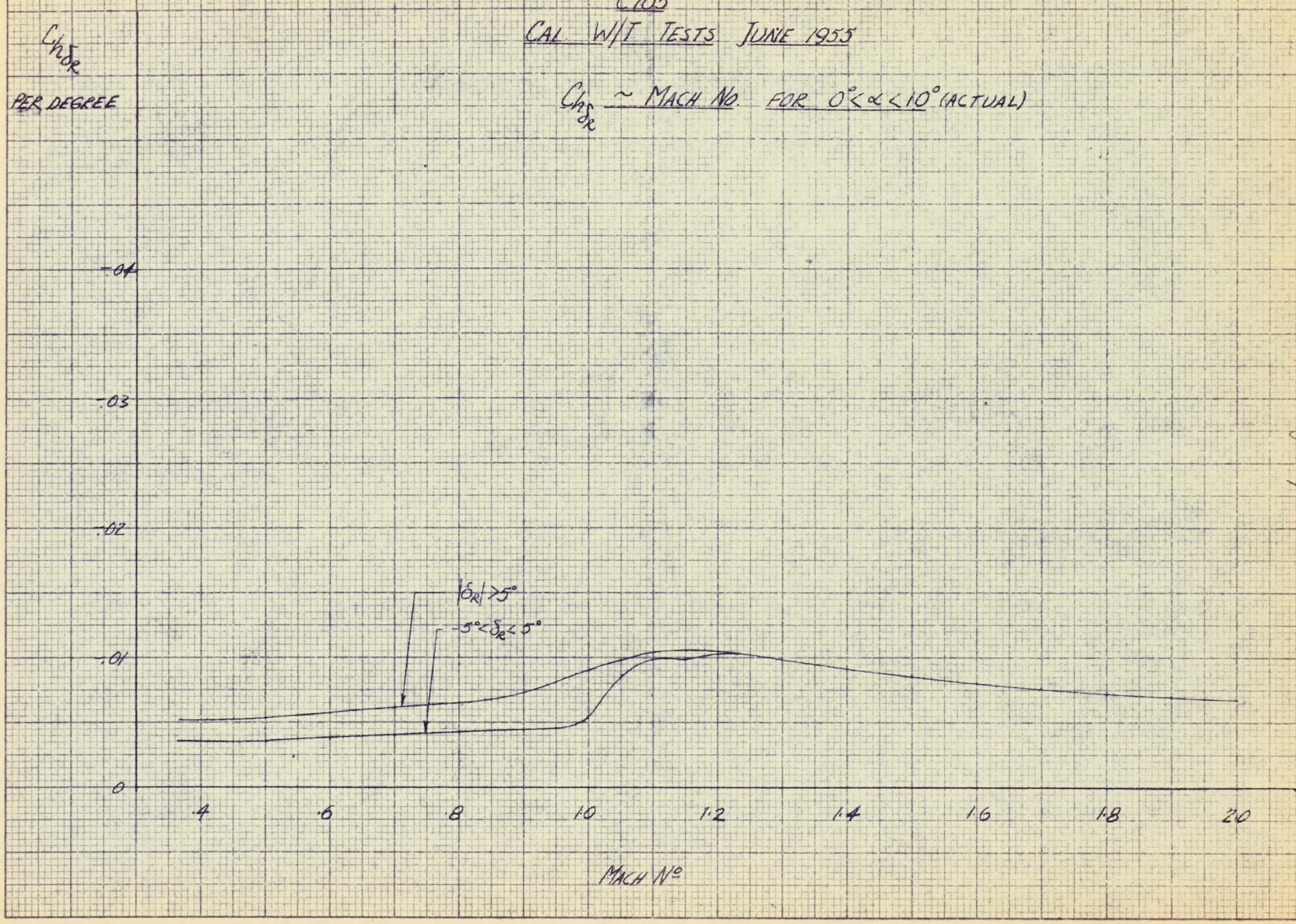
K+E 10 X 10 TO THE ½ INCH KEUFFEL & ESSER CO. 359-12 MADE IN U.S.A.

K+E 10 X 10 TO THE ½ INCH 359-12
KEUFFEL & ESSER CO. MADE IN U.S.A.

