

QC
Auro
C-105
P/WT/50

QCX
Auro
CF105
P-WT-50

13

FILE IN VAULT

C-105 ^{AFW} ANALYZED P/Wind Tunnel/50

G.A.L. WIND TUNNEL TESTS

DERIVATIVES & ZERO VALUES

OCTOBER 1954 TESTS

Copy 2

UNCLASSIFIED

ANALYZED



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et de génie mécanique

TO
A

DATE

Report no.: QCX - AVRO - CF105 - P-WT-50

has been ☐ downgraded to: _____

☒ de-classified

by (Name): Michel W. Drapeau

(Dept.): A/DND Coordinator, Access to Information

Date: Dec. 7, 1992

R. Dugan
Signature



45107

12417887



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A. V. ROE CANADA LIMITED
MALTON - ONTARIO

TECHNICAL DEPARTMENT (Aircraft)

AIRCRAFT:

REPORT NO. P/WIND TUNNEL/50

FILE NO.

NO OF SHEETS: _____

TITLE:

C.A.L. WIND TUNNEL TESTS

DERIVATIVES AND ZERO VALUES

OCTOBER 1954 TEST

Classification ^{confirmed as:} ~~cancelled / changed to:~~ UNCLASSIFIED

By authority of: DRDA 7/DARFT 5-8/DAS Eng 6-4-5

Date: 5 Nov 1992

Signature: _____

B. Aubrey

Unit / Rank / Appointment: DSIS 3, Secretary CRAD HQ DRP

PREPARED BY

DATE

CHECKED BY

DATE

SUPERVISED BY

DATE

APPROVED BY

DATE

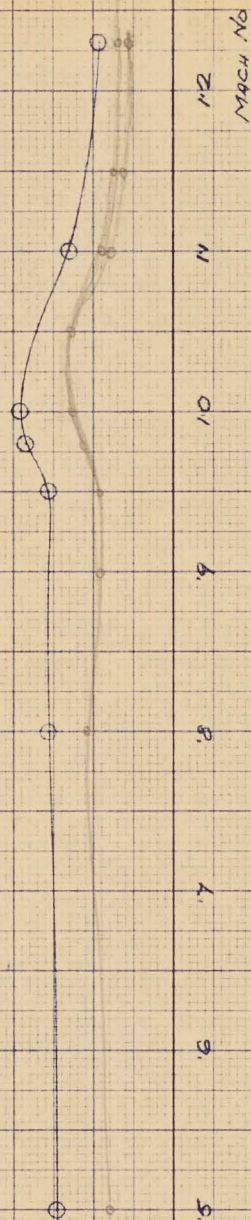
ISSUE NO.	REVISION NO.	REVISED BY	APPROVED BY	DATE	REMARKS

CLOS
CAL. H.T. TESTS OCT. 54

α_0 VS MACH No
C3 B4 W9 K2 R3 N4 S

UNCLASSIFIED
NON CLASSIFIE

δ



PJWR 150 1.2.
Nov/54 Kurokawa

Q.E.
-50444

C-1005
CAL. NT TESTS (OCT 52)
25 13 MATCH NO
843 NO 13 R. 1145

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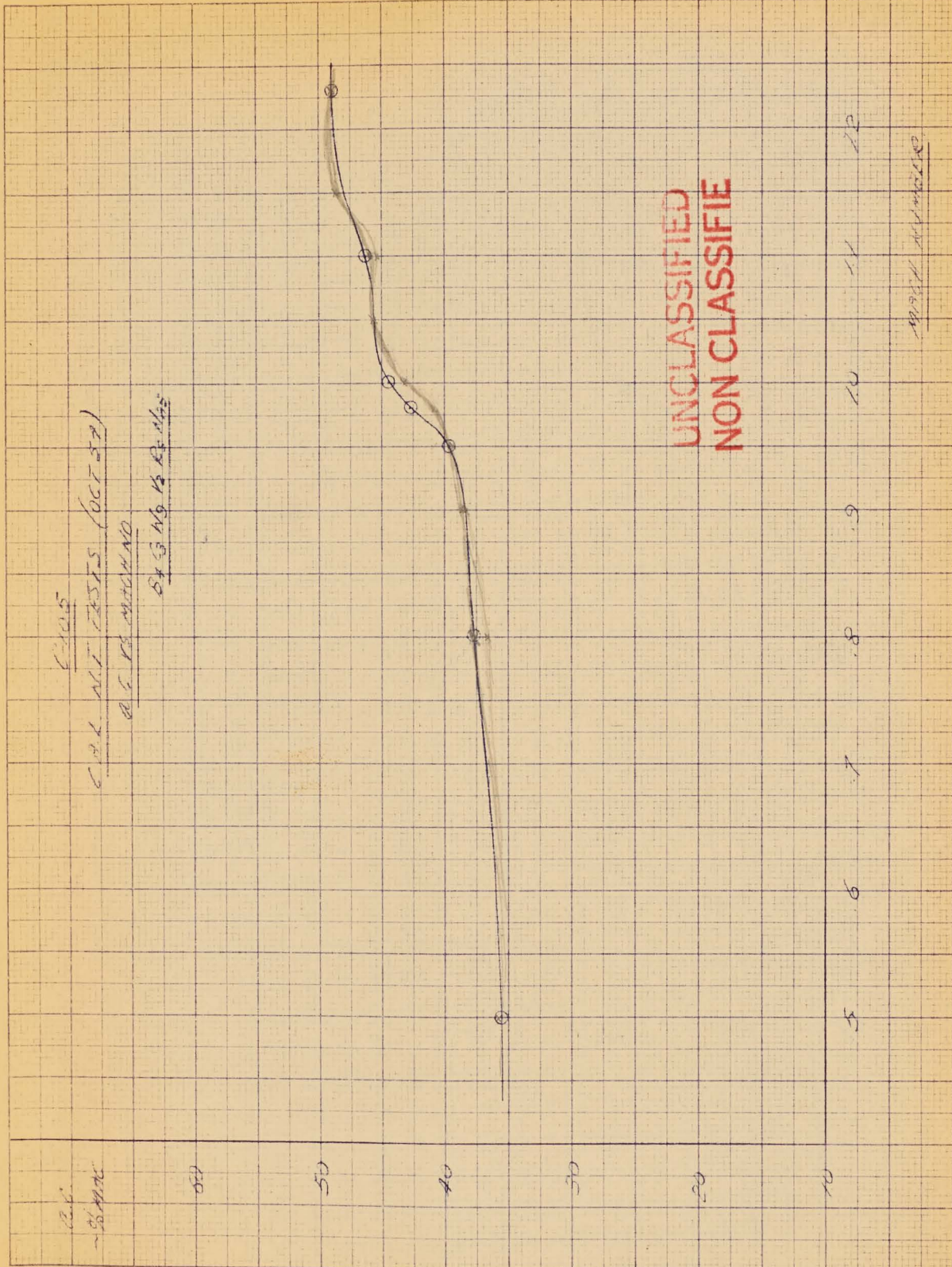
12

MADE IN U.S.A.

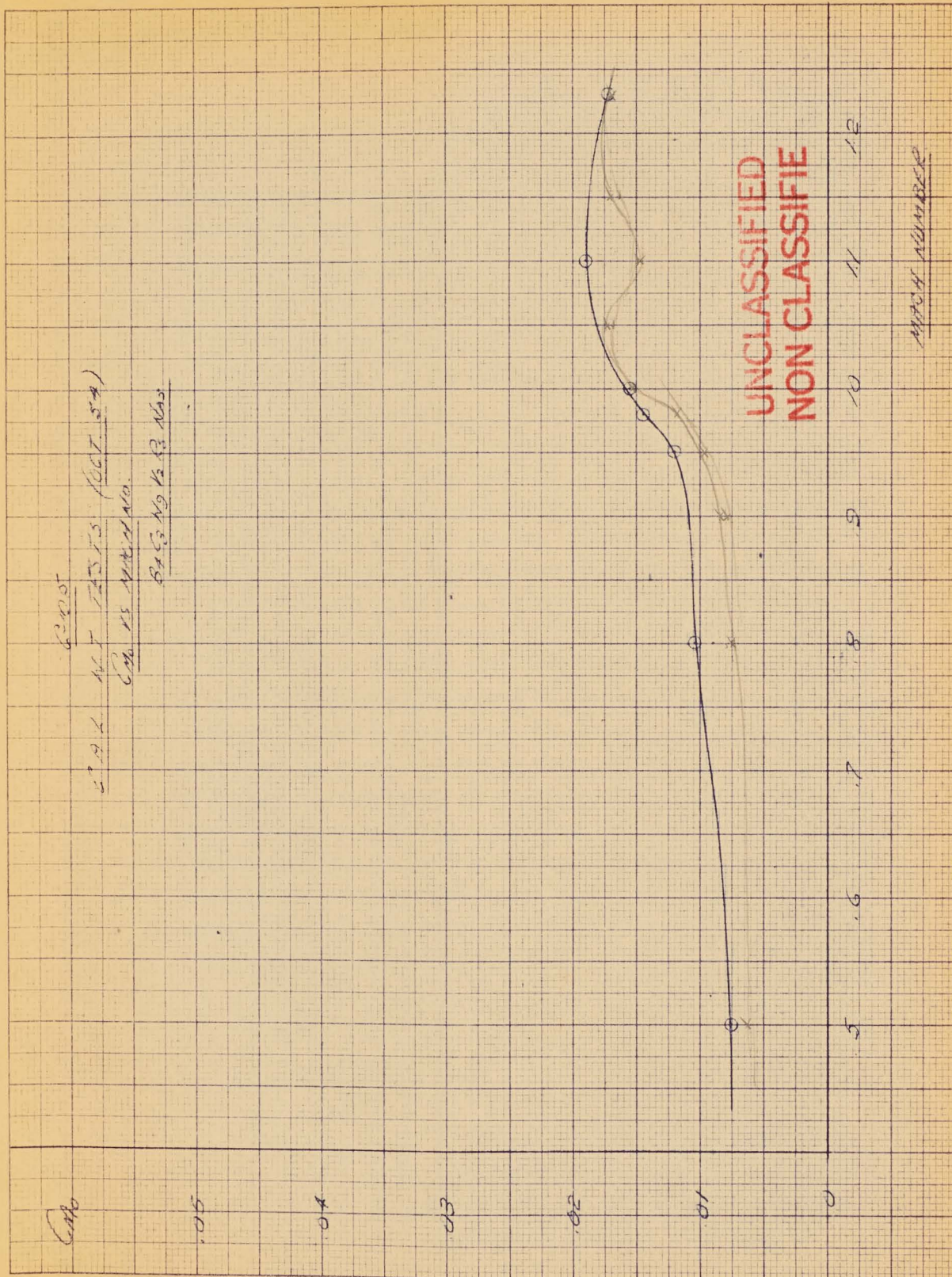
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NON CLASSIFIE

2.1.
PCT. 5-2

P/10 T/50



2.2. P/WT 140
807.54. CLARK



C.105
C.A.L. WIND TUNNEL TESTS OCT 54
S. B. 47 K₂ K₃ N₂

C_L vs α

$\alpha = 2^\circ$

MACH No

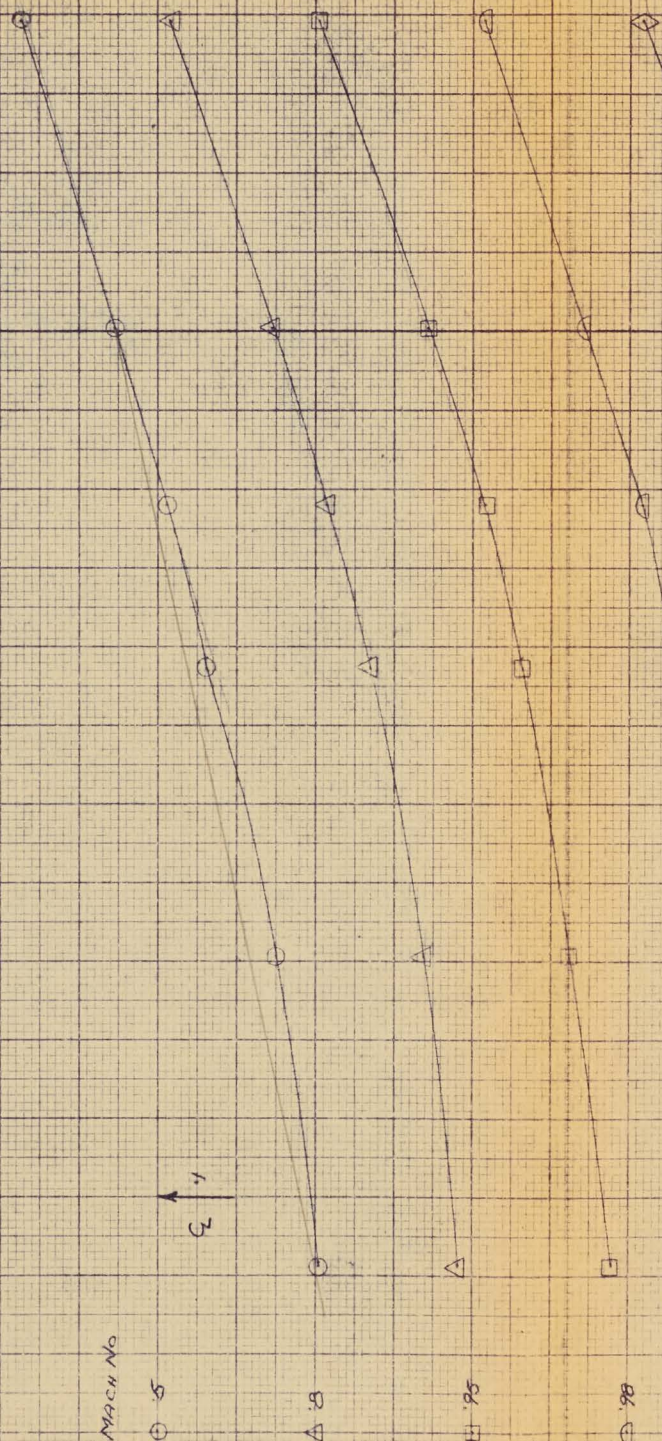
⊕ 5

Δ 3

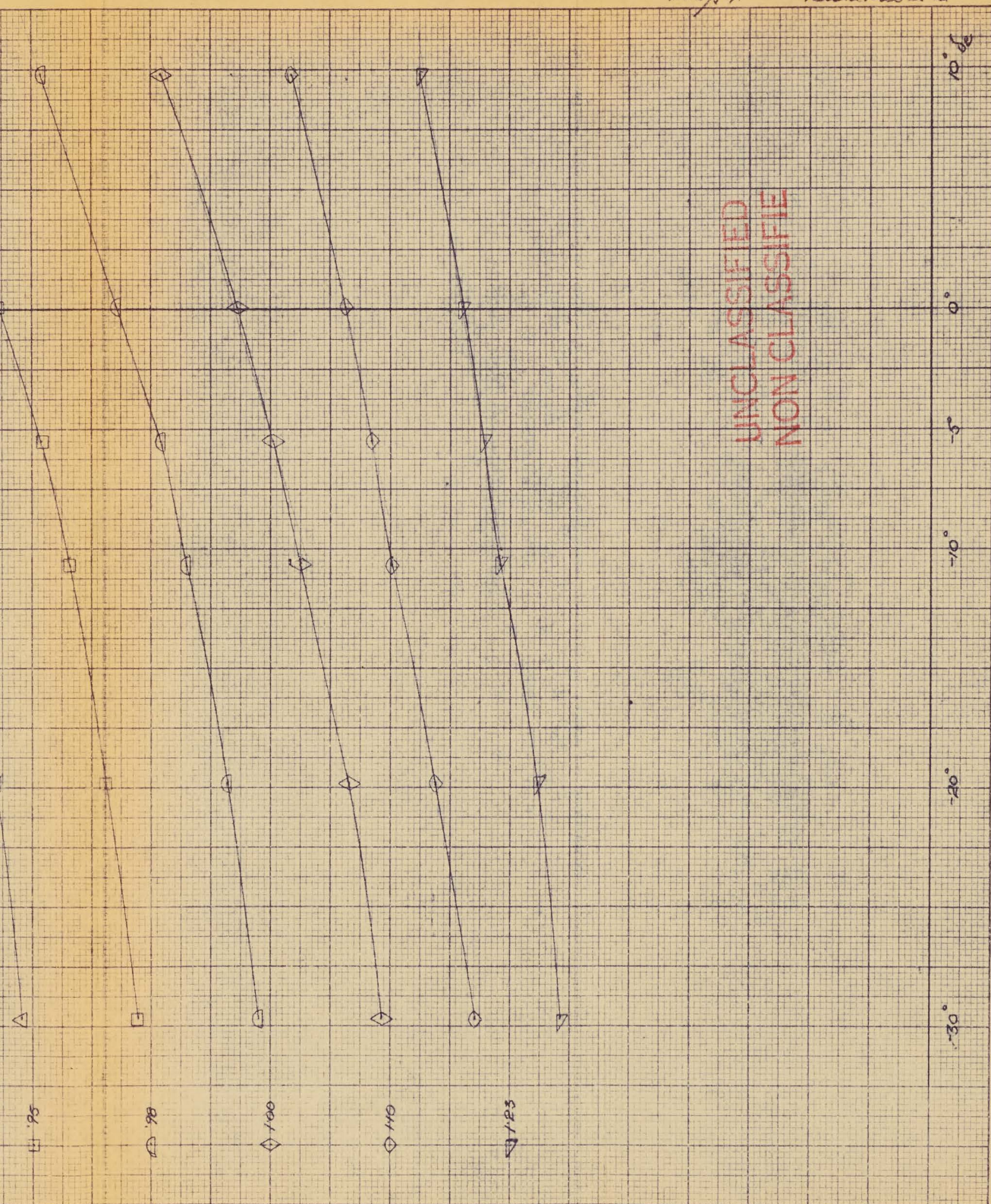
□ 25

◇ 98

↑
C_L



3.1.2. P/WF 150
Nov/54 Khatkholi



C105
C.A.L. WIND TUNNEL TESTS OCT. 54

$C_3 B_4 H_9 V_1 R_3 N_2$

C_L vs σ_c

$\alpha = 6^\circ$

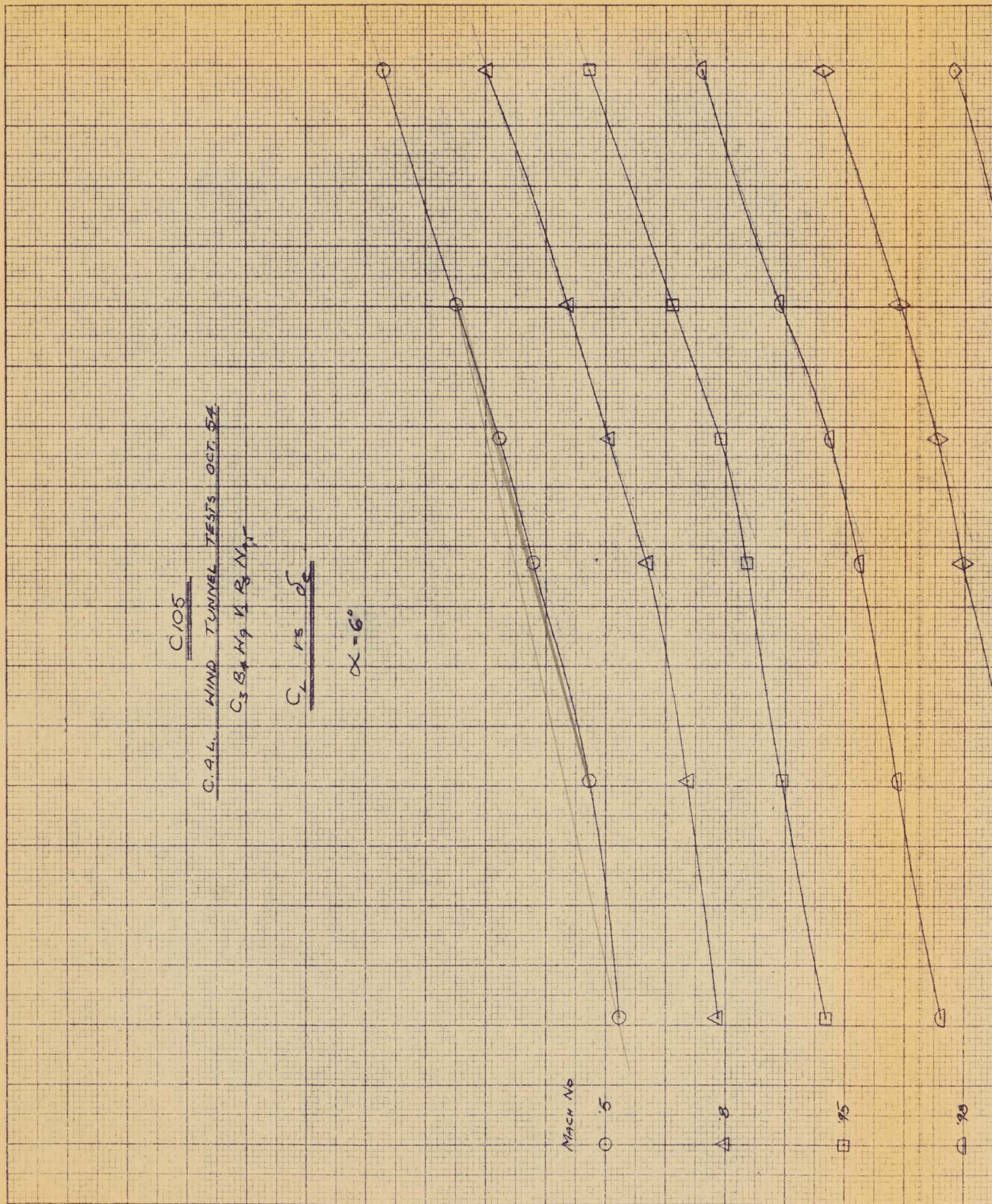
MACH No

0.5

0.8

0.95

1.2



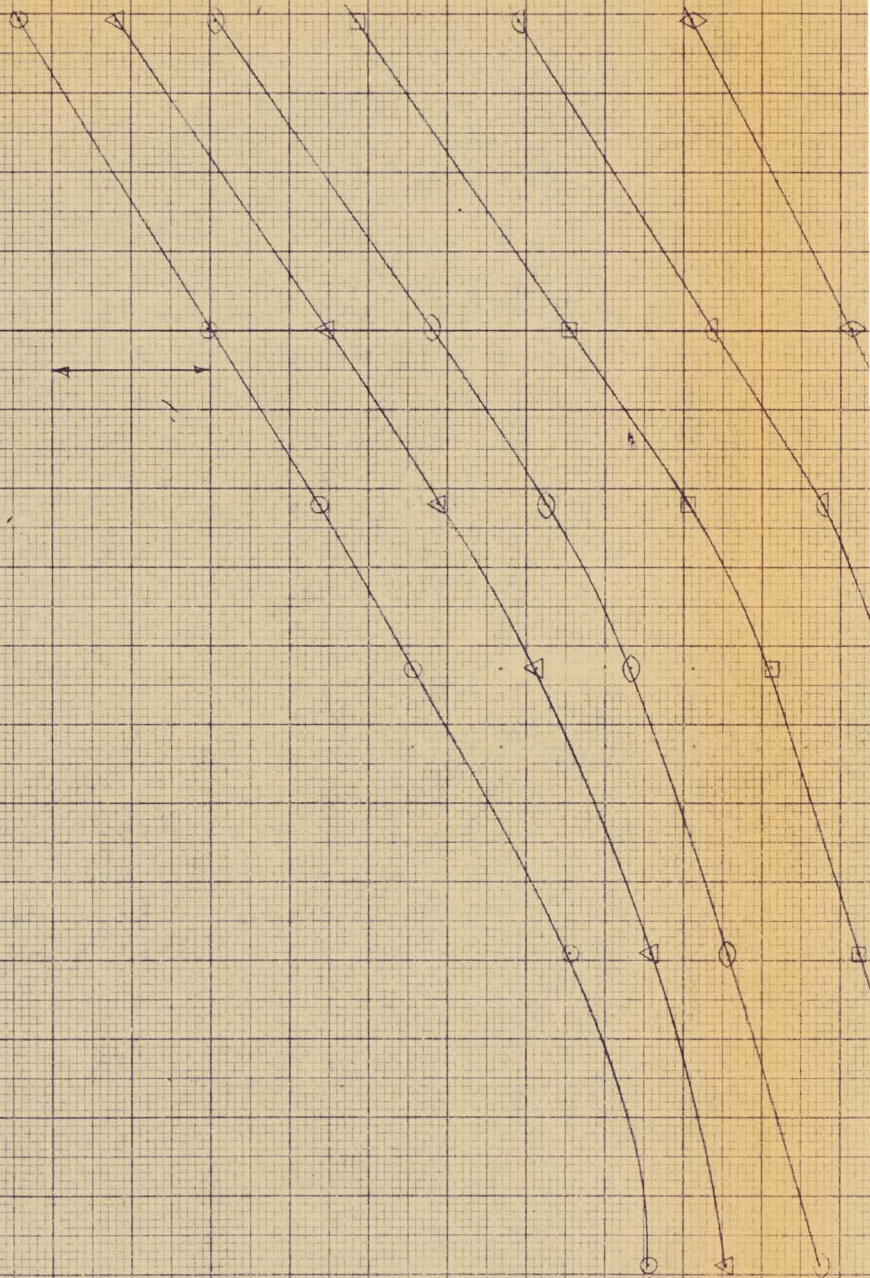
CAD
 C.A. 1 WIND TUNNEL TESTS (ACISX)

$C_p = 1.5$

$\alpha = 9^\circ$

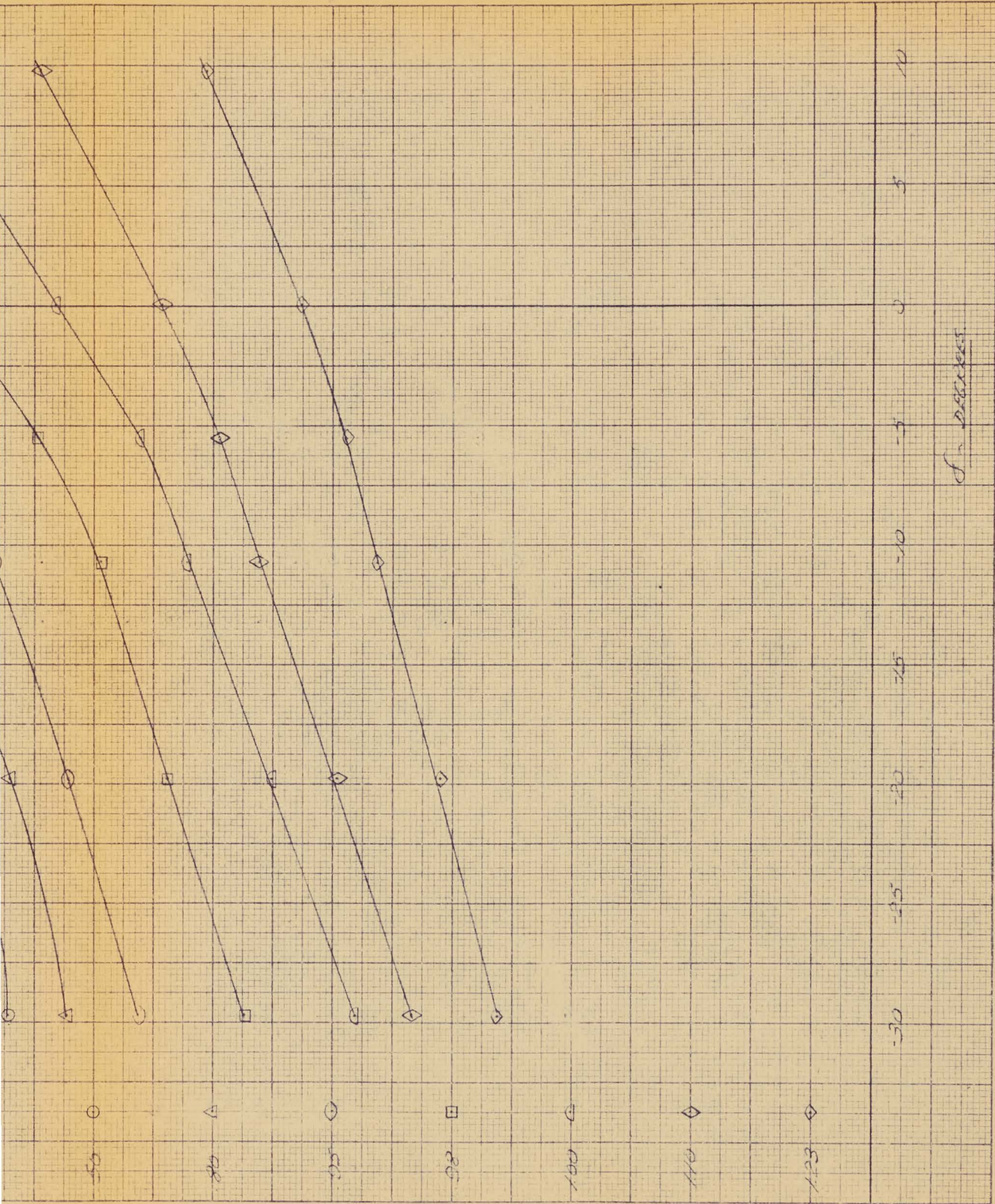
Base 1/2 to 1/2 ft

C_p



3.1.5

P/W T/50.
CARR.



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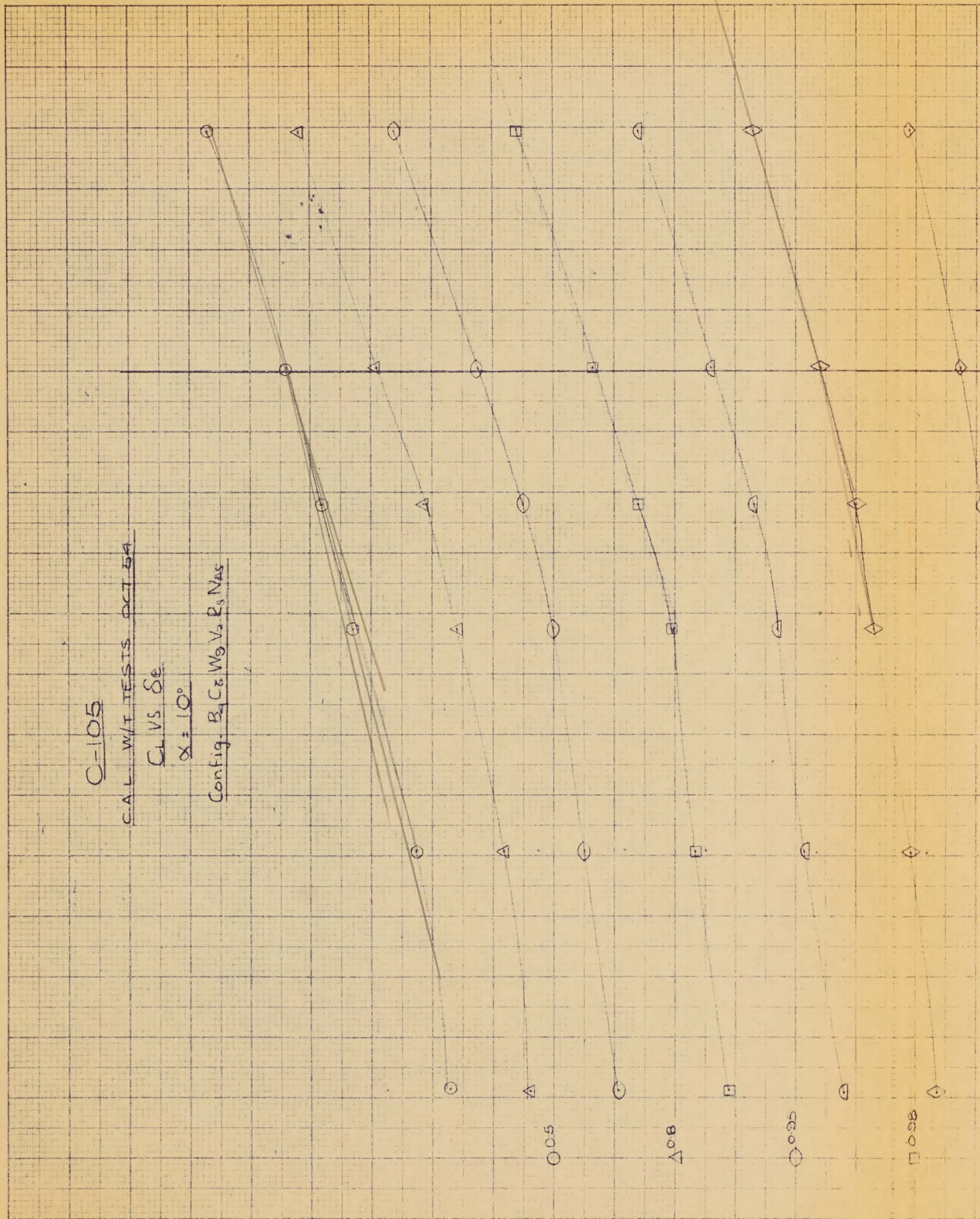
C-105

CAL. W/T TESTS OCT 54

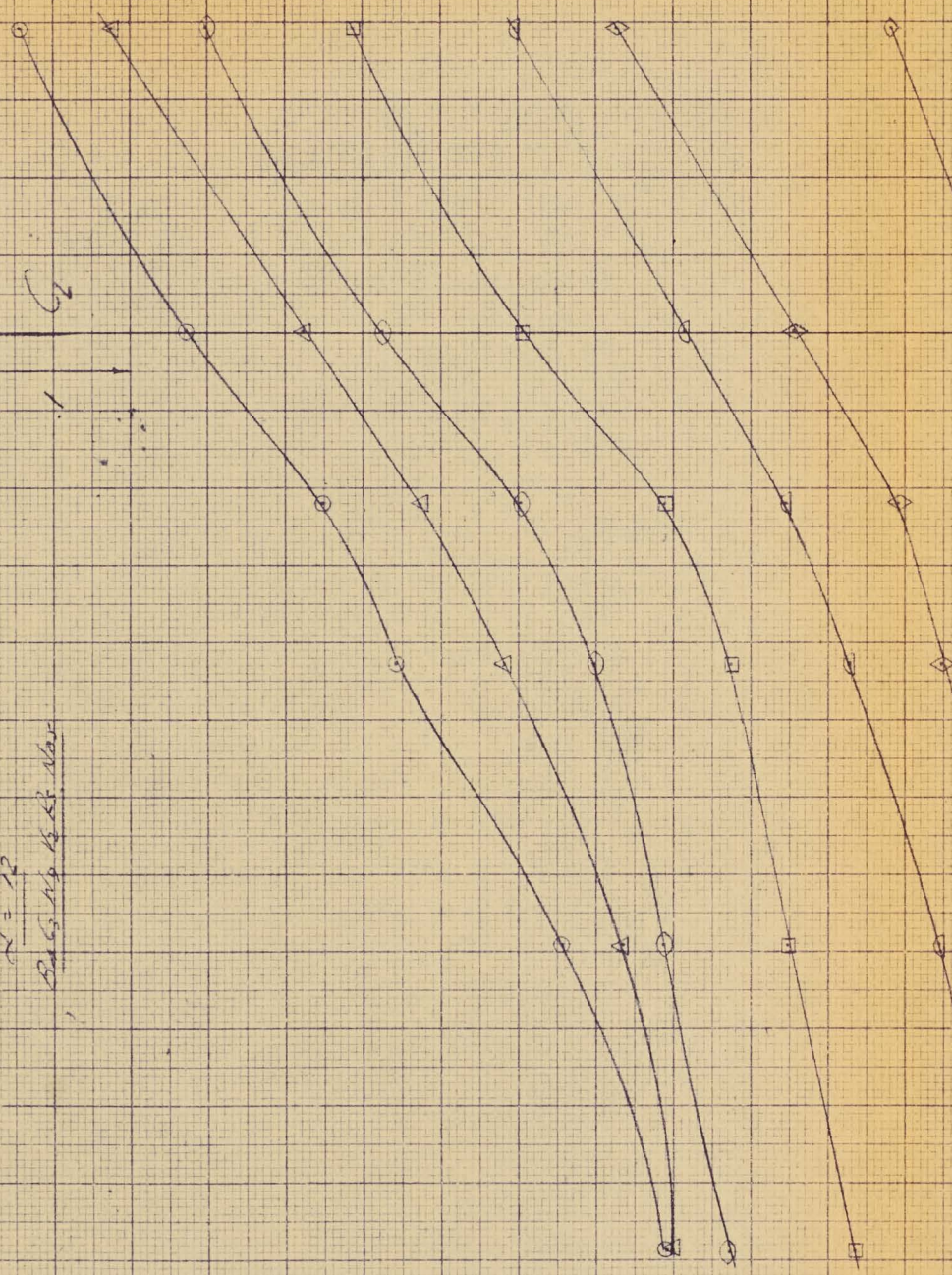
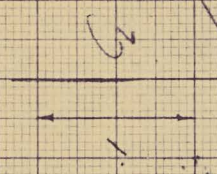
CL VS δ_e

$\alpha = 10^\circ$

Config. $B_1 C_2 W_3 V_2 R_3 N_{AS}$

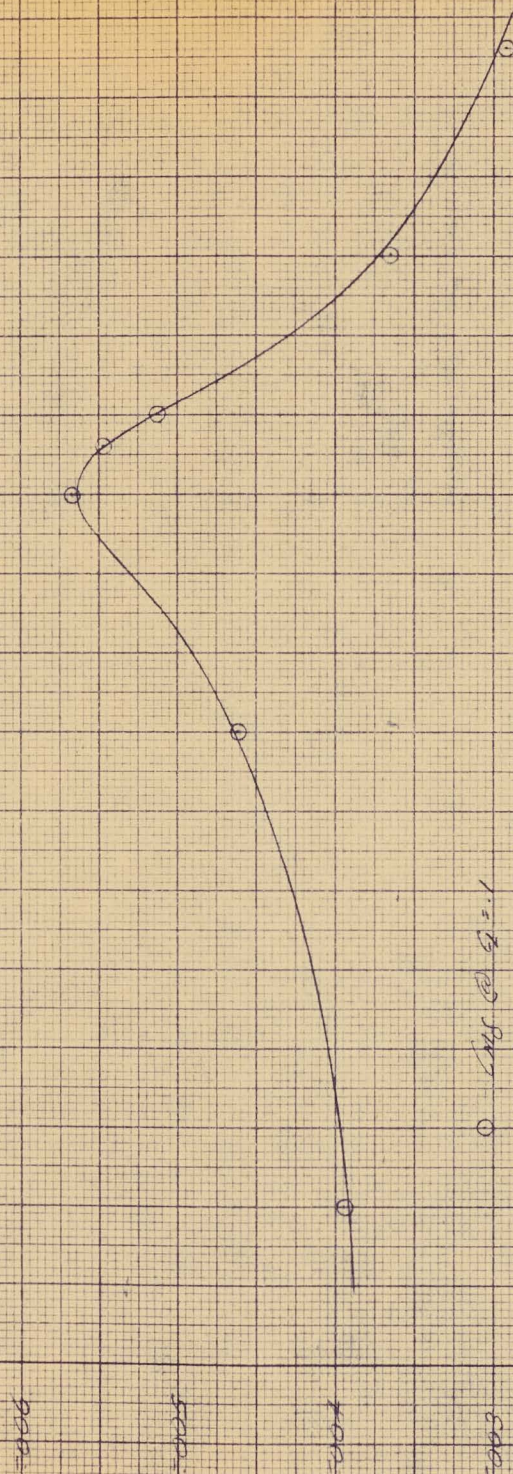


C105
 C.P. & WIND TUNNEL TESTS (OUT 54)
 C.P.S. 5
 N = 12
 BASE NO. 4 ST. MAR



1945
 1946
 1947

12/10/5
 15 11/12/11 10
 8 13/10 15 13 12/11



① $\frac{1}{\sin \theta} = \text{const}$ $\frac{1}{\sin \theta} = \frac{1}{\sin 30^\circ}$ $\frac{1}{\sin \theta} = \frac{1}{\sin 45^\circ}$ $\frac{1}{\sin \theta} = \frac{1}{\sin 60^\circ}$ $\frac{1}{\sin \theta} = \frac{1}{\sin 75^\circ}$ $\frac{1}{\sin \theta} = \frac{1}{\sin 90^\circ}$

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3.2.3 P/W.T./50.
FEB 55 CLARK.