AIRCRAFT C-105
A. U. W.
COMPONENT
SHEET No. 2.5
DATE July 1955
REPORT No. P/AD/61
PREP. BY [illegible]

C105
CAL W/T TESTS JUNE 1955

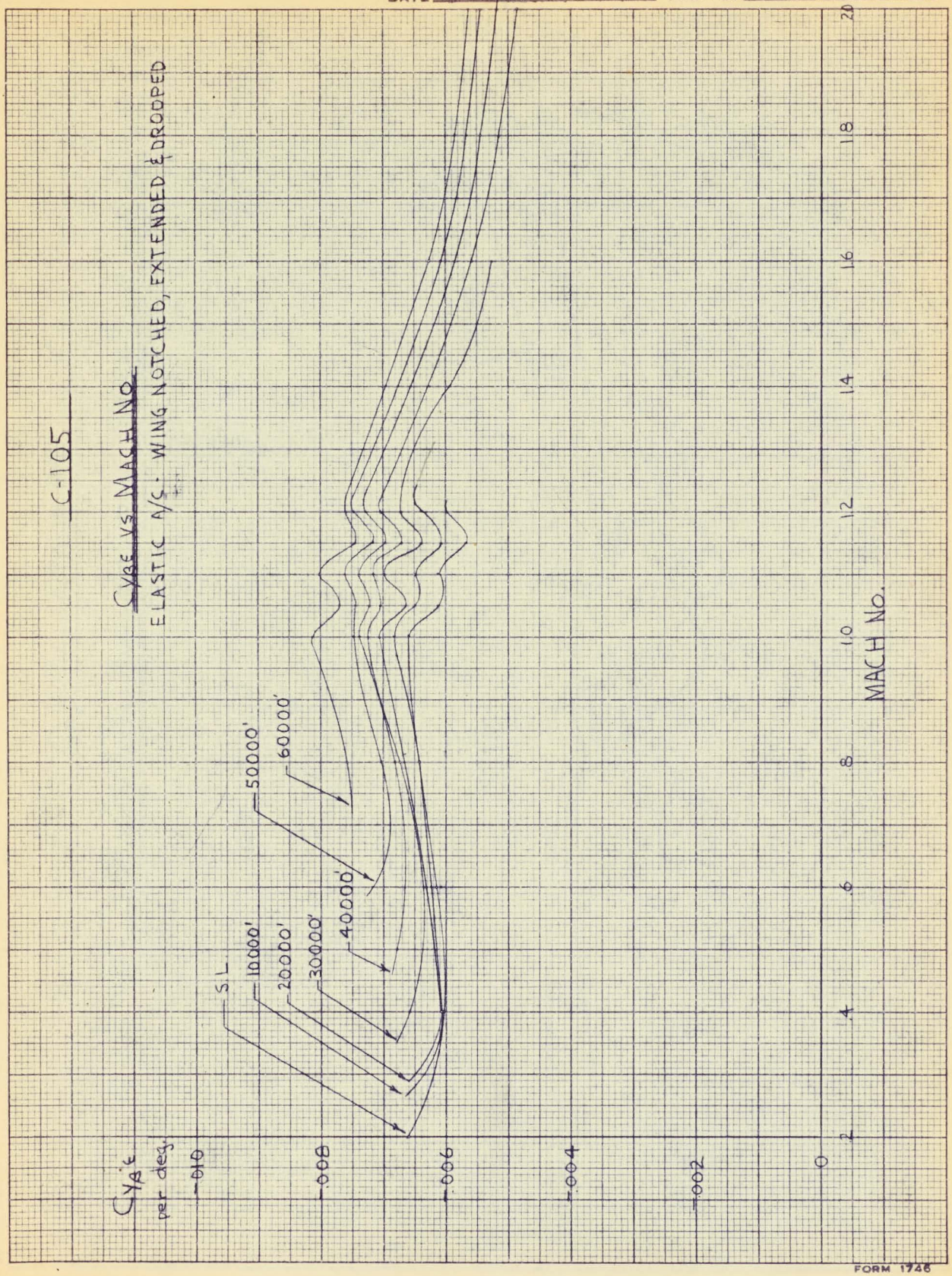
$C_{h_{\delta_R}}$ ~ MACH No. FOR $0° < \alpha < 10°$ (ACTUAL)



FORM 1746

AIRCRAFT C-105 COMPONENT
A. U. W.