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二

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2004-2005

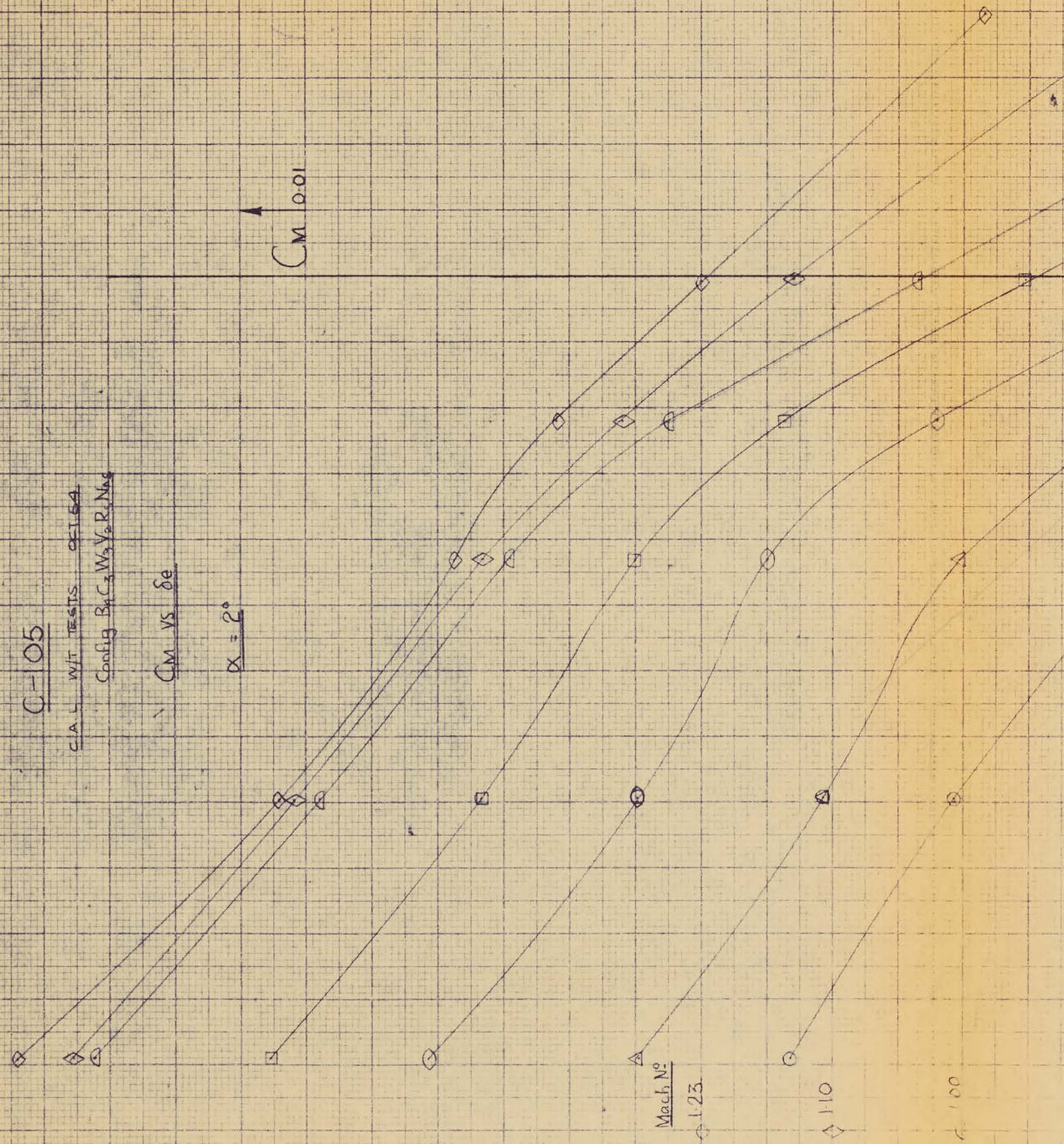
C-105

CALC W/T TESTS OF 15A
Config B₁ C₃ W₃ V₃ P₁ N₆g

C_M VS δe

$\alpha = 2^\circ$

C_M 0.01



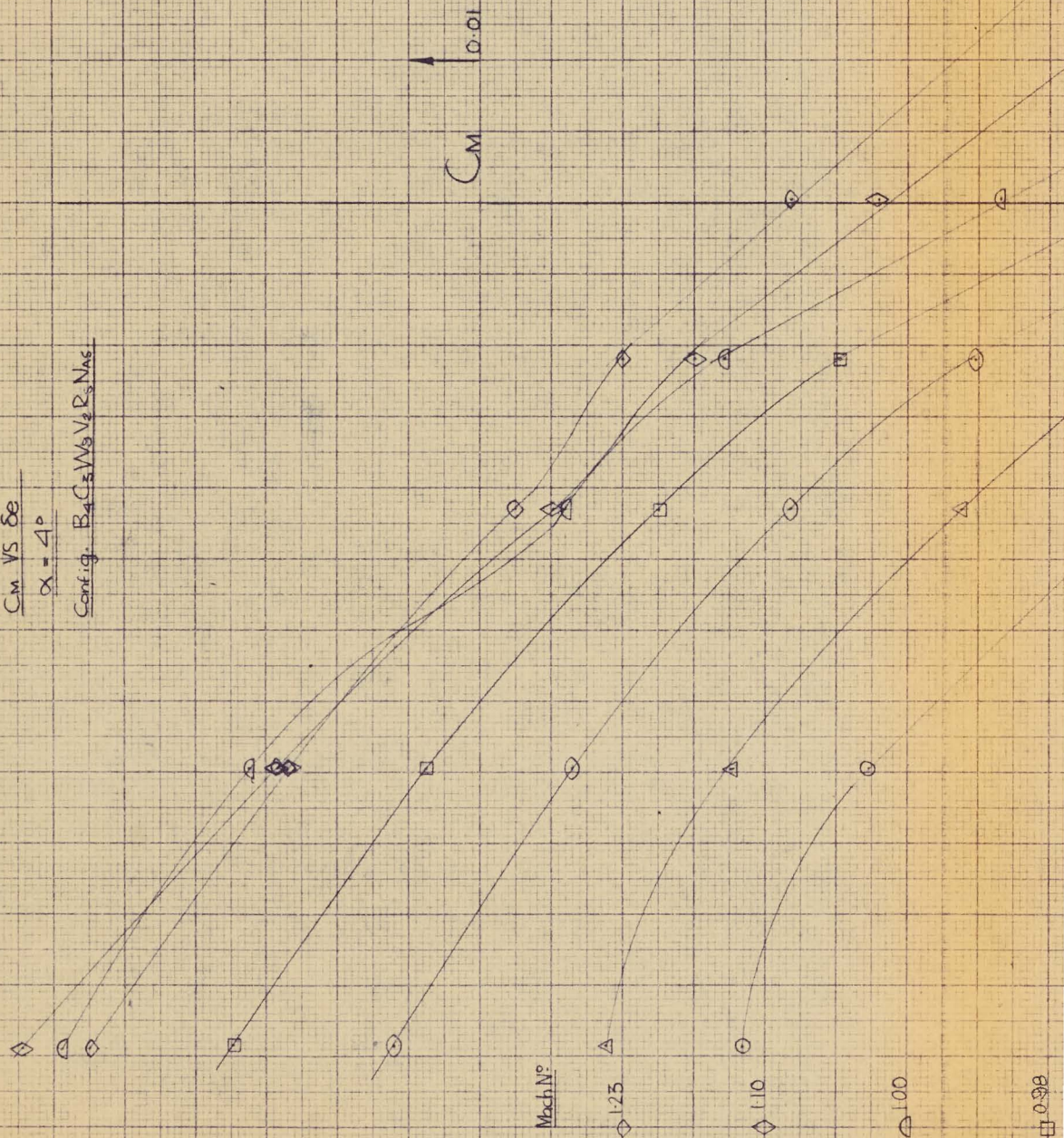
C-105

SAL W/T TESTS OCT 54

C_m VS δe

$\alpha = 4^\circ$

Conf. g. $B_4 C_3 W_3 V_2 R_5 N_{48}$

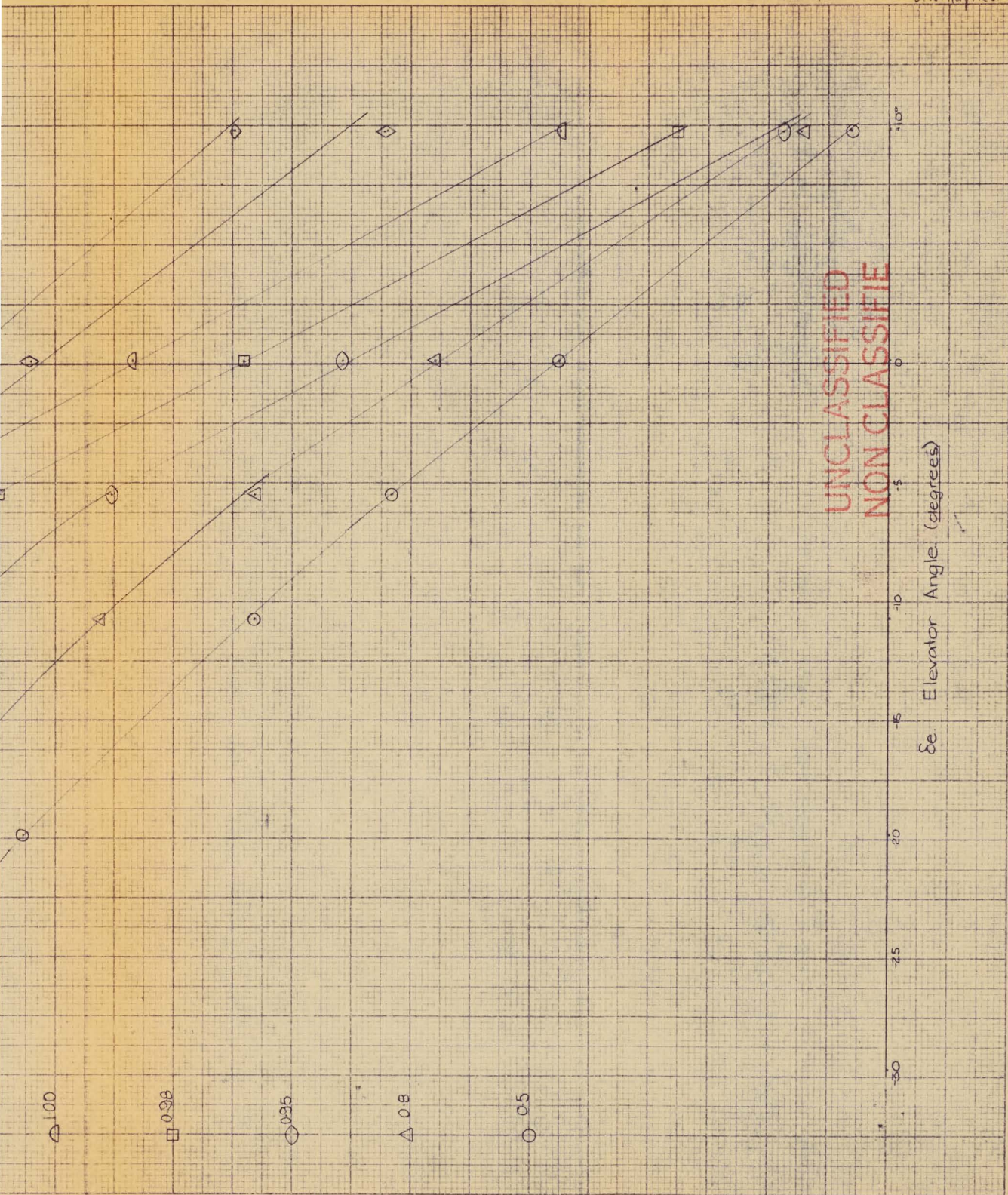


D/WT/50

3-3-3.

Oct 54

G. W. Haynes.



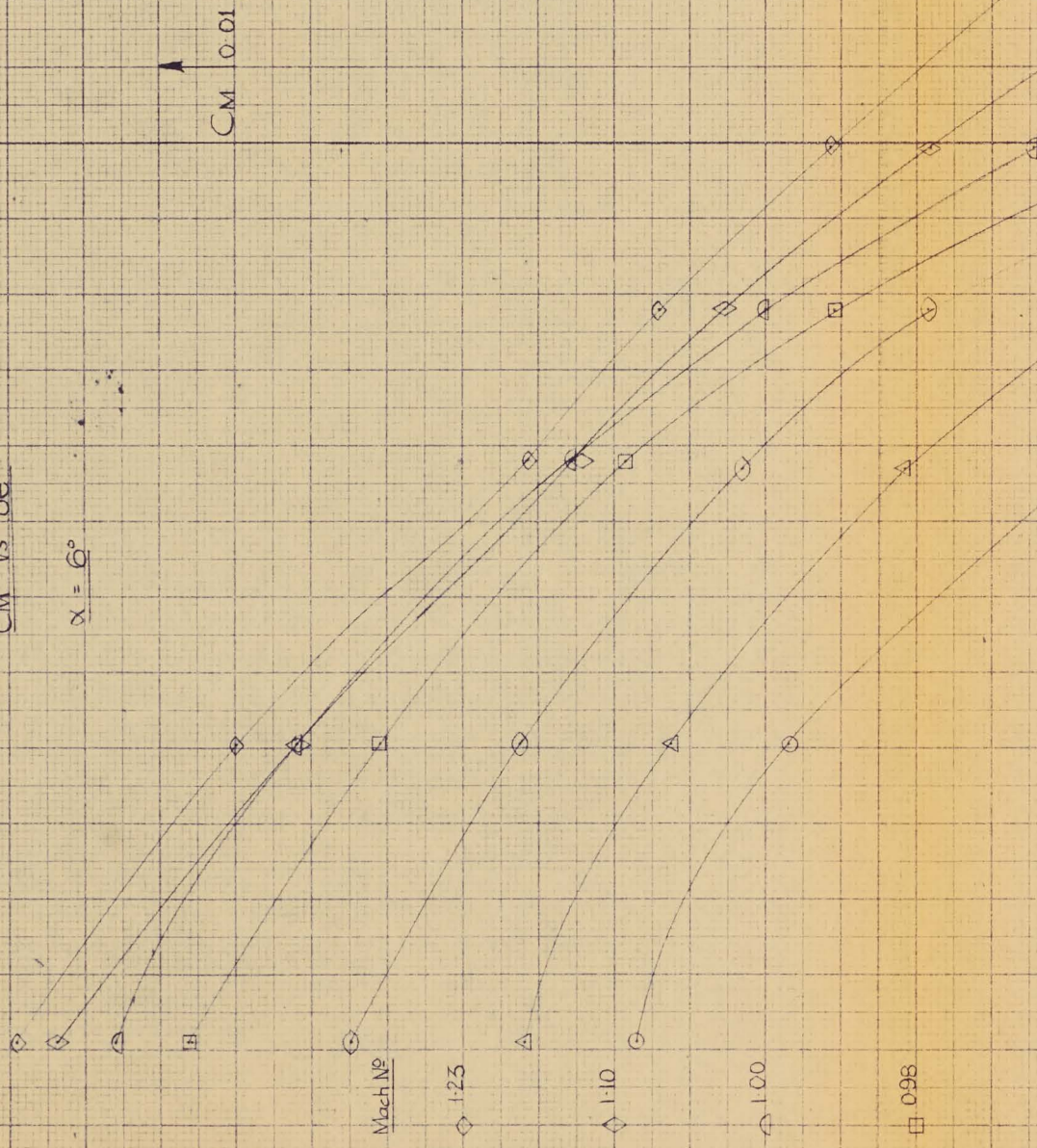
C-105

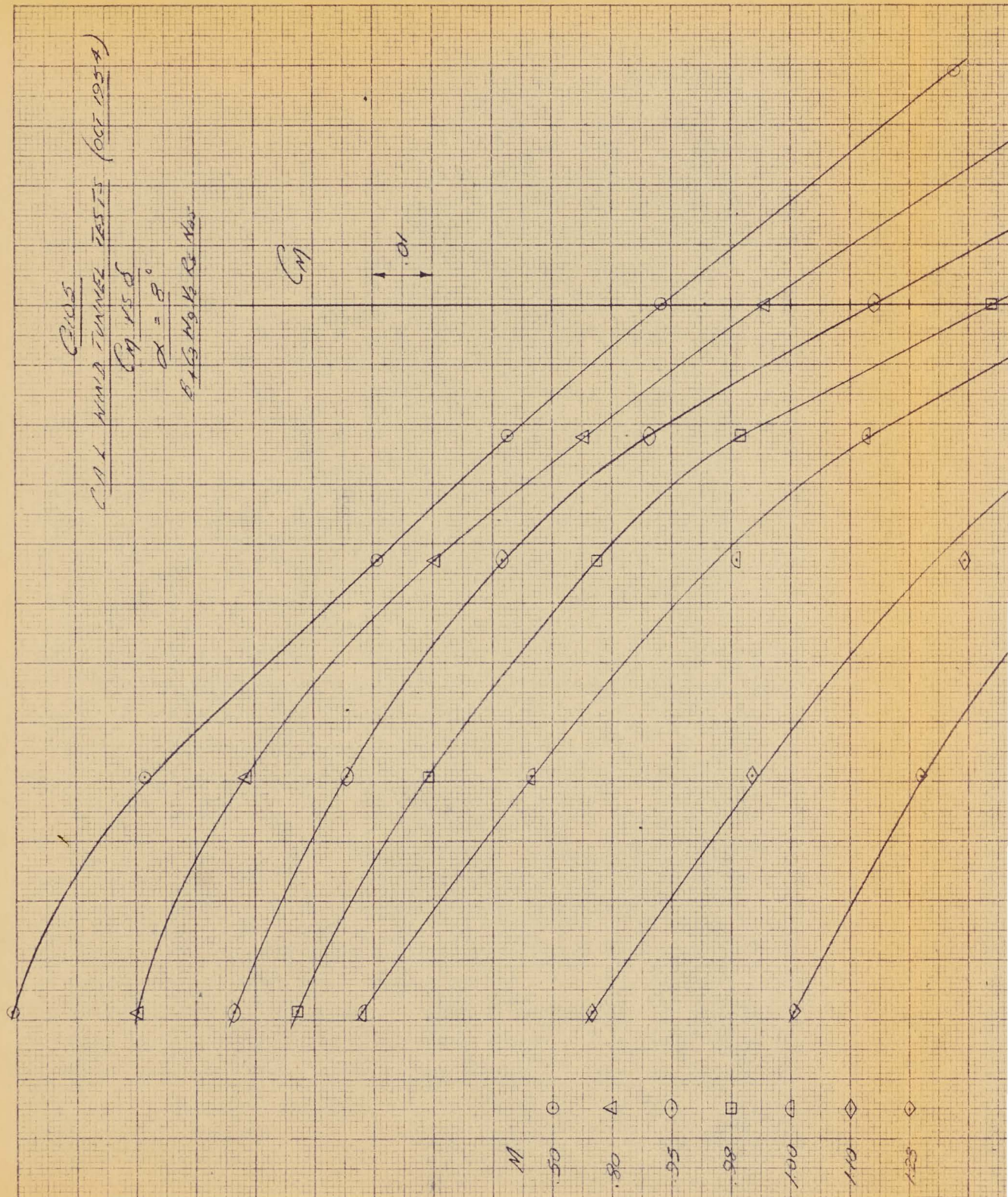
CAL W/T TESTS OCT 64

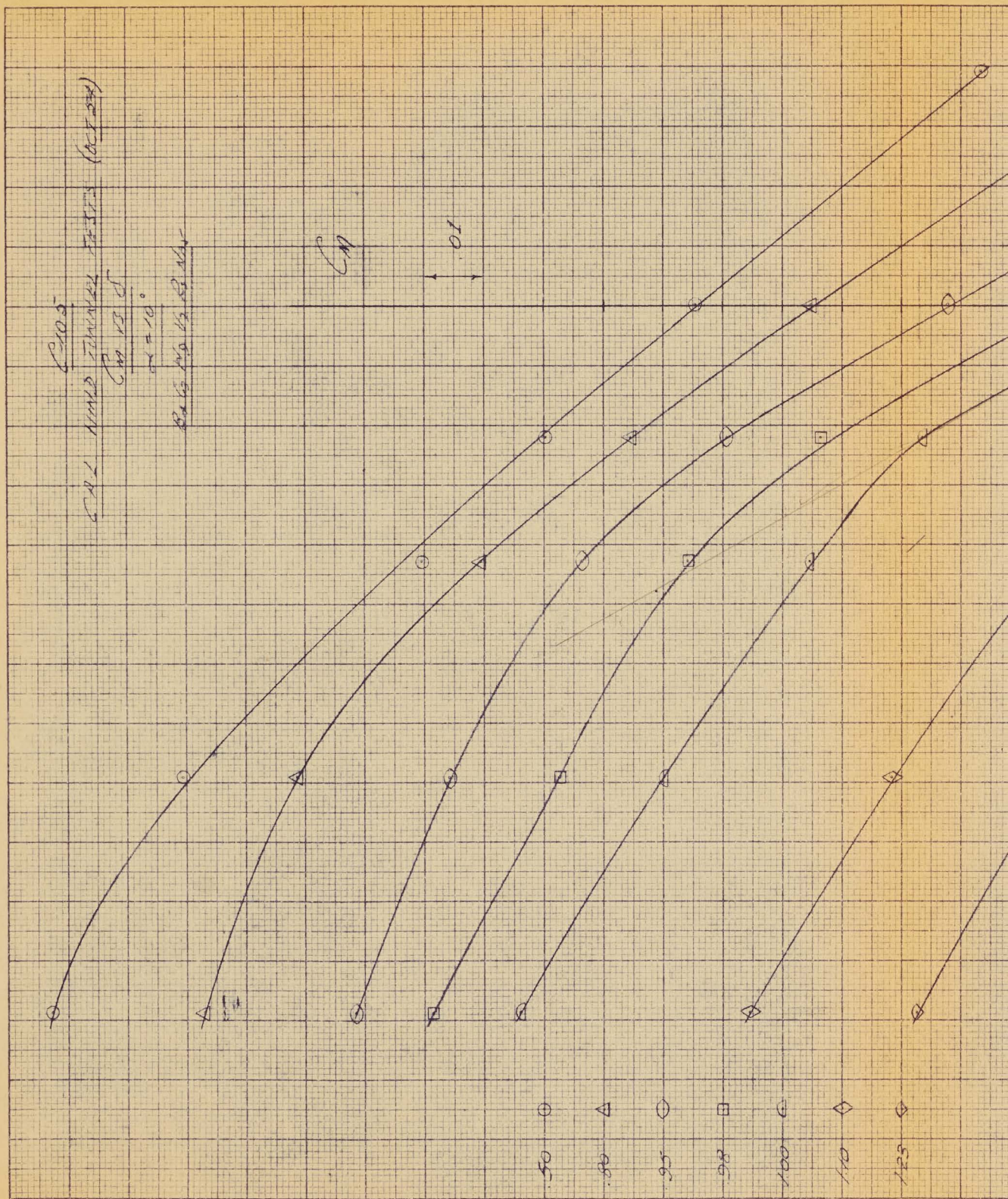
Config B4 C3 W3 V2 R5 N45

CM vs δe

$\alpha = 6^\circ$







AIRCRAFT C105
A. U. W.