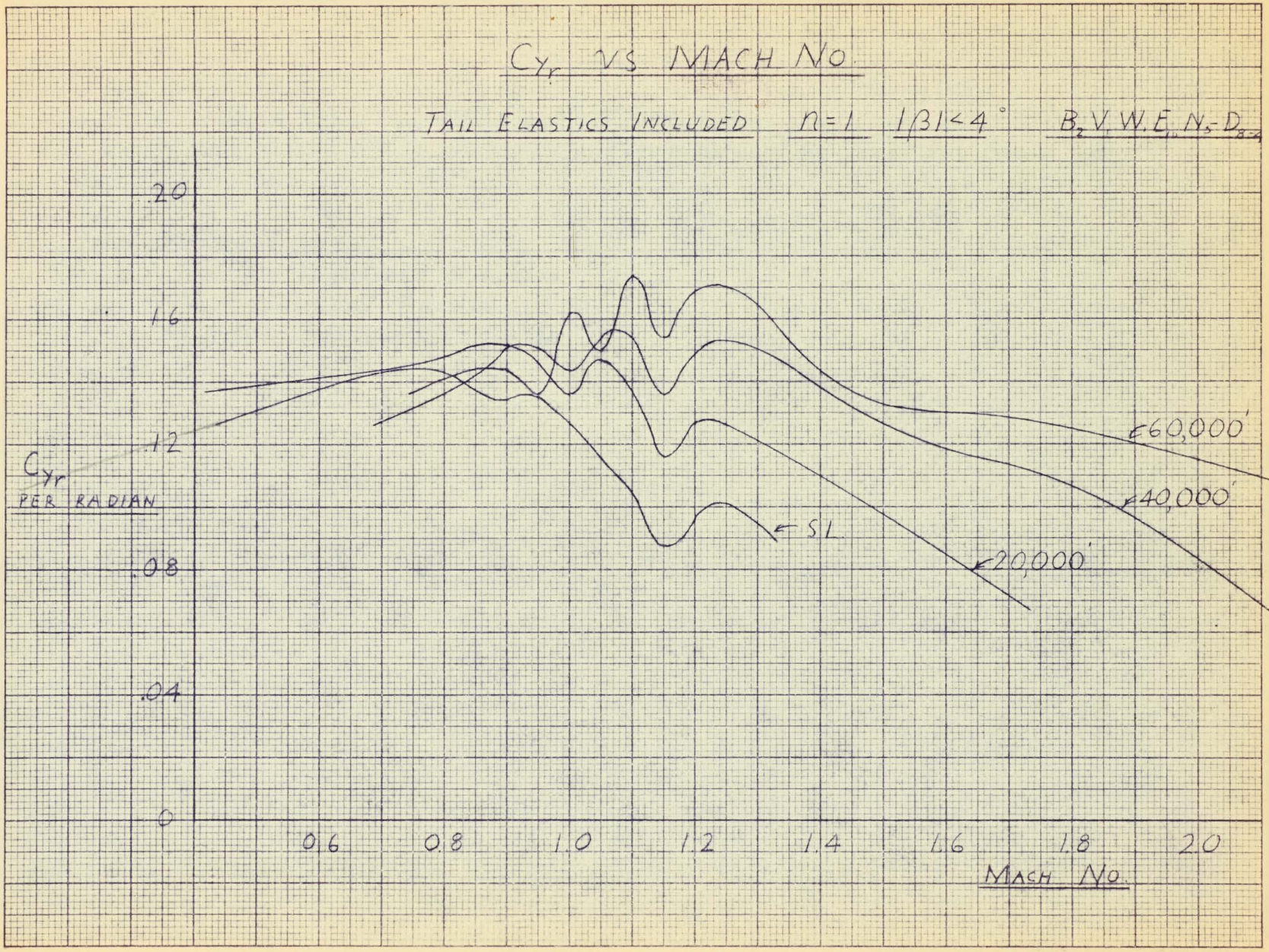
SHEET No. 3.3. REPORT No. P/Aero Data/61
DATE VIII 55 PREP. BY PRIDMORE



FORM 1746

K&E 10 X 10 TO THE ½ INCH 359-12 KEUFFEL & ESSER CO. MADE IN U.S.A.

K+E 10 X 10 TO THE ½ INCH 359-12
KEUFFEL & ESSER CO. MADE IN U.S.A.