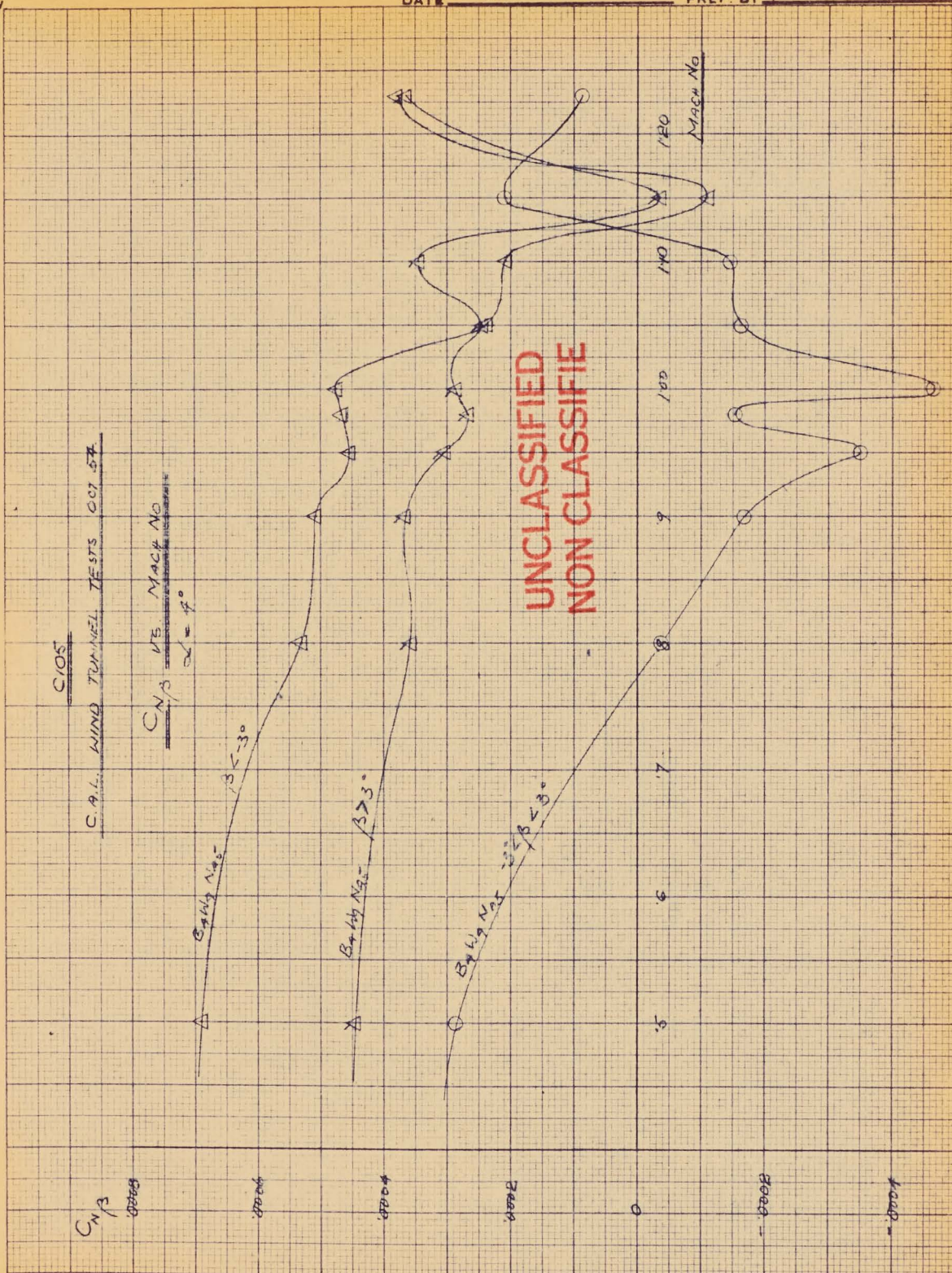
COMPONENT

SHEET No. 4.1.3.

DATE Oct 54

REPORT No. P/NT/50.

PREP. BY Kurakowski



C-105

Calc. WT. TESTS OCT 54

C₁₈ vs Mach No

Config B₄C₅N₆N_{5a}

$\alpha = 0$

C₁₈ (degrees)

C₁₈

C₁₈

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C-105

CAL. WT TESTS OCT 54

C₁₀ is M

Config B₁ C₁₀ V₂ R₃ N₆ A

$\alpha = 40^\circ$

Modh. No

12

11

10

09

08

07

06

05

04

03

02

01

C₁₀ - 0008
(Degrees)

- 0010

- 0012

- 0014

- 0016

$\Delta - 30^\circ 8' 73''$

$\Delta - 30^\circ 8' 73''$

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C-105

CAL W/T TESTS OCT 54

C_{LB} vs M

Config $B_4 C_5 V_2 R_3 N_5 A$

$\alpha = 6^\circ$

Mach No

0.5 0.6 0.7 0.8 0.9 1.0 1.1 1.2

-00005

-00010

-00015

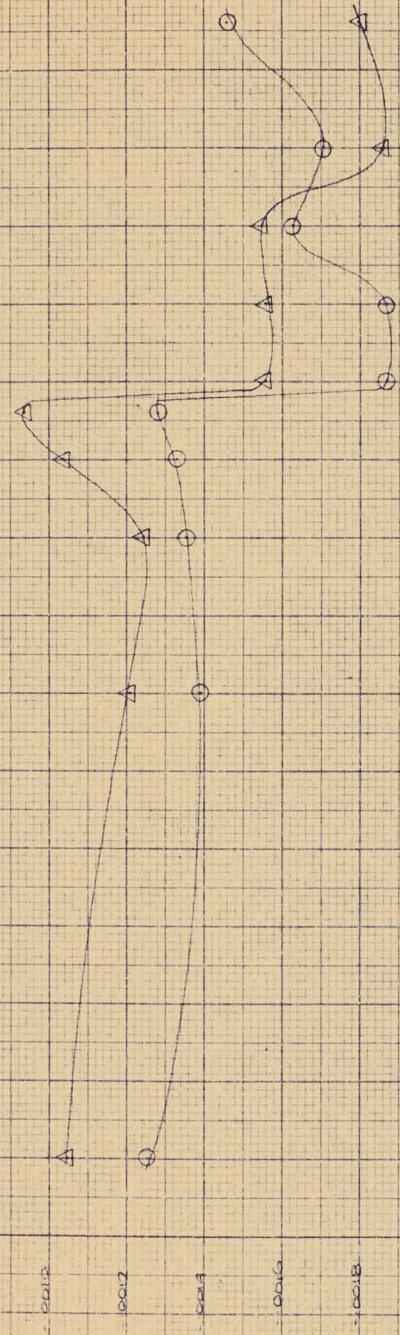
-00020

-00025

-00030

C_{LB}

(Degrees) 10020



A $-3^\circ > \beta > 3^\circ$

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

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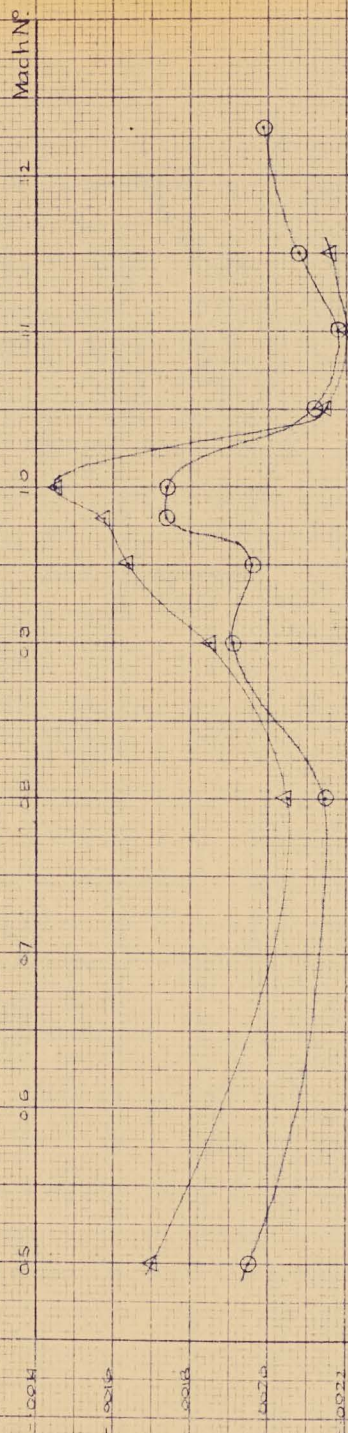
5010

CAL W/T ESTS OCT 24.

CIB vs M

Config - B4C5V2R5N5A1

810



Сиб - 0029

Dearest

0026

2 NO
✓
NO
✓
N°
-
C

△
M
△
M
△
M
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UNCLASSIFIED
UNCLASSIFIED
NON CLASSIFIE

AIRCRAFT
A. U. W.

COMPONENT

SHEET No. 4.3.1

REPORT No. P/WT/50

DATE 1 Nov. 1954

PREP BY C.A. Ford

C-105

C_{Y_3} vs Mach Number

C.A.L. Wind Tunnel Tests Oct. 1954

C_{Y_3}
per degree

-0.08

-0.06

-0.04

-0.02

0

- $\alpha = 0^\circ$
- △ $\alpha = 2.1^\circ$
- ◇ $\alpha = 4.2^\circ$
- $\alpha = 6.3^\circ$
- $\alpha = 10.5^\circ$

$-40 < \beta < 40$

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Mach Number:
10 11 12

AIRCRAFT C-105
A. U. W.

COMPONENT

SHEET No. 4.32
DATE 1 Nov. 1954

REPORT No. P/WT/50
PREP. BY C.A. Ford

C-105

C_{yp} vs Mach Number

CAL Wind Tunnel Tests ~ Oct. 1954

C_{yp} per
1/3 deg.

-0.10

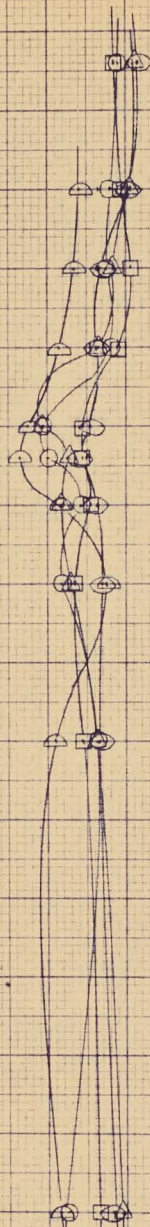
-0.08

-0.06

-0.04

-0.02

0



$-4^\circ > \beta > 4^\circ$

$\alpha = 0$
 $\alpha = 2.10$
 $\alpha = 4.20$
 $\alpha = 6.30$
 $\alpha = 10.50$

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NON CLASSIFIE

Mach Number

C-105

C.A.L. Wind Tunnel Tests ~ Oct. 1954

Effective C_{Dv} vs Mach Number

Configuration Bag₂ Wg 1/3 B Nrs

C_{Dv}
per degree

06

04

02

0

⊙ $\alpha = 0^\circ$
▷ $\alpha = 21^\circ$
◊ $\alpha = 42^\circ$
◻ $\alpha = 63^\circ$
◇ $\alpha = 105^\circ$

$(-4^\circ \leq \beta \leq 4^\circ)$

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0.6

0.7

0.8

0.9

1.0

1.1

1.2

Mach No.

P/WT/50
CA-Ford

5.1.2
3 Nov 1954

C 105

CAL WIND TUNNEL TESTS
OCTOBER 1954

SPANWISE QIC - FIN AND RUDDER

CONFIGURATION: Bu C₃ Wg 1/2 R₃ Nav

$3^\circ < \beta < -3^\circ$ (high range).

$\delta_c = \delta_a = \delta_r = 0$

$\odot \alpha = 0$
 $\triangle \alpha = 2.1^\circ$
 $\ominus \alpha = 4.2^\circ$
 $\square \alpha = 6.3^\circ$
 $\times \alpha = 10^\circ$

$\frac{ac}{\text{fraction of span}}$

6

5

4

3



UNCLASSIFIED
NON CLASSIFIE

MACH NO.

1.3

1.2

1.1

1.0

0.9

0.8

0.7

0.6

0.5

SHT. 5-2-2
NAV. 54.

P/WT/50
J. Papis

C 105.

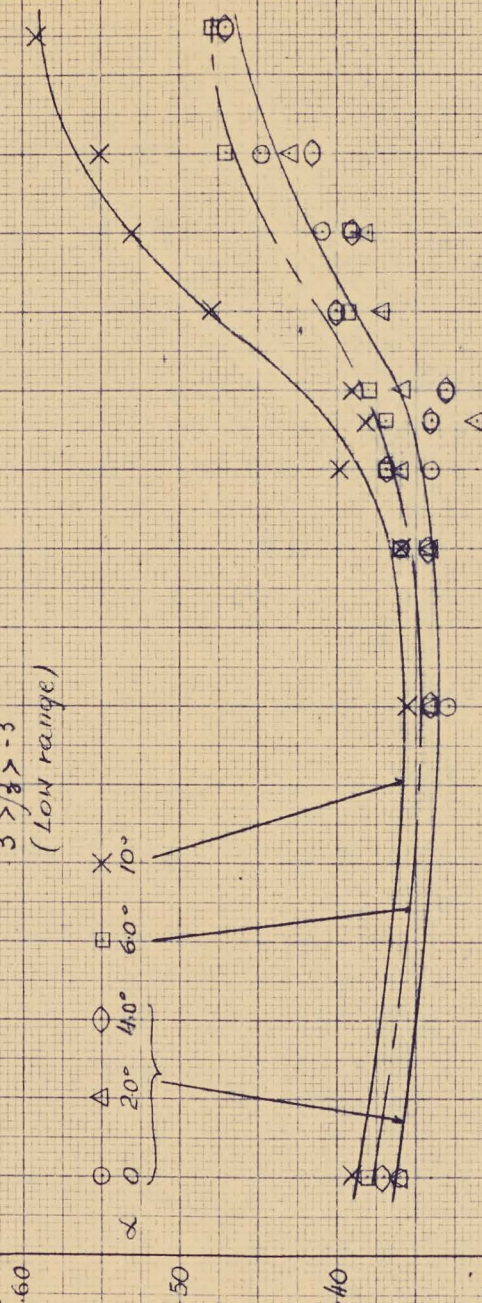
CAL. WIND TUNNEL TESTS.
OCTOBER 1954.

alc
traction
mac.

alc - VERTICAL TAIL

CONFIGURATION: B₄ C₃ H₉ V₂ R₃ N₄₅

$3^\circ > \beta > -3^\circ$
(LOW RANGE)



UNCLASSIFIED
NON CLASSIFIED

Mach No.

1.2

1.1

1.0

0.9

0.8

0.7

0.6

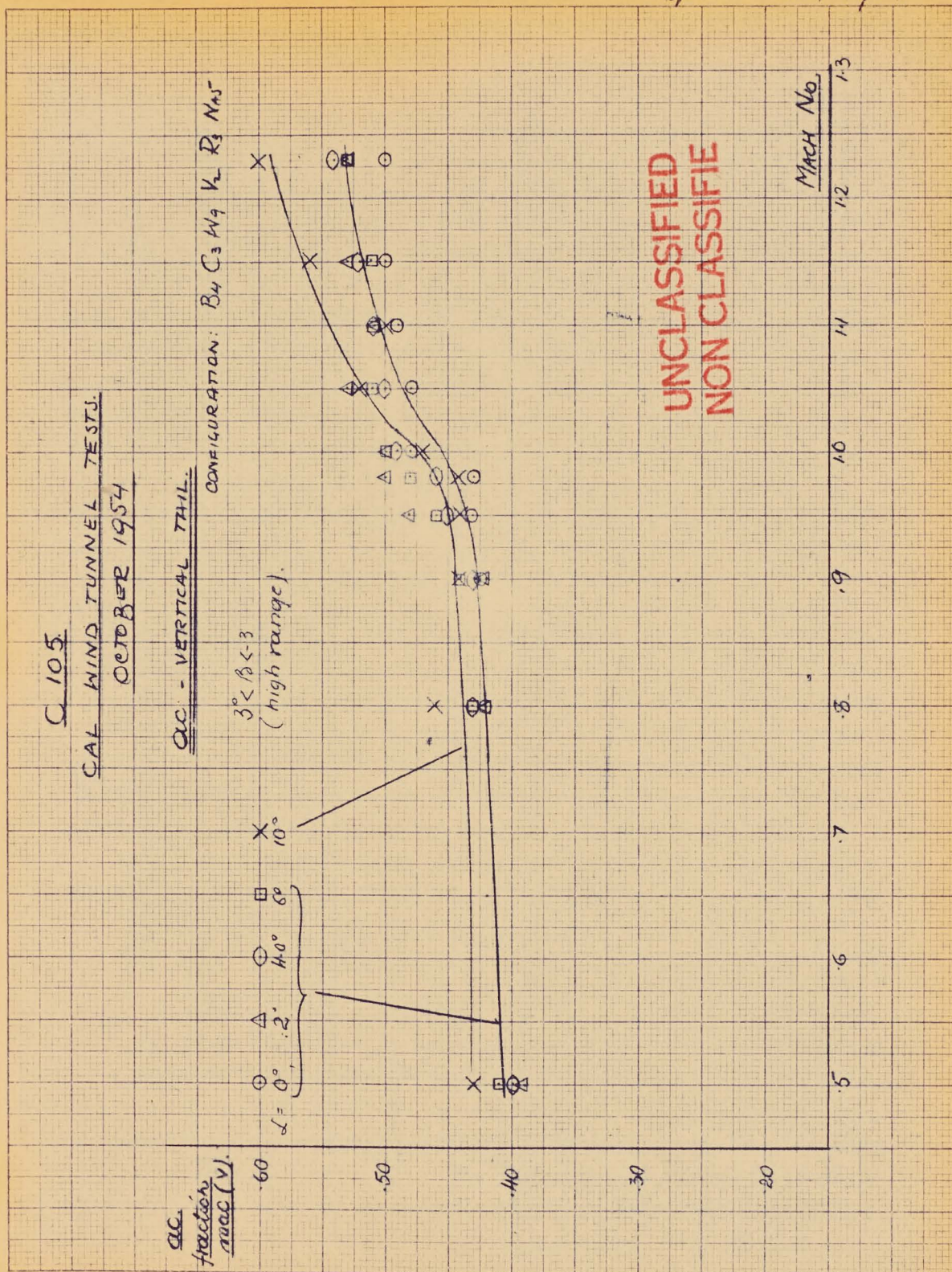
0.5

SHT. 5-2-3.

J. Papas.

P/WT/50

Nov. 1954

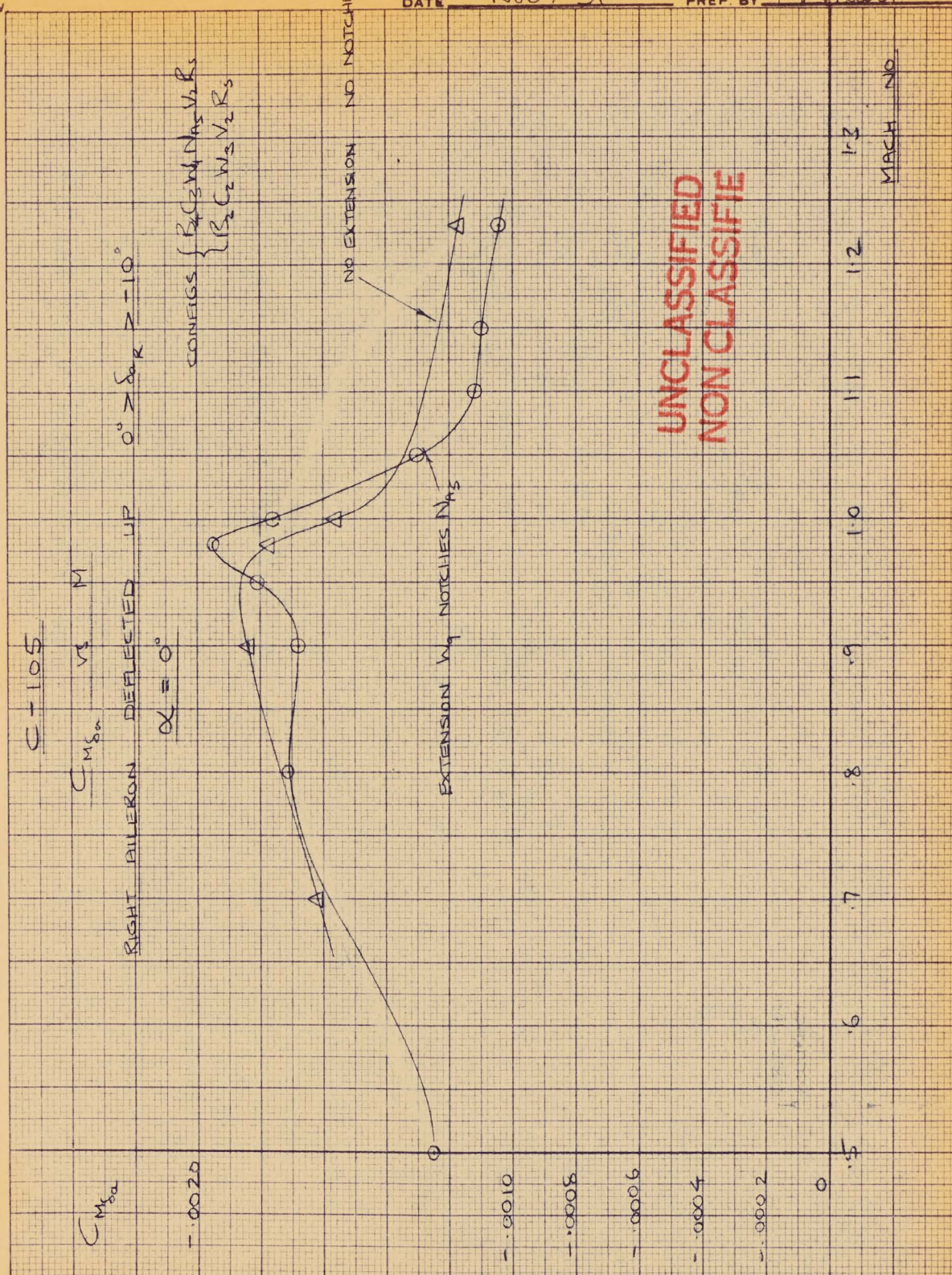


AIRCRAFT
A. U. W.

COMPONENT

SHEET No. 6-1-1
DATE Nov. 54

REPORT No. P/WT/50
PREP. BY W. J. Cant



AIRCRAFT
A. U. W.

COMPONENT

SHEET No. 6.1.3

REPORT No. P/WT/50

DATE NOV. '54

PREP. BY J. Sawant

$C = 105$

$C_{M_{80}} \text{ vs } M$

$\alpha = 4^\circ$

CONFIGS. $\{ B_1 C_3 W_1 N_2 V_2 R_3$

$B_2 C_2 W_3 V_2 R_3$

AILERON RANGE $0^\circ > \delta A_2 > -10^\circ$

EXTENSIONS W_1 NOTCHES N_2

NO EXTENSION, NO NOTCHES

UNCLASSIFIED
NON CLASSIFIED

$C_{M_{80}}$

.0020

.0015

.0010

.0005

.5

.6

.7

.8

.9

1.0

1.1

1.2

1.3

MACH NO.

AIRCRAFT
A. U. W.

COMPONENT

SHEET No. 6.1.4
DATE NOV. 54

REPORT No. P/WT/50
PREP. BY B. Stewart

C-105
 $C_{M_{8a}}$ vs M
 $\alpha = 6^\circ$

$C_{M_{8a}}$

.0020

.0015

.0010

.0005

CONFIGS. $\{ B_4 C_3 W_6 N_5 V_2 R_5$
 $B_3 C_2 W_3 V_2 R_5$
ANGLE RANGE $0^\circ > \delta_{NR} > -10^\circ$

EXTENSION W_6 NOTCHES N_5

NO EXTENSION
NO NOTCHES

UNCLASSIFIED
NON CLASSIFIE

.5

.6

.7

.8

.9

1.0

1.1

1.2

1.3

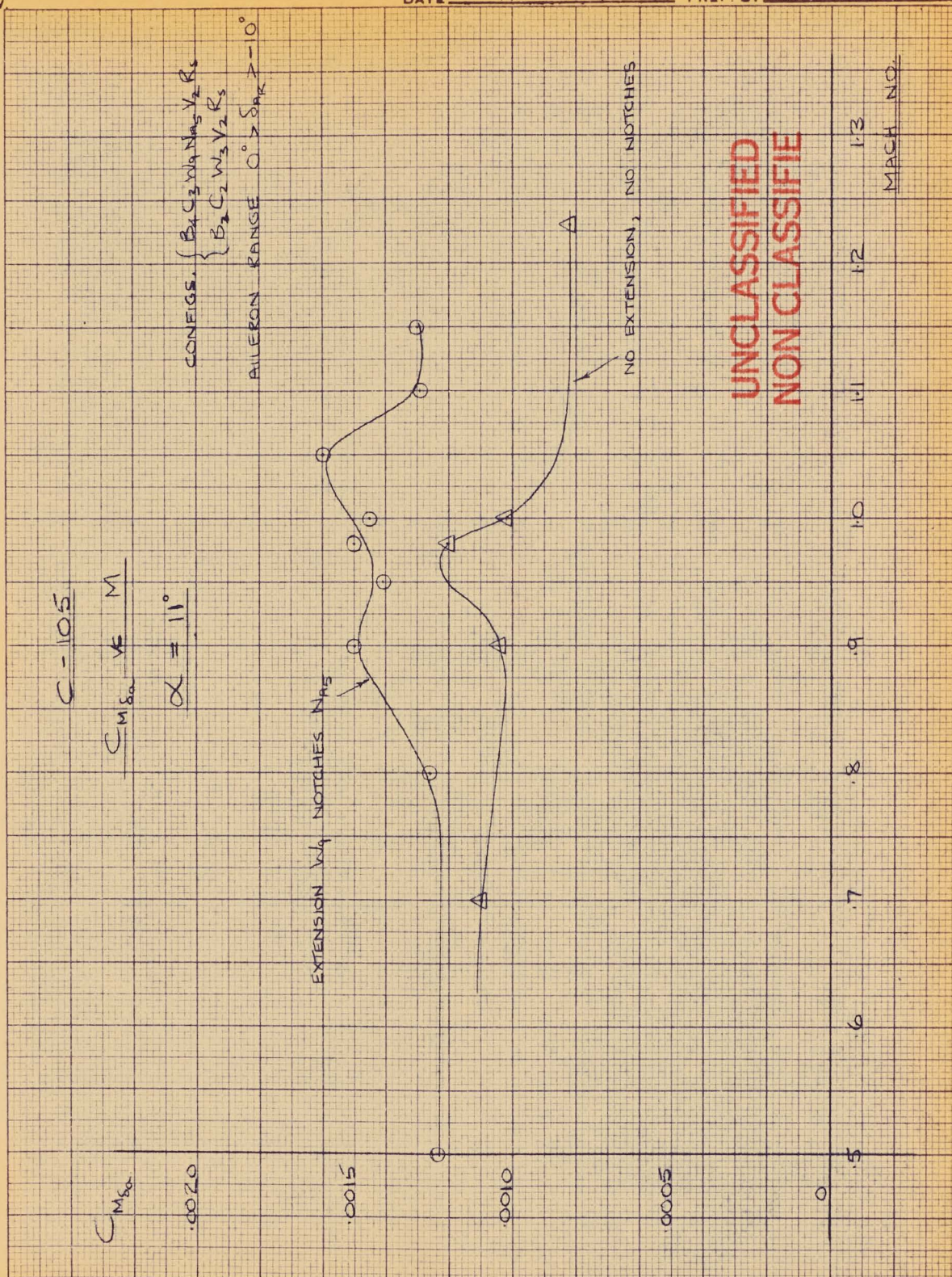
MACH NO.

AIRCRAFT
A. U. W.

COMPONENT

SHEET No. 6.1.5
DATE NOV. '54

REPORT No. PNT/50
PREP BY B. J. J. J.



P/WT/50
 D. Swart

SHEET 6.1.7
 Nov. '54

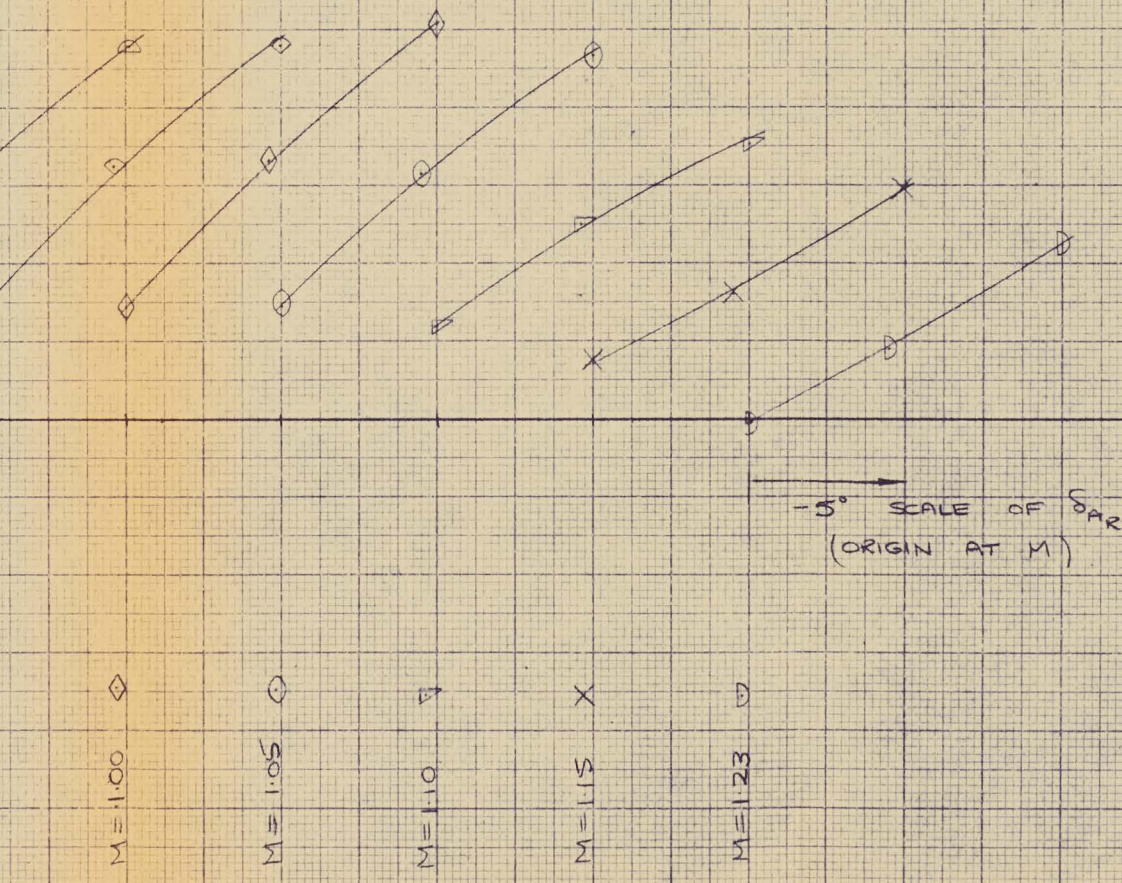
-105

TESTS OCT. '54

vs δ_{AR} -

= 2°

$W_4 N_{AS} V_2 R_s$



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 NON CLASSIFIED

P/WT/ 50
 B. Stewart.

SHEET 6.1.8
 Nov. '54.