4.3 P/AERODATA/61

K+E 10 X 10 TO THE ½ INCH 359-12
KEUFFEL & ESSER CO. MADE IN U.S.A.

AIRCRAFT A.U.W.

COMPONENT

SHEET No. 5.1

DATE July 1955

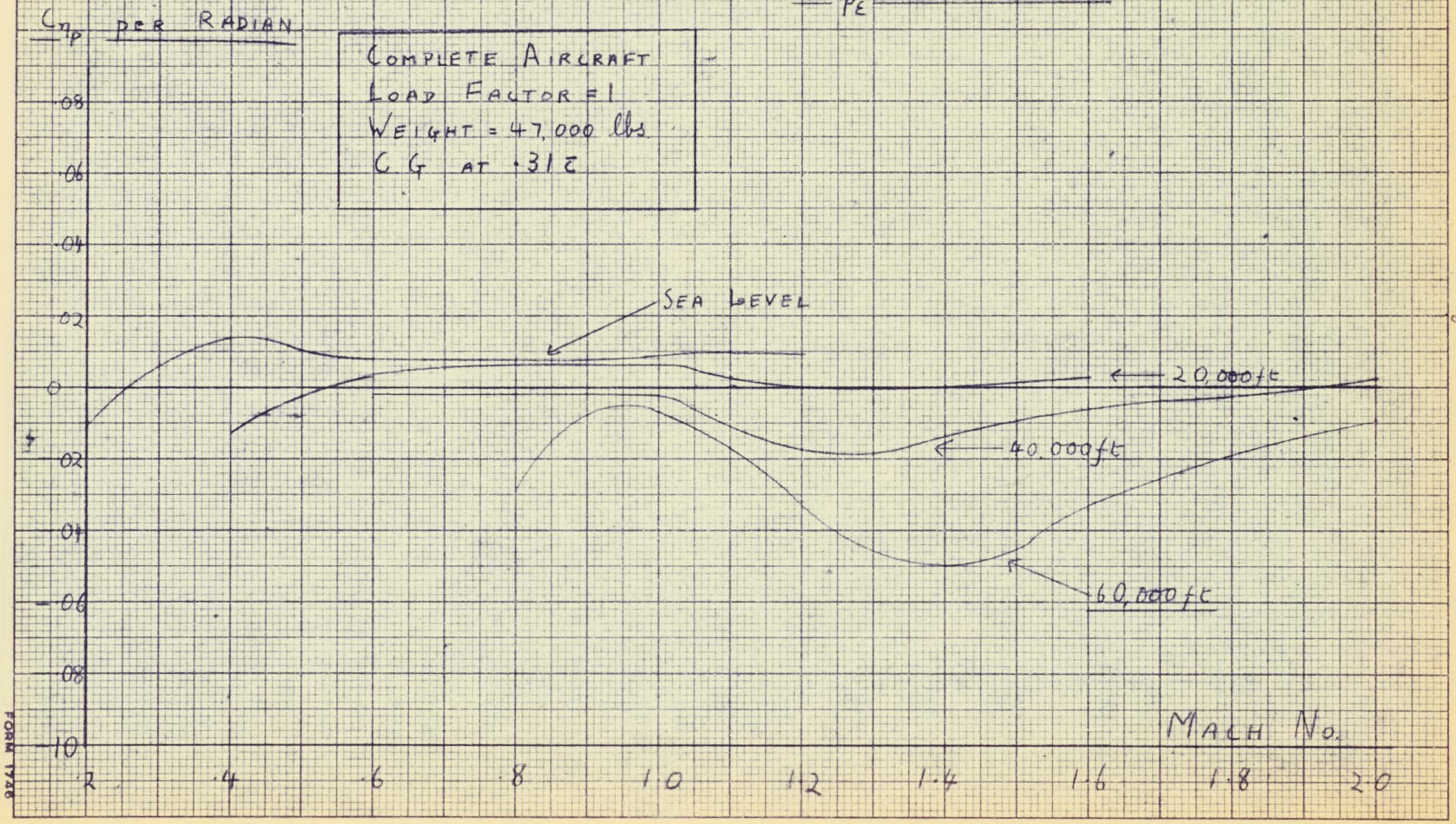
REPORT No. P/ZERO D.3.77/60

PREP. BY E. R. Fish

C-105

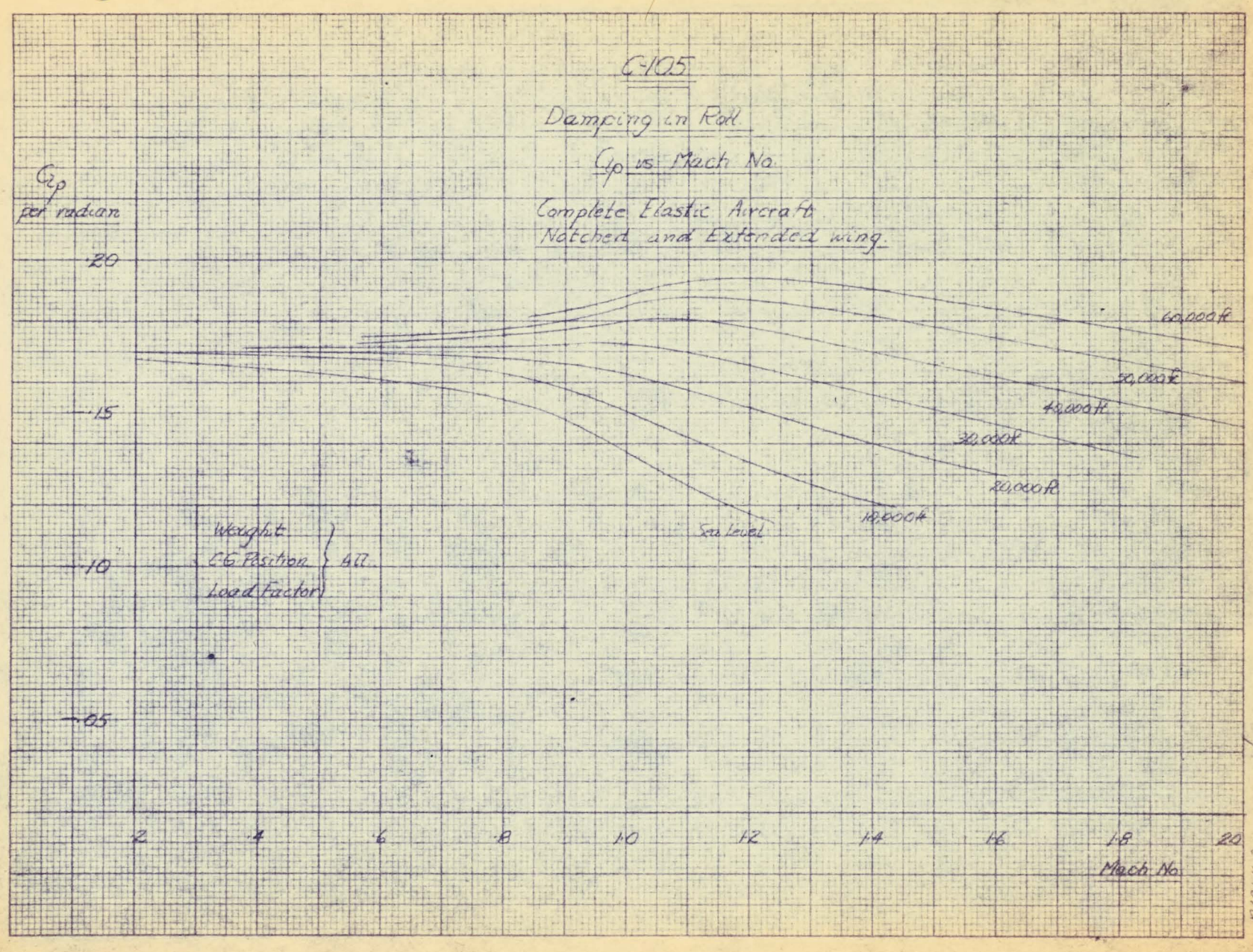
AEROELASTIC YAW DUE TO ROLL $|\beta| < 3°$

$C_{n_{PE}}$ VS MACH No



FORM 1748

K+E 10 X 10 TO THE ½ INCH 359-12
KEUFFEL & ESSER CO. MADE IN U.S.A.



P/AERO DATA/61 5·2
April 1955 C.A. Ford

Stal/76

K+E 10 X 10 TO THE ½ INCH 359-12
KEUFFEL & ESSER CO. MADE IN U.S.A.