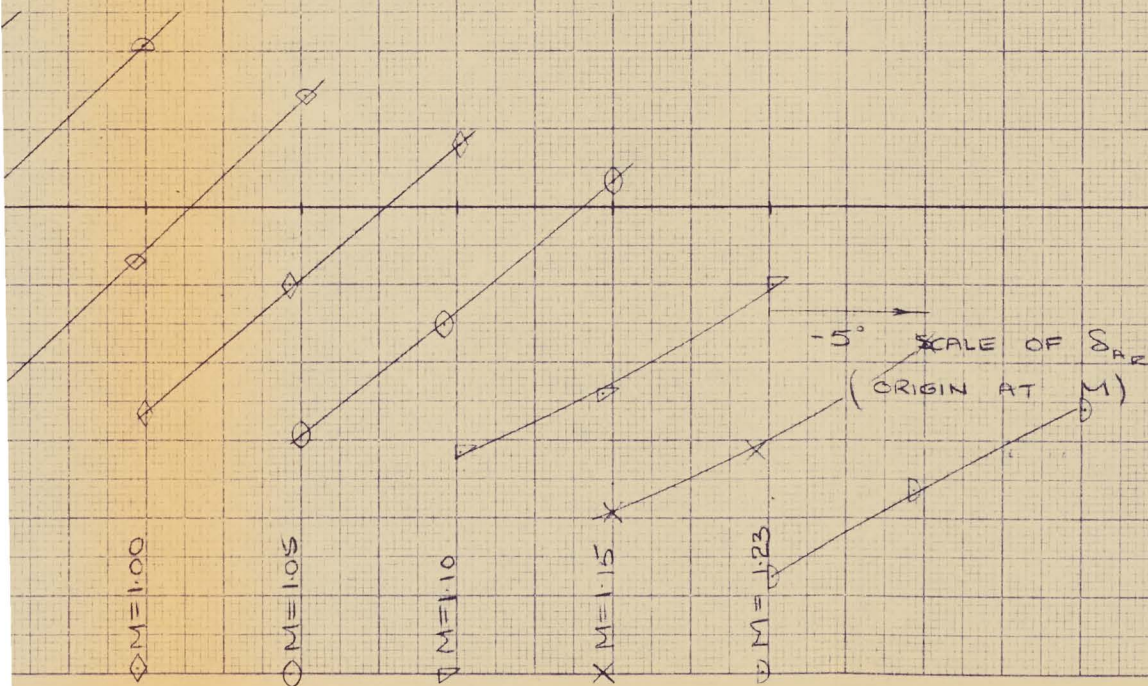
-105

TUNNEL TESTS OCT. '54

M vs δ_{AR}

$\alpha = 4^\circ$

$C_3 W_4 N_{A5} V_2 R_5$



UNCLASSIFIED
 NON CLASSIFIED

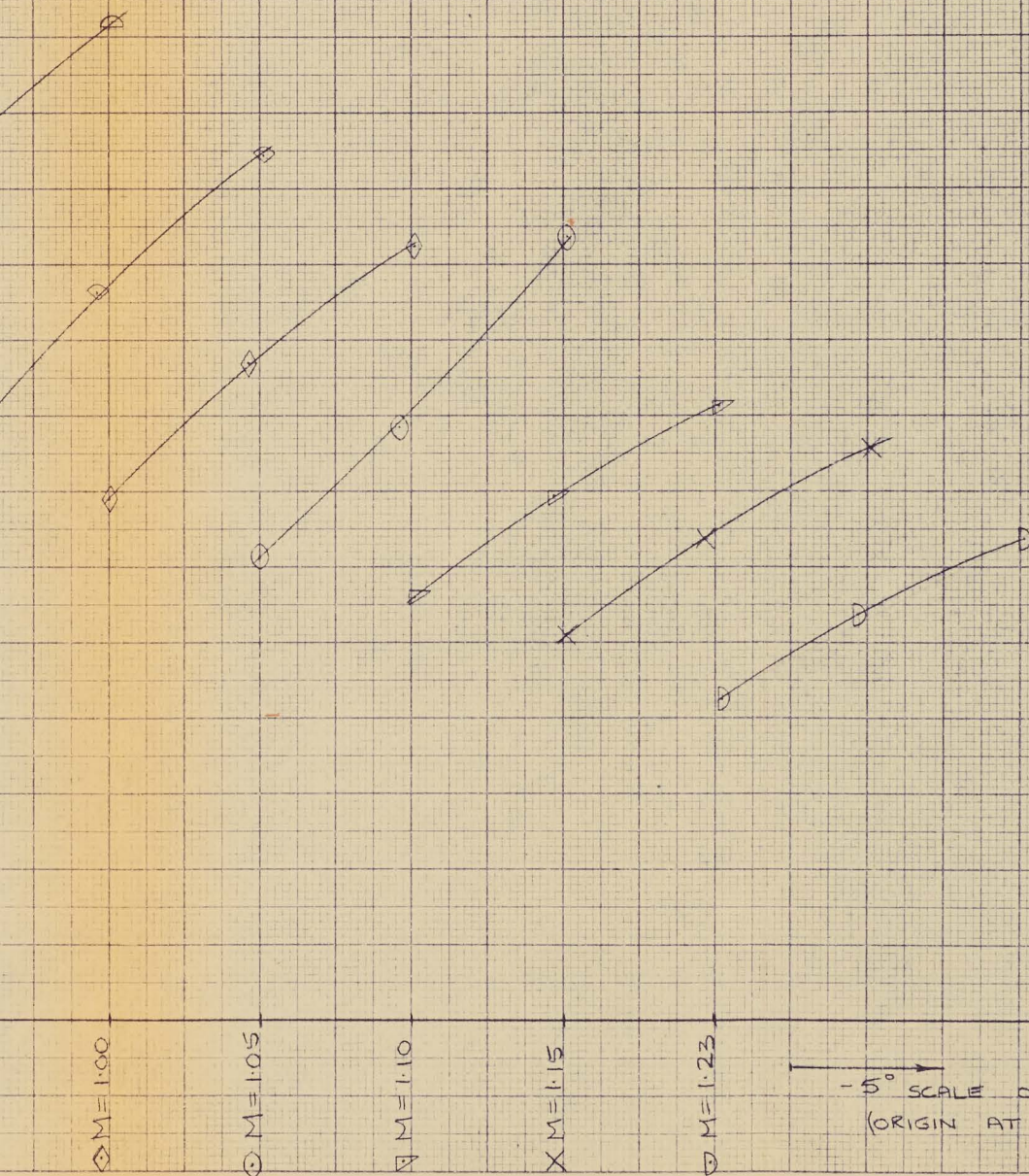
C-105

TUNNEL TESTS OCT. '54

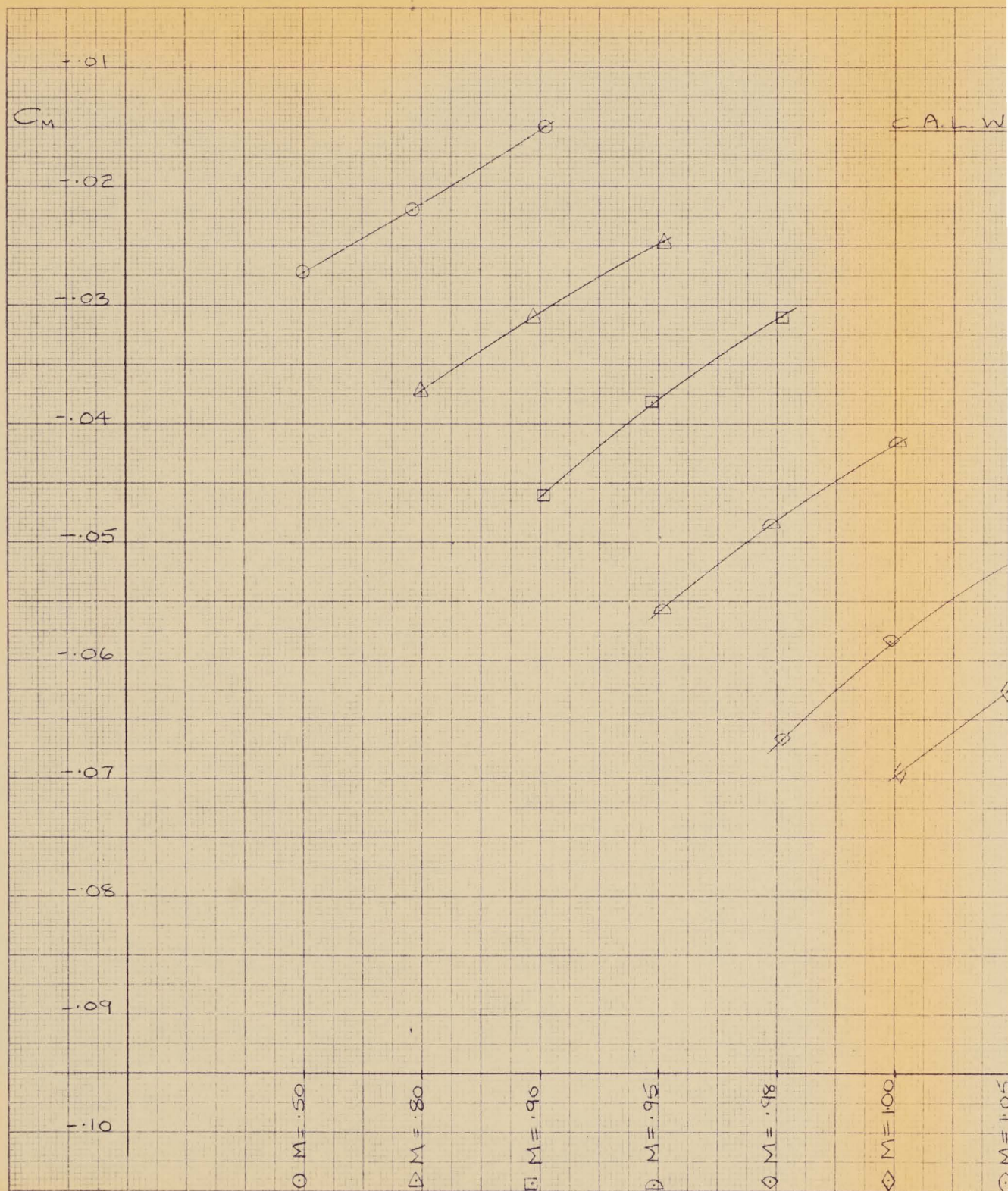
C_M vs S_{AR}

$\alpha = 6^\circ$

CONFIG. $B_4 C_3 W_9 N_4 V_2 R_5$



UNCLASSIFIED
NON CLASSIFIED



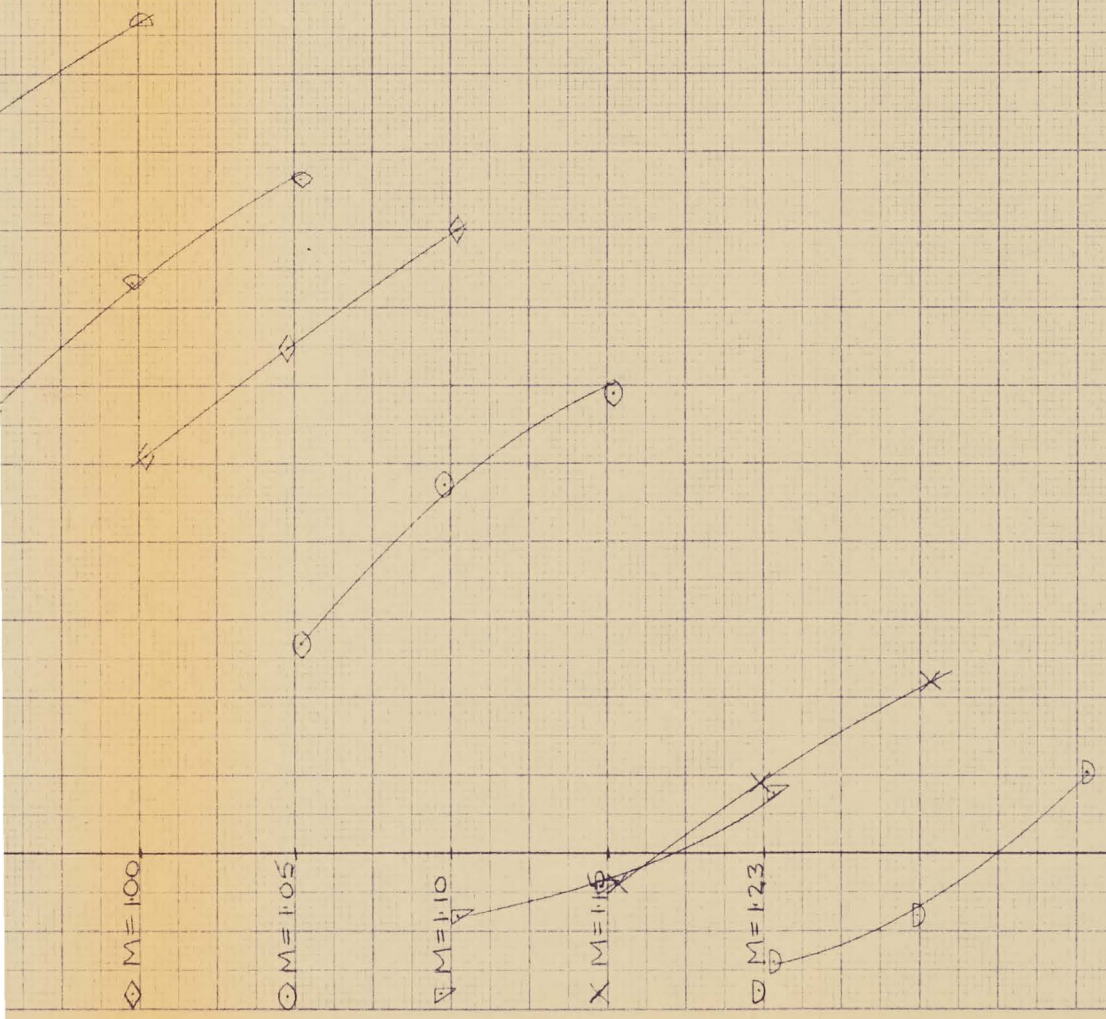
C-105

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

C_M vs δ_{AR}

$\alpha = 11^\circ$

CONFIG. $B_4 C_3 W_9 N_{A_5} V_2 R_5$



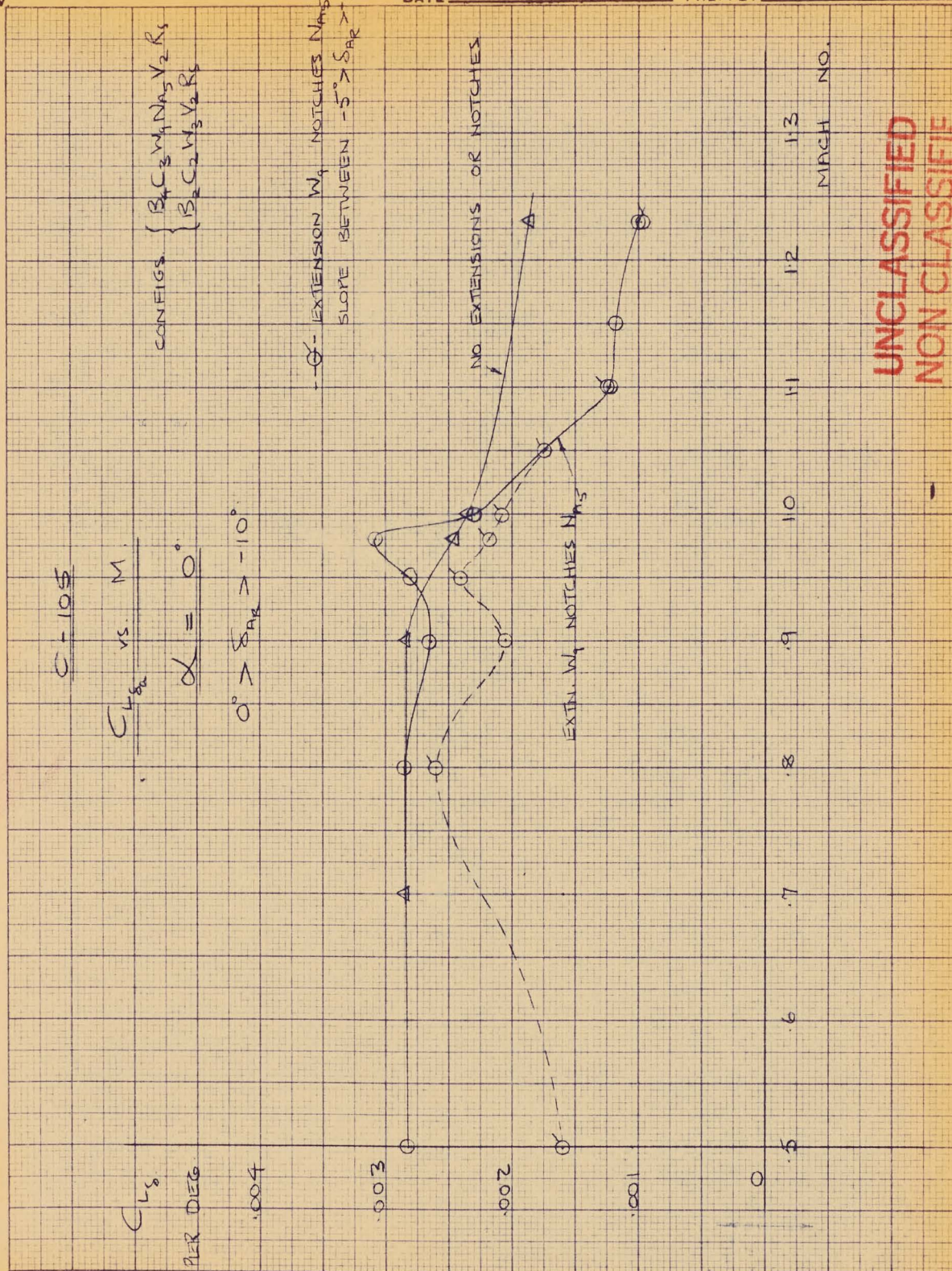
UNCLASSIFIED
NON CLASSIFIED

AIRCRAFT
A. U. W.

COMPONENT

SHEET No. 6.2.1
DATE NOV '54

REPORT No. P/W-1/50
PREP. BY DTGment



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NON CLASSIFIED

AIRCRAFT
A. U. W.

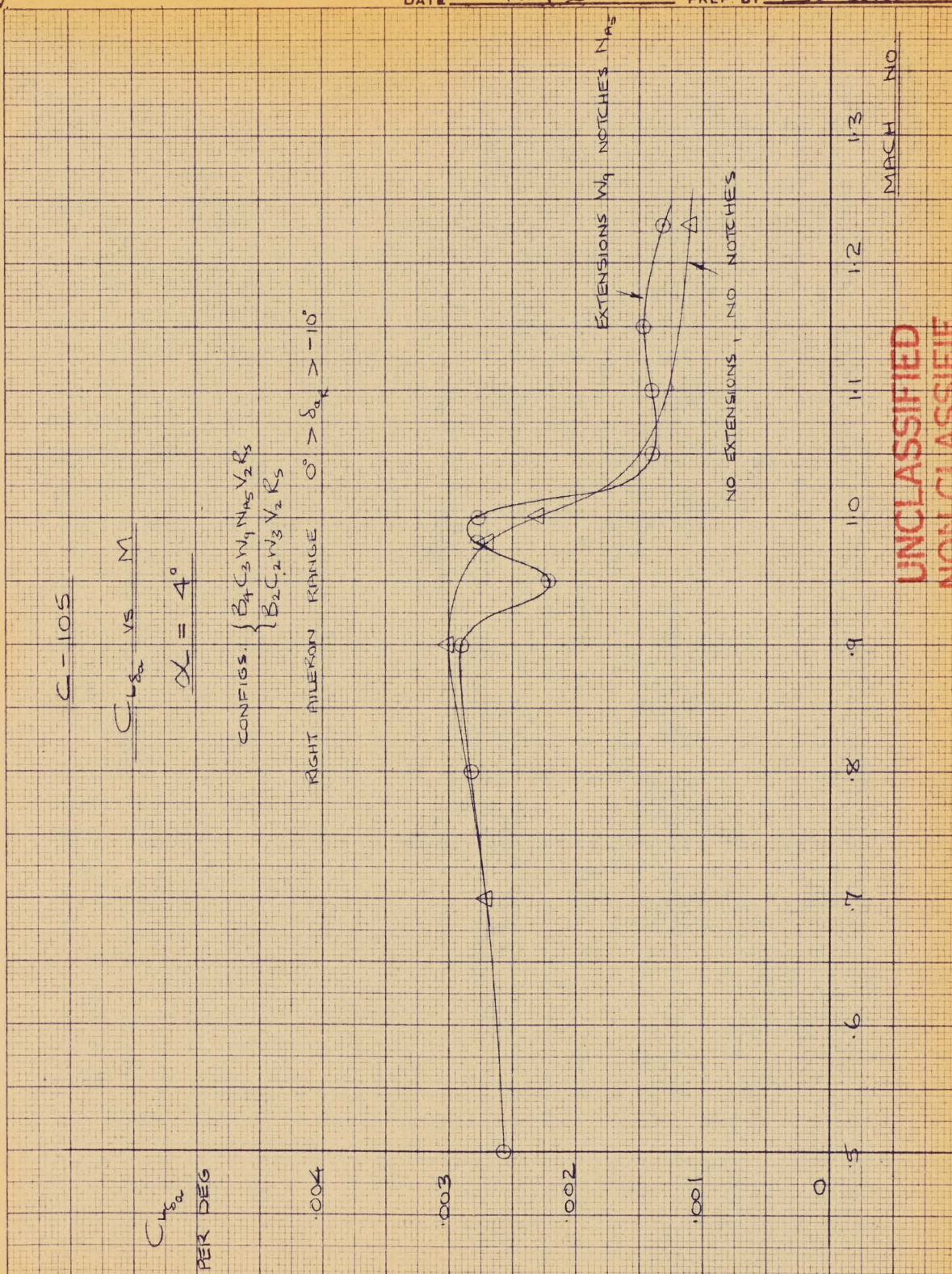
COMPONENT

SHEET No. 6.2.3

REPORT No. P/WT/50

DATE NOV 54

PREP BY D. Swant



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NON CLASSIFIE

AIRCRAFT
A. U. W.

COMPONENT

SHEET No. 6.2.5

REPORT No. P/WT/50

DATE NOV '54

PREP BY D. S. MONT

C-105

C_L vs M

$\alpha = 11^\circ$

CONFIGS. $\begin{cases} B_1 C_2 W_1 N_A V_2 K_1 \\ B_2 C_2 W_2 V_2 K_1 \end{cases}$

RIGHT ALLERON RANGE $0^\circ > \delta_r > -10^\circ$

EXTENSION W_1 NOTCHES N_A

NO EXTENSION, NO NOTCHES

UNCLASSIFIED
NON CLASSIFIE

MACH NO

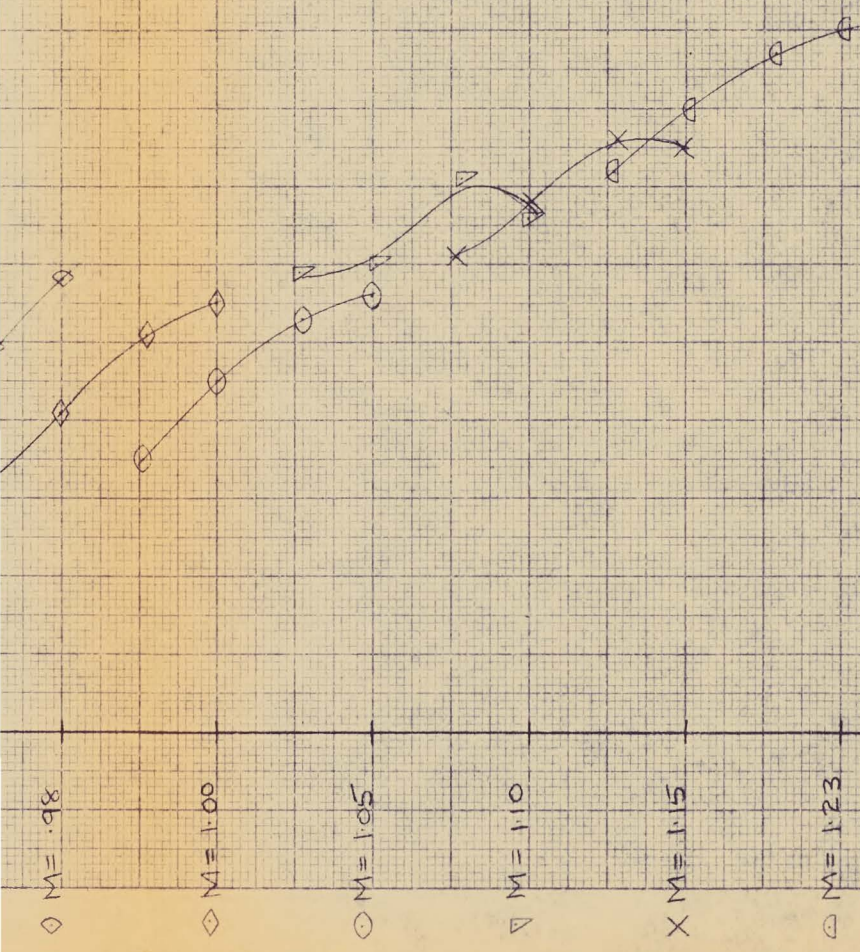
C-105

WIND TUNNEL TESTS OCT. '54

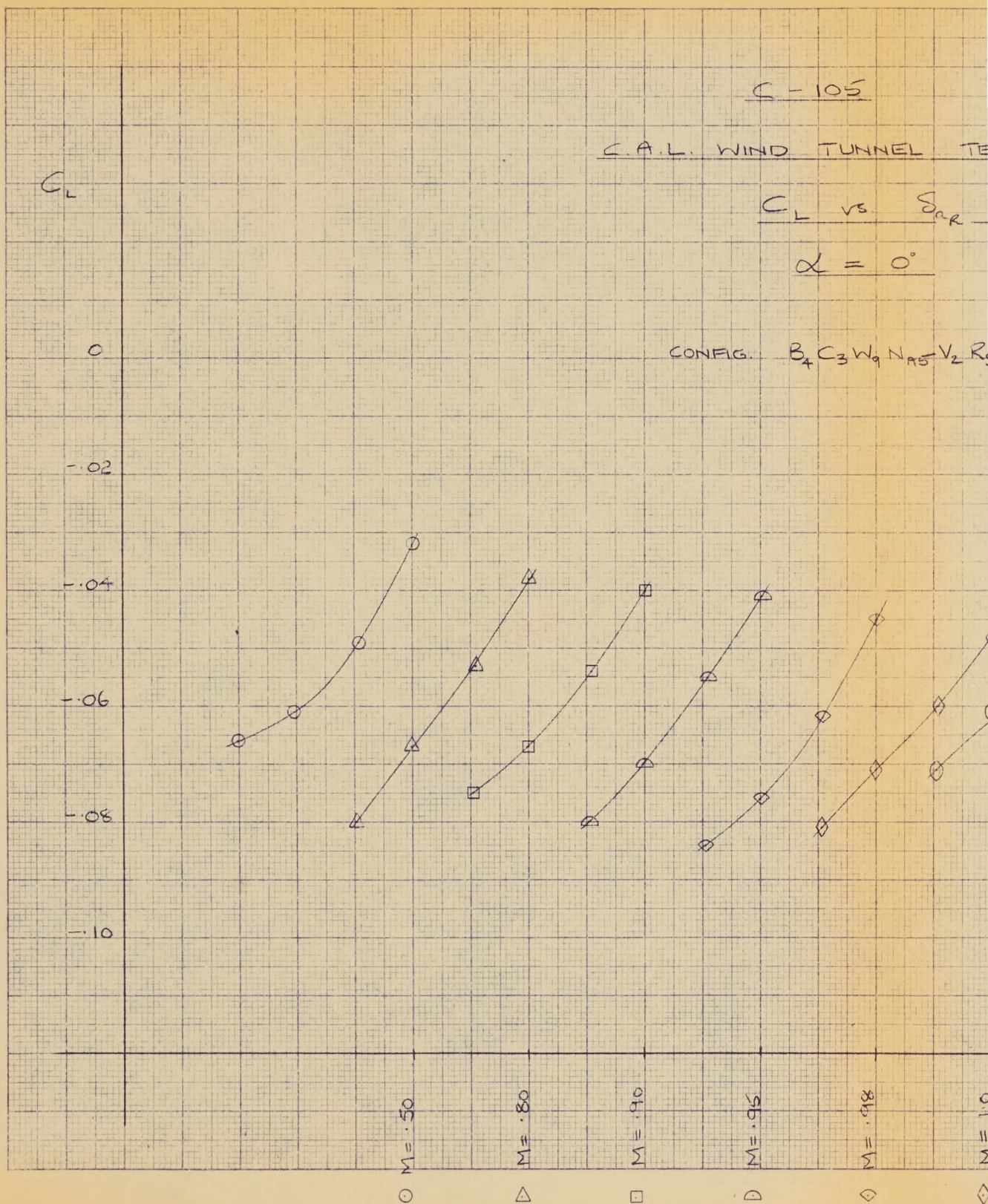
C_L vs S_{AR}

$\alpha = -4^\circ$

CONFIG. $B_4 C_3 W_1 N_{A5} V_2 R_5$

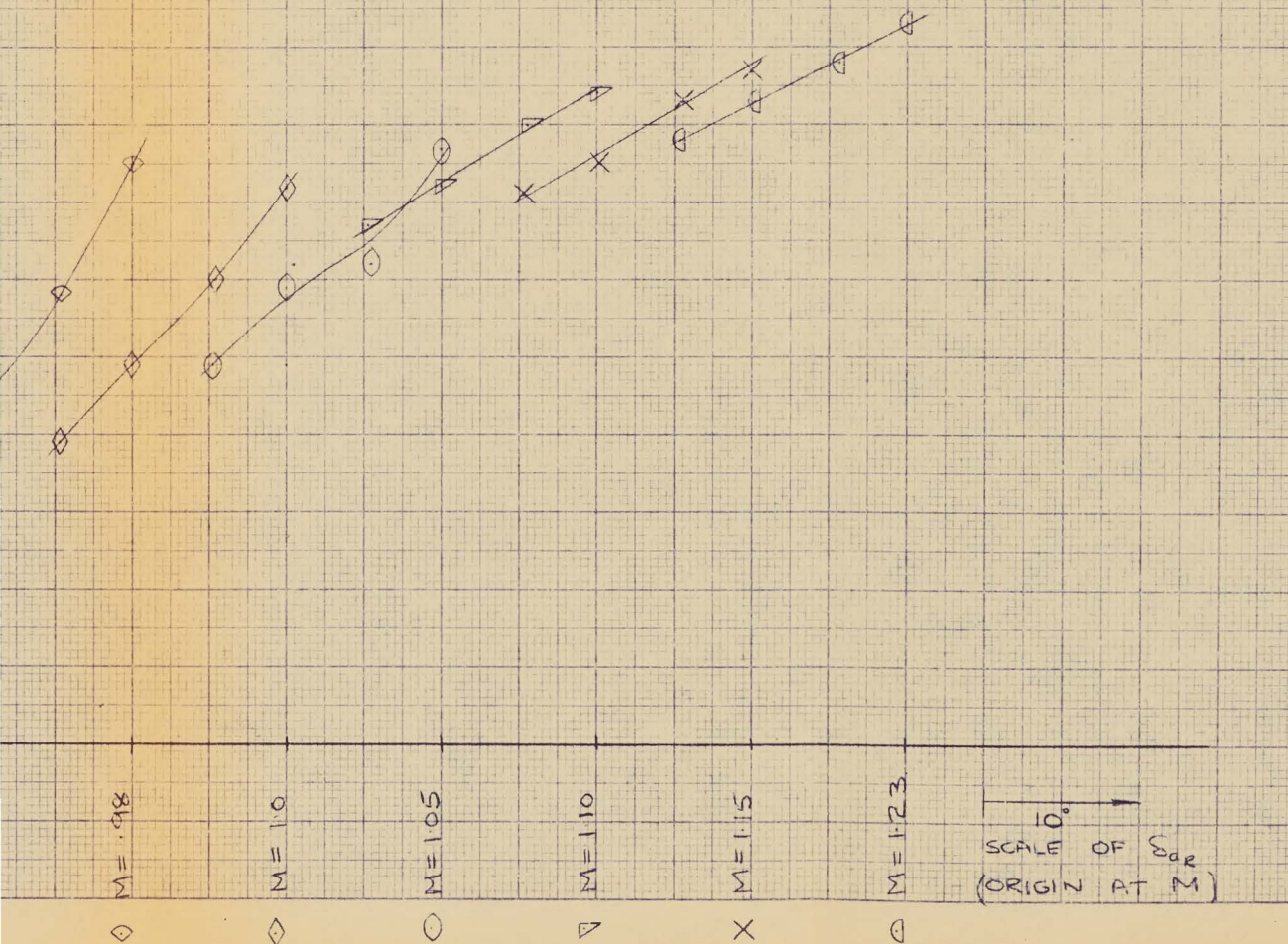


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 NON CLASSIFIED



D TUNNEL TESTS OCT. '54

L vs S_{AR}

$$\alpha = 0^\circ$$
$$B_4 C_3 W_9 N_{15} - V_2 R_8$$


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NON CLASSIFIED

P/WT/50
Brewer

SHEET 6.2.8
Oct '54

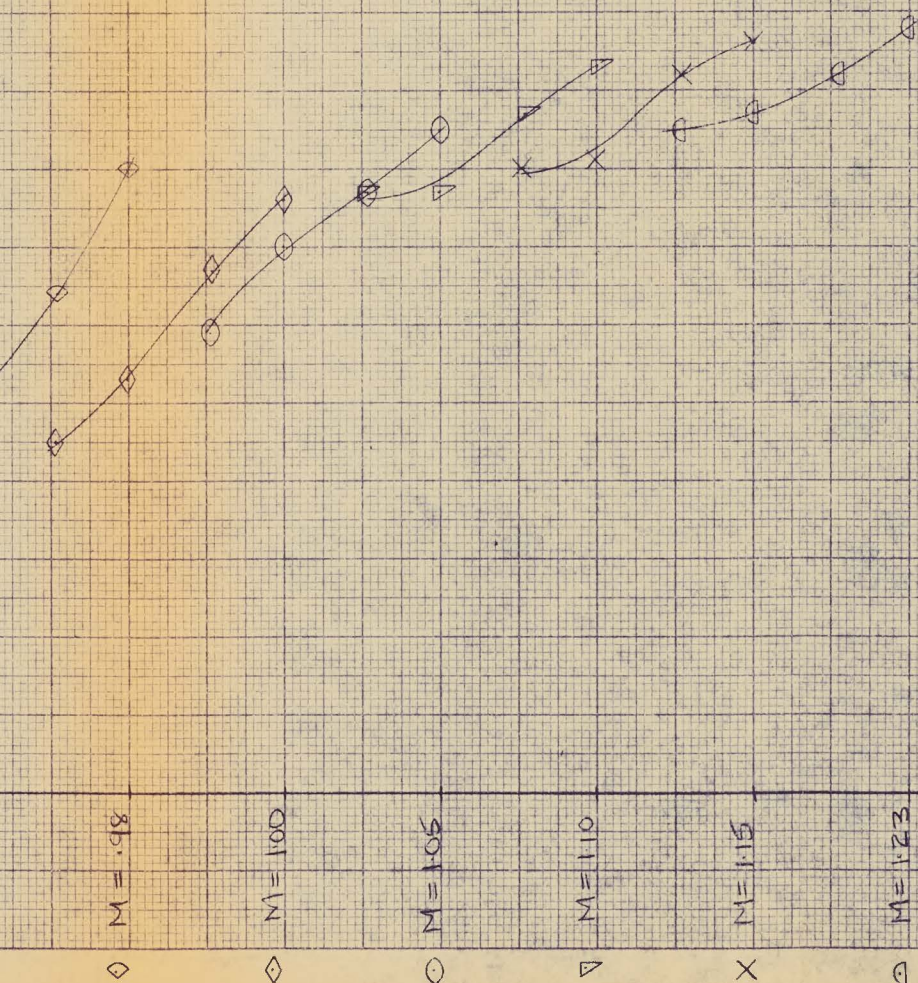
C-105

TUNNEL TESTS OCT. '54

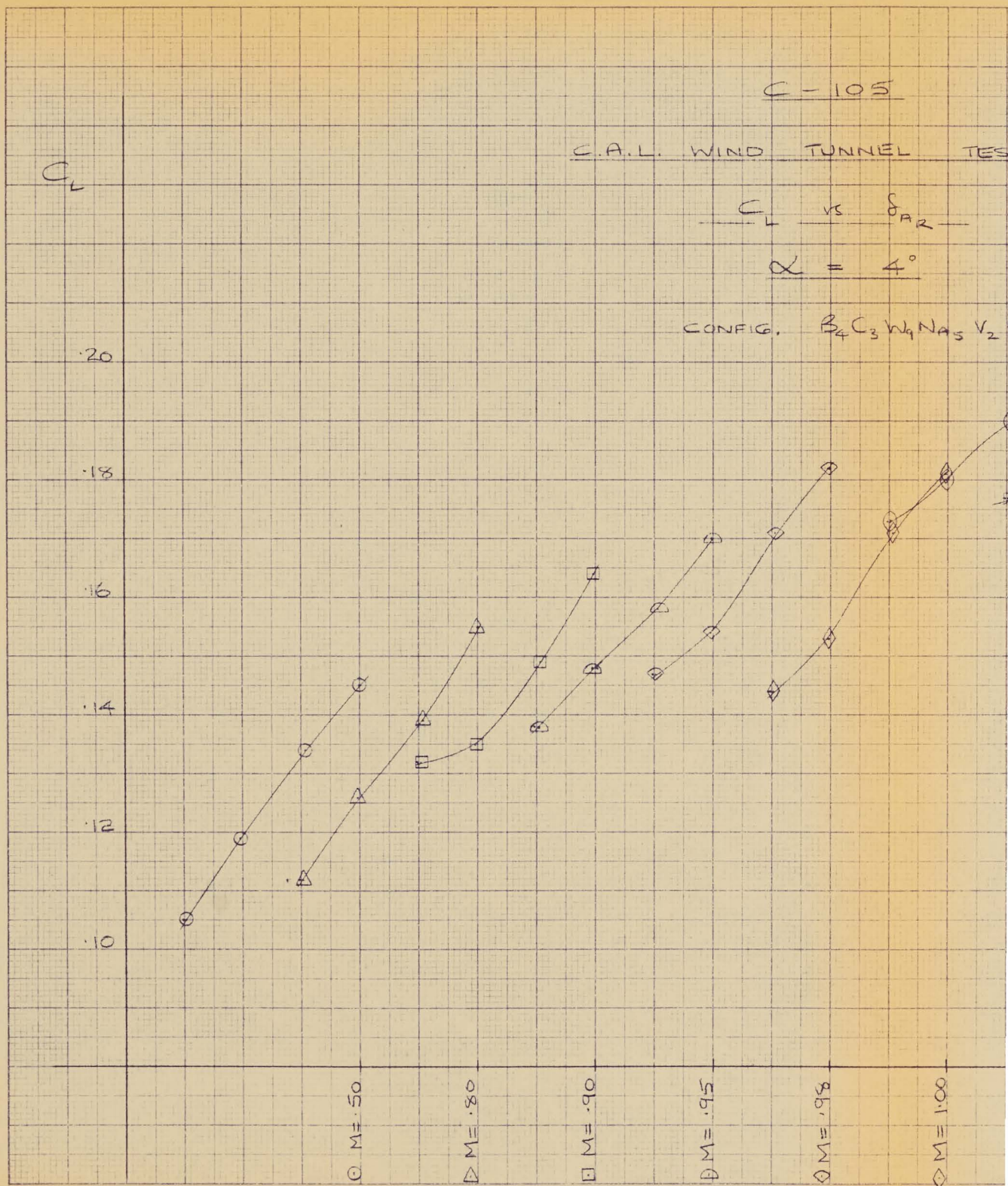
δ_L vs δ_{aR}

$\alpha = 2^\circ$

$B_4 C_3 W_9 N_5 V_2 R_5$



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P/WT/50

SHEET 6.2.9.

Experiment.

Nov. '54

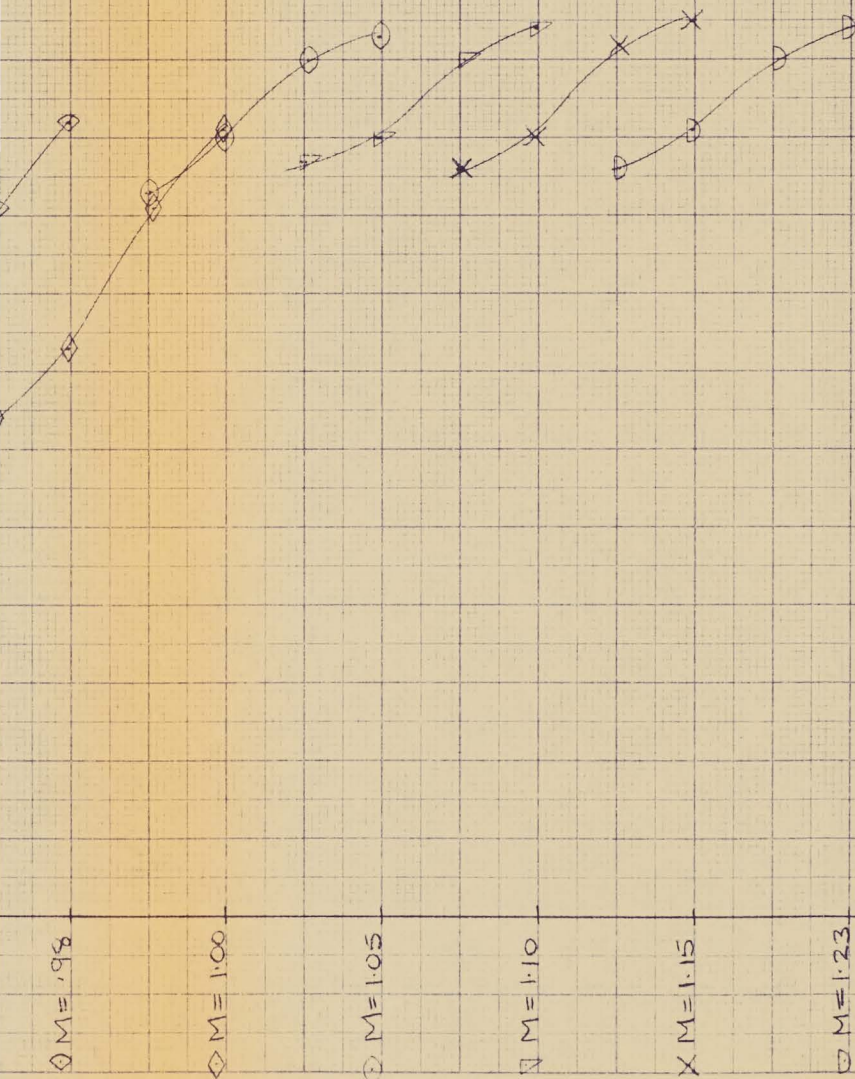
-105

TUNNEL TESTS OCT. '54.

vs δ_{AR}

$\chi = 4^\circ$

$B_4C_3W_4Na_5V_2R_5$

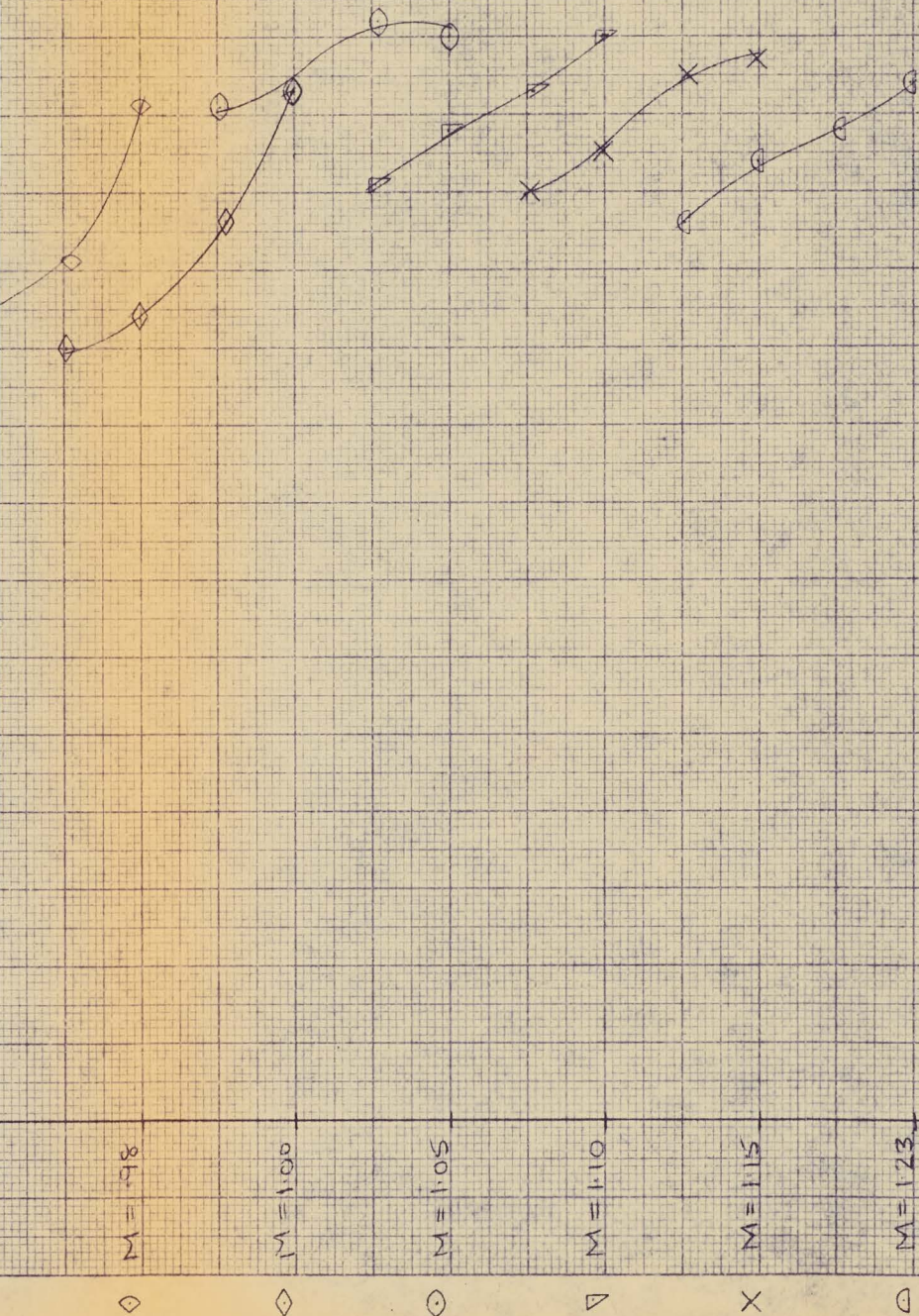


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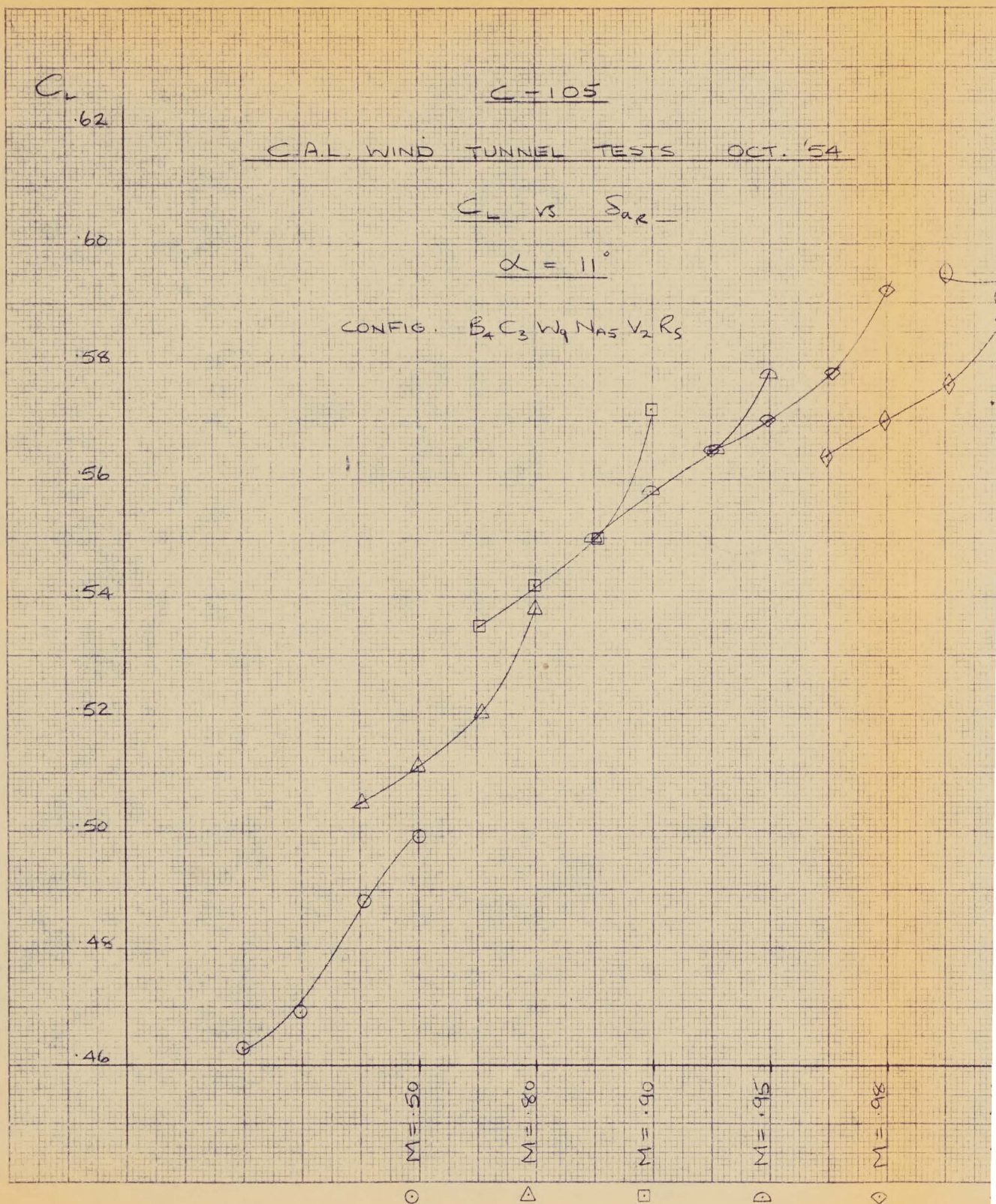
P/WT/50
Stewart

SHEET 6.2.10
Oct '54.

OCT. '54.



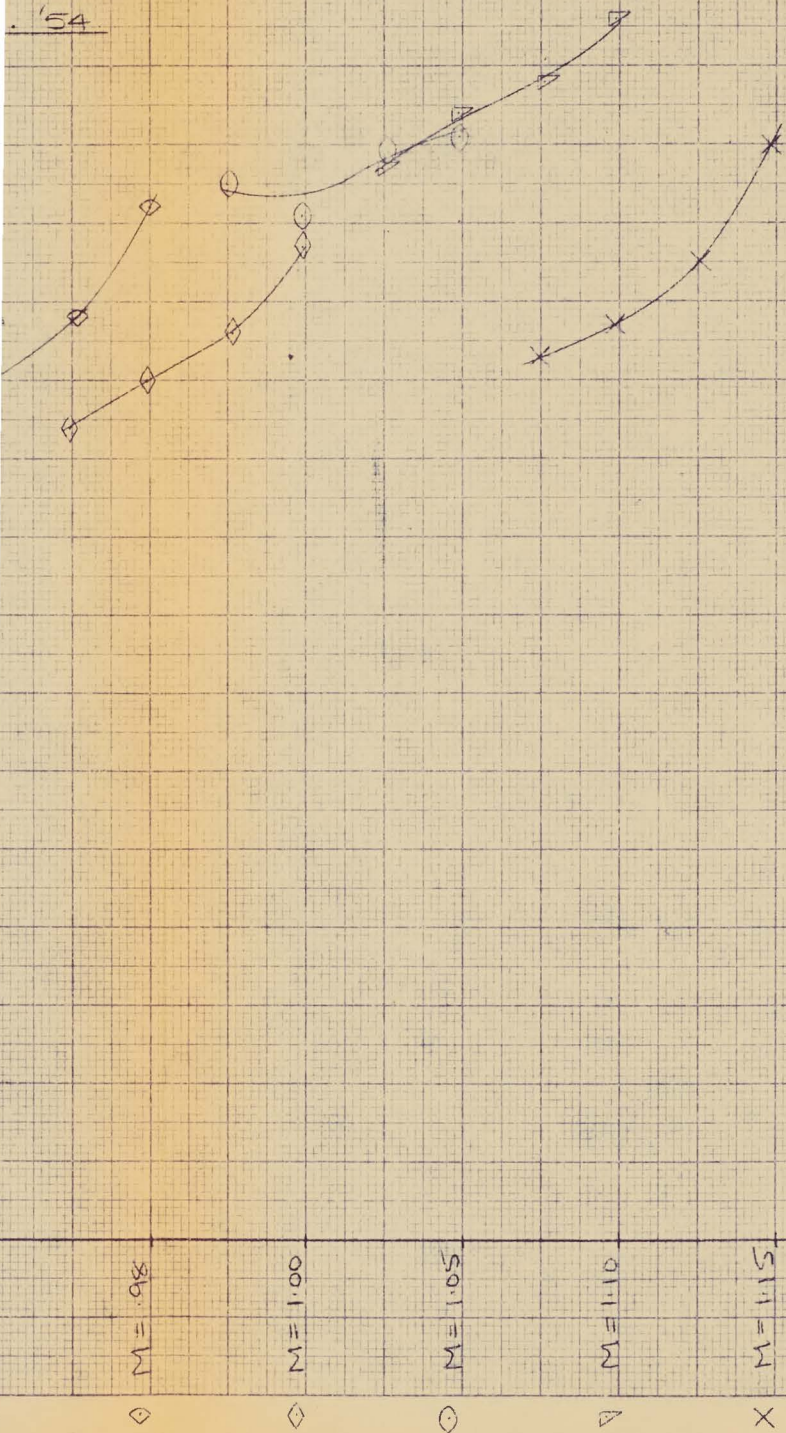
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P/WT/50
L. B. Stewart.

SHEET 6.2.11
Oct. '54.

54



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AIRCRAFT
A. U. W.