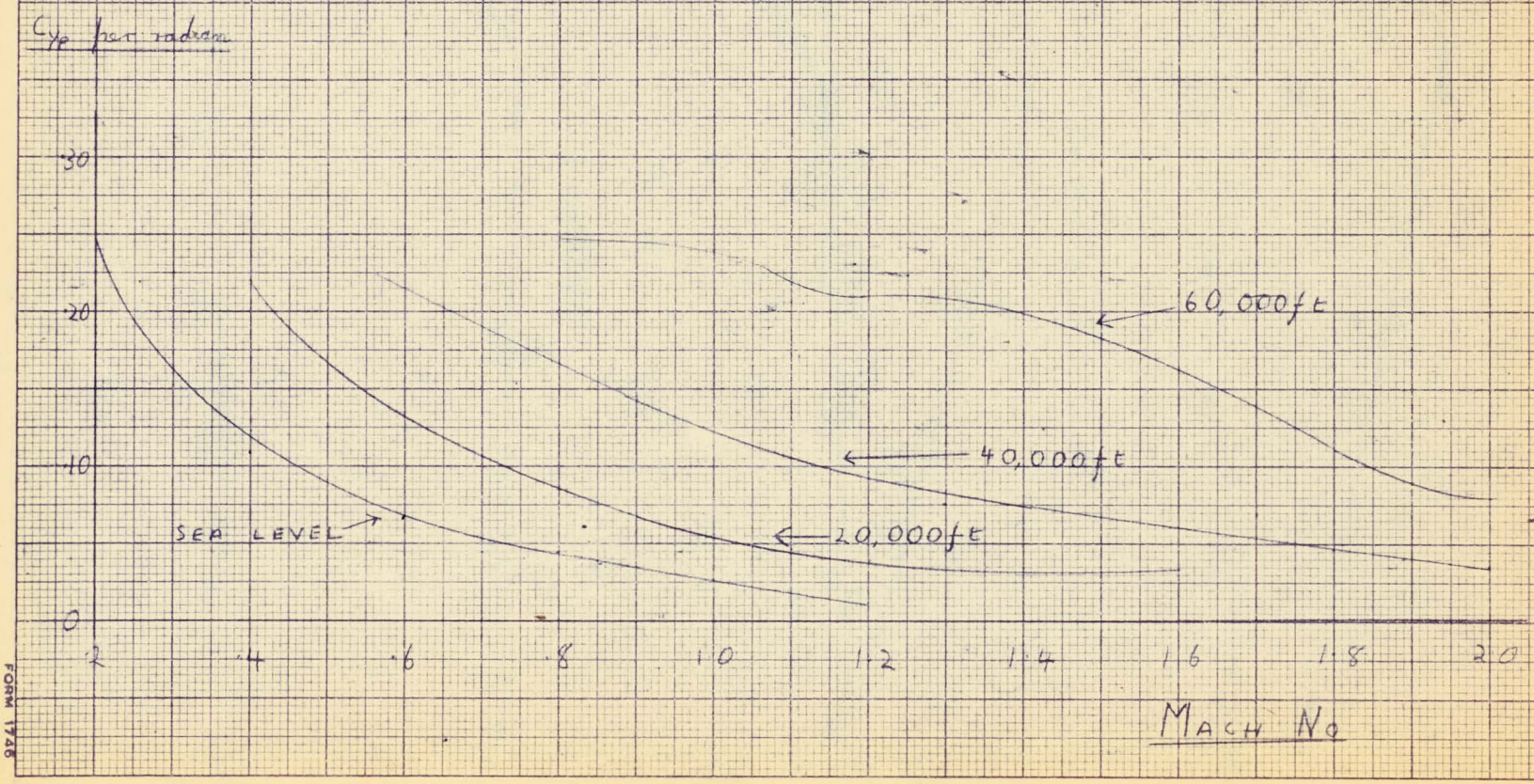
AIRCRAFT A.U.W. COMPONENT SHEET No. 5.3. REPORT No. P/AERO DATA/61
DATE July 1955 PREP. BY E.K. Fish

COMPLETE AIRCRAFT
LOAD FACTOR = 1
WEIGHT = 47,000 lbs
C.G. at .312

C-105

AEROELASTIC SIDE FORCE DUE TO ROLLING $|\beta| < 3°$

$C_{Y_{P_E}}$ VS MACH No



FORM 1746