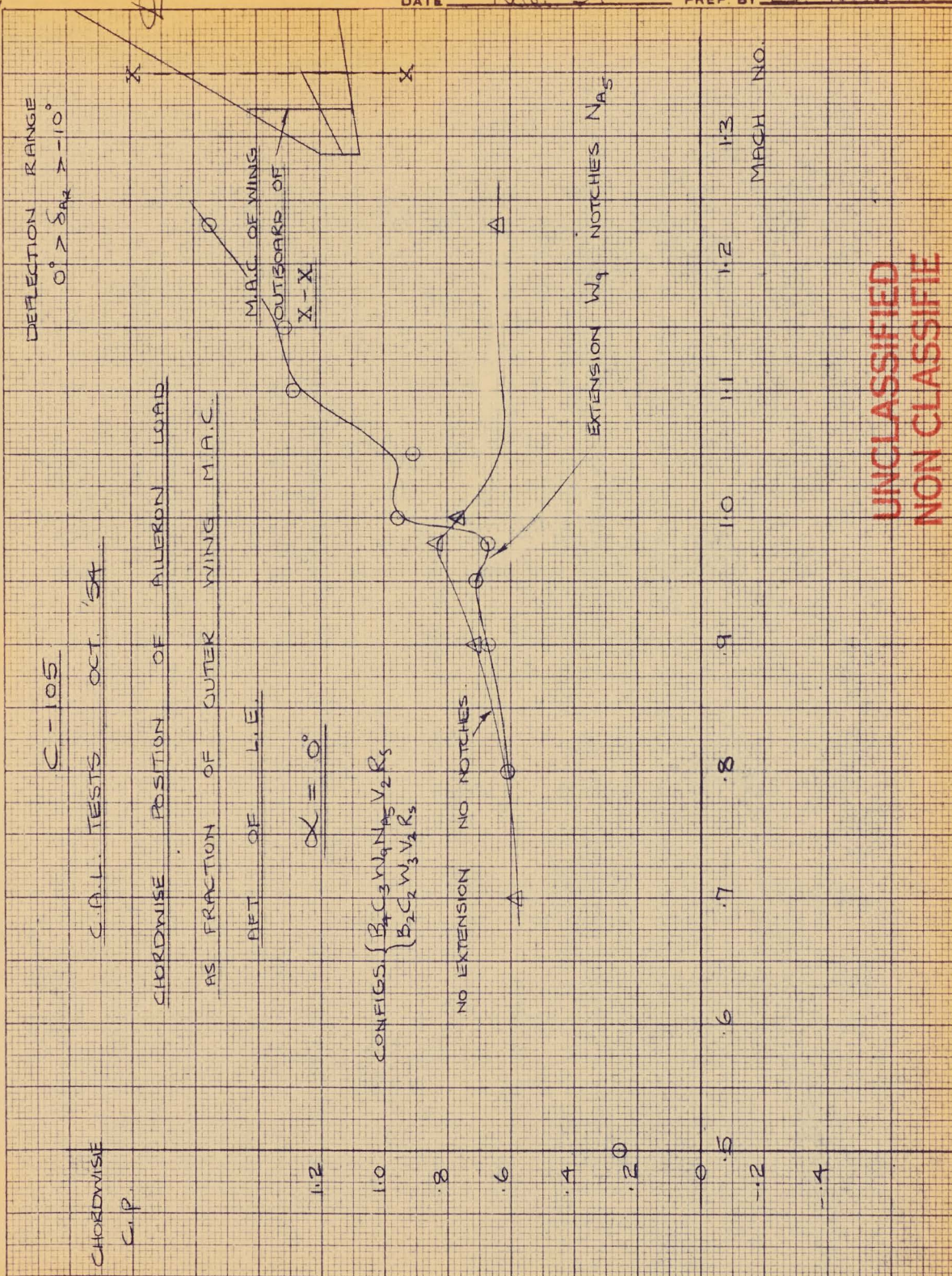
COMPONENT

SHEET No. 6.3.1

REPORT No. P/WT/50

DATE Nov 54

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C-105

C.A.L. TESTS OCT. '54

CHORDWISE
C.P.

CHORDWISE POSITION OF AILERON LOAD

AS FRACTION OF OUTER WING M.A.C.

AFT OF L.E.

$\alpha = 2^\circ$

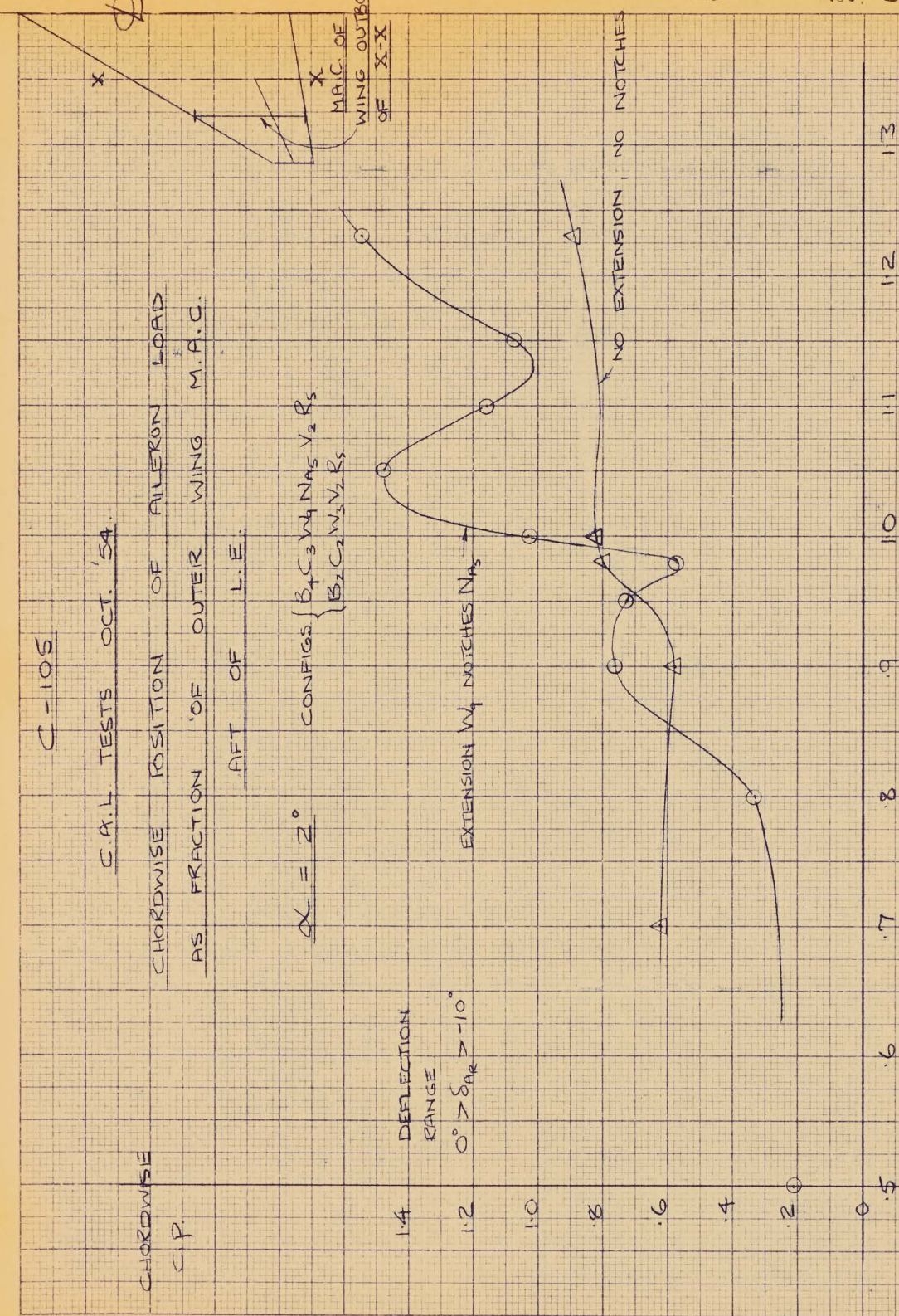
CONFIGS $\{ B_1 C_3 W_4 N_{AS} V_2 R_5 \}$
 $\{ B_2 C_2 W_3 V_2 R_5 \}$

DEFLECTION
RANGE
 $0^\circ > \delta_{AR} > -10^\circ$

EXTENSION W_4 NOTCHES N_{AS}

NO EXTENSION NO NOTCHES

M.A.C. OF
WING OUTBOARD
OF X-X



UNCLASSIFIED
NON CLASSIFIED

MACH NO

P/WT/50
Edward

SHEET 6.3.2
Nov. '54

C-105

C.A.L. TESTS OCT. '54

CHORDWISE

C.P.

SPANWISE POSITION OF FULLON LOAD

C.P. AS FRACTION OF OUTER WING

M.A.C., AFT OF L.E.

$\alpha = 4^\circ$

CONFIGS. $\left\{ \begin{array}{l} B_2 C_3 W_4 N_5 V_2 R_5 \\ B_2 C_2 W_3 V_2 R_3 \end{array} \right.$

DEFLECTION RANGE $0^\circ > \delta_{AR} > -10^\circ$

EXTENSION W_4 NOTCHES N_5

NO EXTENSION, NO NOTCHES

M.A.C. OF WING
OUTBOARD OF
X-X

MACH NO.

UNCLASSIFIED
NON CLASSIFIED

AIRCRAFT
A. U. W.

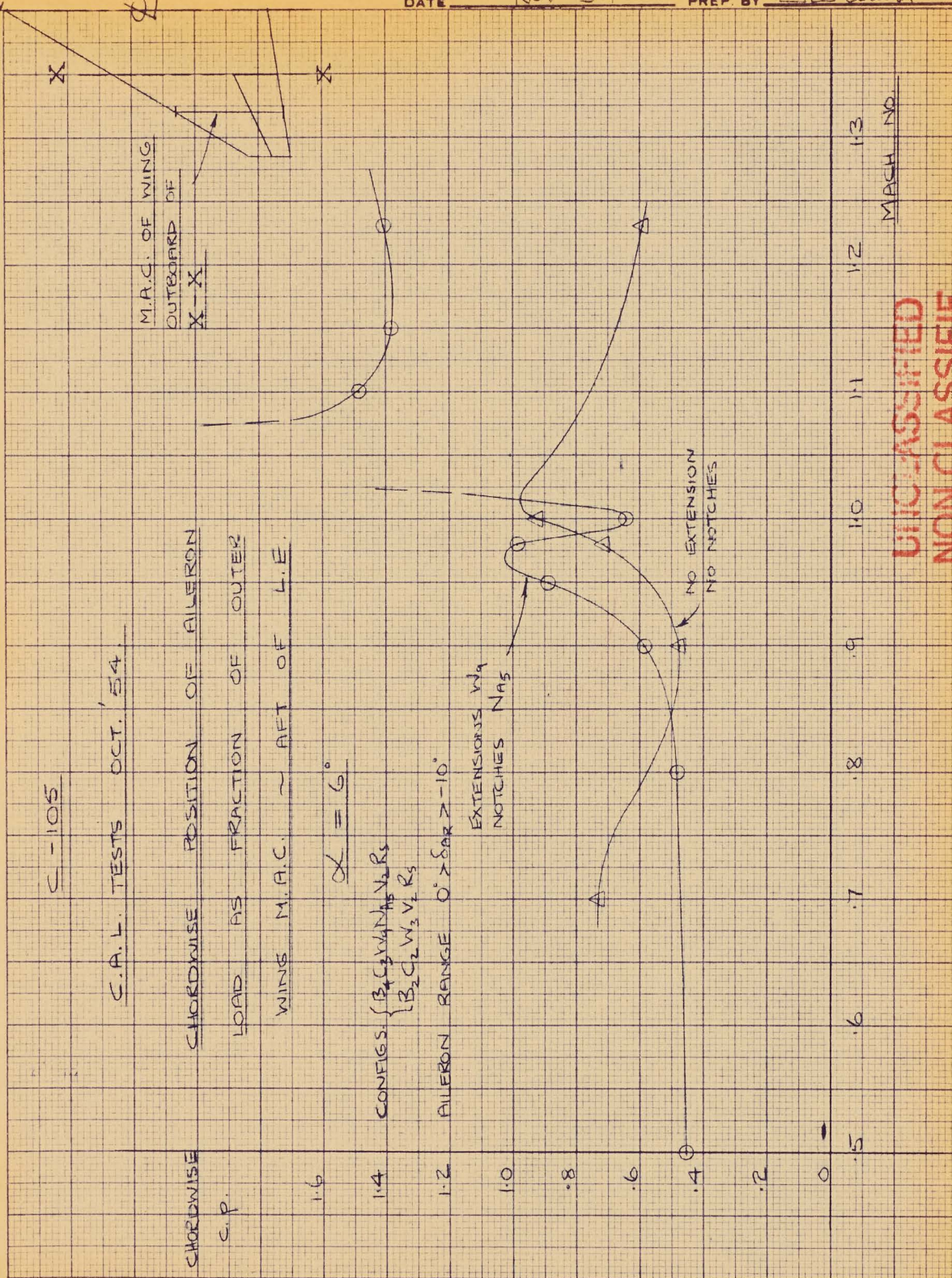
COMPONENT

SHEET No. 6.3.4

REPORT No. P/WT/50

DATE NOV '54

PREP. BY L.D. Swant



UNCLASSIFIED
NON CLASSIFIED

C-105

C.A.L. TESTS OCT. '54

CHORDWISE POSITION OF ALLERON

LOAD C.P. AS FRACTION OF

OUTER WING M.A.C.

APT OF L.E.

$\alpha = 11^\circ$

CONFIG B₄ C₃ W₄ N₄ S V₂ R₃

DEFLECTION RANGE
 $0^\circ > \delta_{AR} > -10^\circ$

M.A.C. OF
WING OUTBOARD
OF X-X

EXTENSION W₄
NOTCHES N₄S

NO EXTENSION
NO NOTCHES

MACH NO.

UNCLASSIFIED
NON CLASSIFIED

AIRCRAFT
A. U. W.

COMPONENT

SHEET No.

6.4.1

REPORT No.

P/WT/50

DATE

NOV '54

PREP BY

J. T. Stewart

C-105

C.A.L. TESTS OCT. '54

SPANWISE POSITION OF AILERON LOAD C.P.

AS FRACTION OF AILERON SPAN

FROM INBOARD END

 $\alpha = 0^\circ$ CONFIG. $B_4 C_3 W_9 N_{A5} V_2 R_3$ AILERON RANGE $0^\circ > \delta_{AR} > -10^\circ$ (CONFIG. $B_2 C_2 W_3 V_2 R_5$)

MARCH NO.

UNCLASSIFIED
NON CLASSIFIED

AIRCRAFT
A. U. W.

COMPONENT

SHEET No. 6.4.2

REPORT No. P/WT/50

DATE NOV 54

PREP BY [Signature]

C-105

C.A.L. TESTS OCT. '54

SPANWISE POSITION OF AILERON LOAD
AS FRACTION OF AILERON SPAN
FROM INBOARD END.

$$\alpha = 2^\circ$$

CONFIG. $B_4 C_3 W_9 N_{A3} V_2 R_3$
AILERON RANGE $0^\circ > \delta_{AR} > -10^\circ$

$\eta_{L.P.}$

1.6

1.4

1.2

1.0

.8

.6

.4

.2

0

-.2

-.4

.5

.6

.7

.8

.9

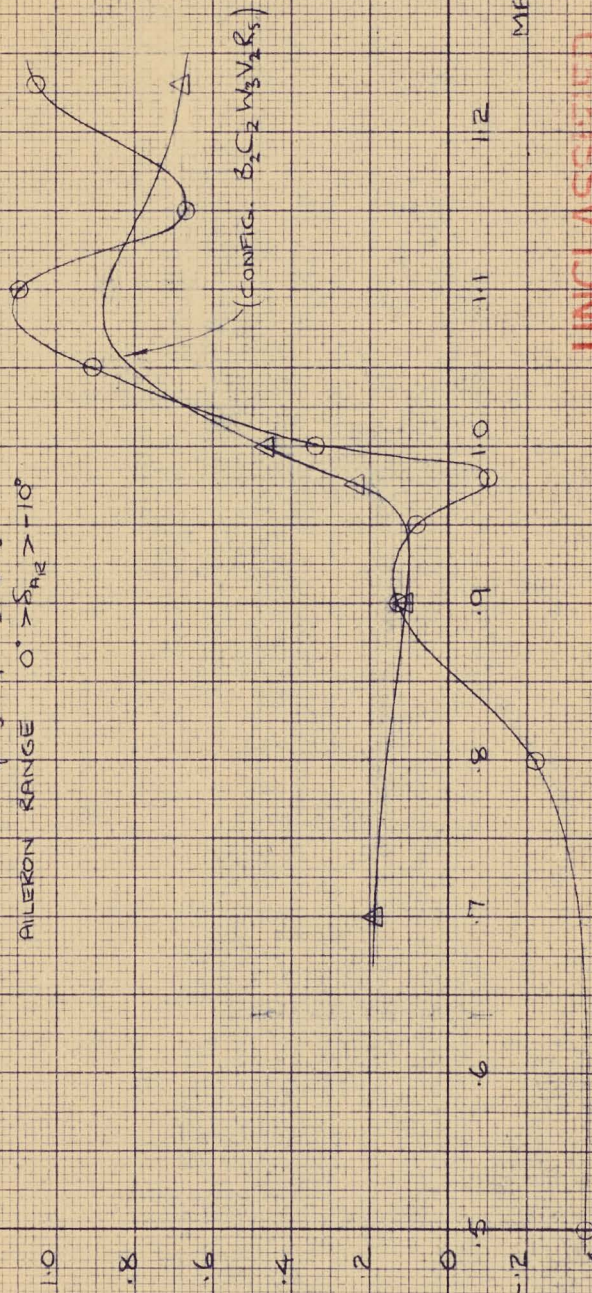
1.0

1.1

1.2

1.3

MACH NO.



UNCLASSIFIED
NON CLASSIFIED

AIRCRAFT
A. U. W.

COMPONENT

SHEET NO. 6.4.3
DATE NOV '54

REPORT NO. P/WT/50
PREP BY W. J. Sargent

$C_L = 1.05$

C.A.L. TESTS OCT '54

SPANWISE POSITION OF AILERON LOAD

AS FRACTION OF AILERON SPAN

FROM INBOARD END

$\alpha = 4^\circ$

CONFIG. $B_4 C_3 W_9 N_6 V_2 R_5$

AILERON RANGE
 $0^\circ > \delta_{aer} > -10^\circ$

(CONFIG. $B_2 C_2 W_3 V_2 R_5$)

$\eta_{c.p.}$

1.6

1.4

1.2

1.0

.8

.6

.4

.2

0

-.2

-.4

1.3

1.2

1.1

1.0

.9

.8

.7

.6

.5

MARCH NO.

UNCLASSIFIED
NON CLASSIFIED

AIRCRAFT
A. U. W.

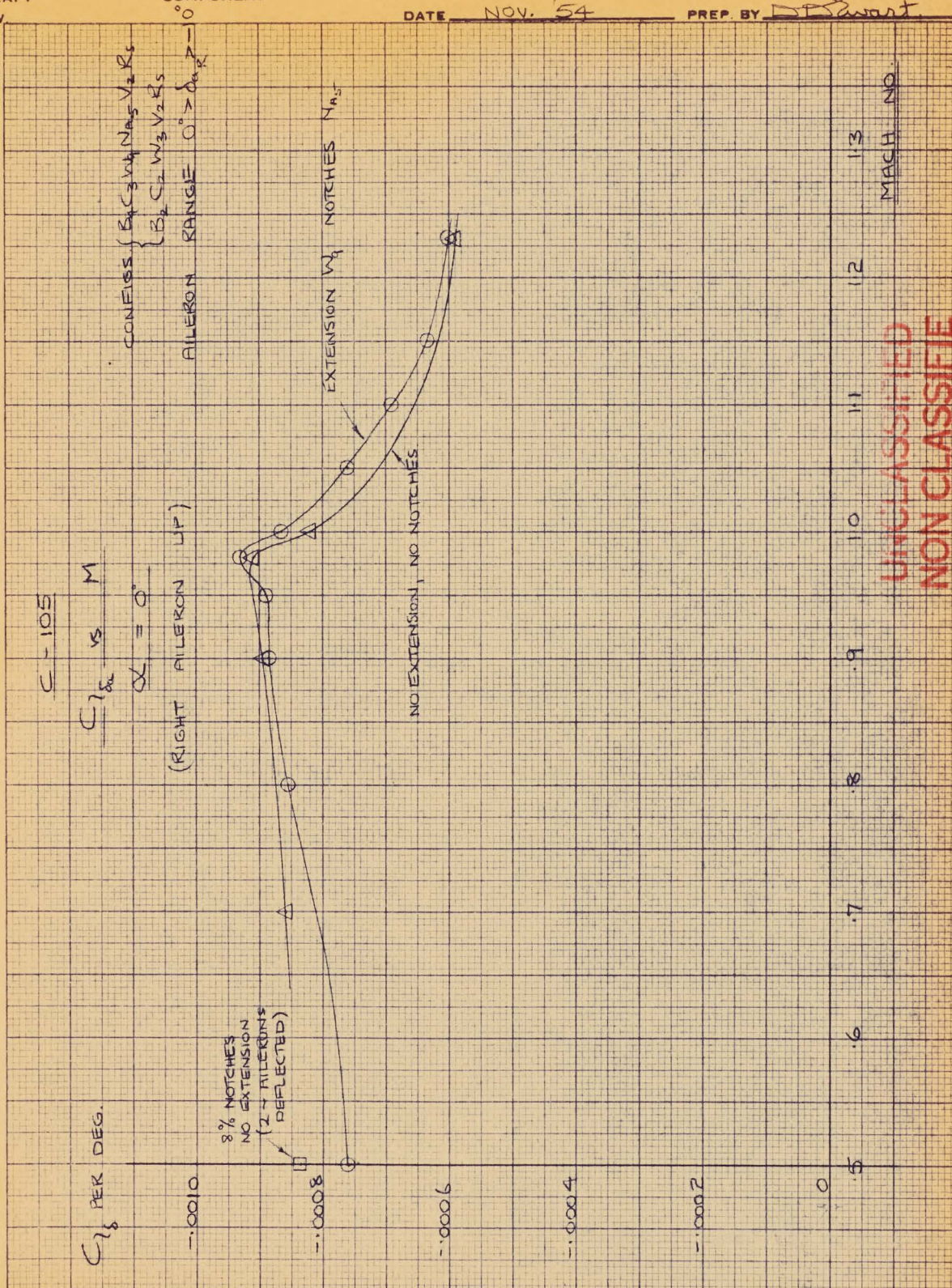
COMPONENT

SHEET No. 6.5.1

REPORT No. P/WT/50

DATE NOV. 54

PREP. BY D. S. Swart



AIRCRAFT
A. U. W.

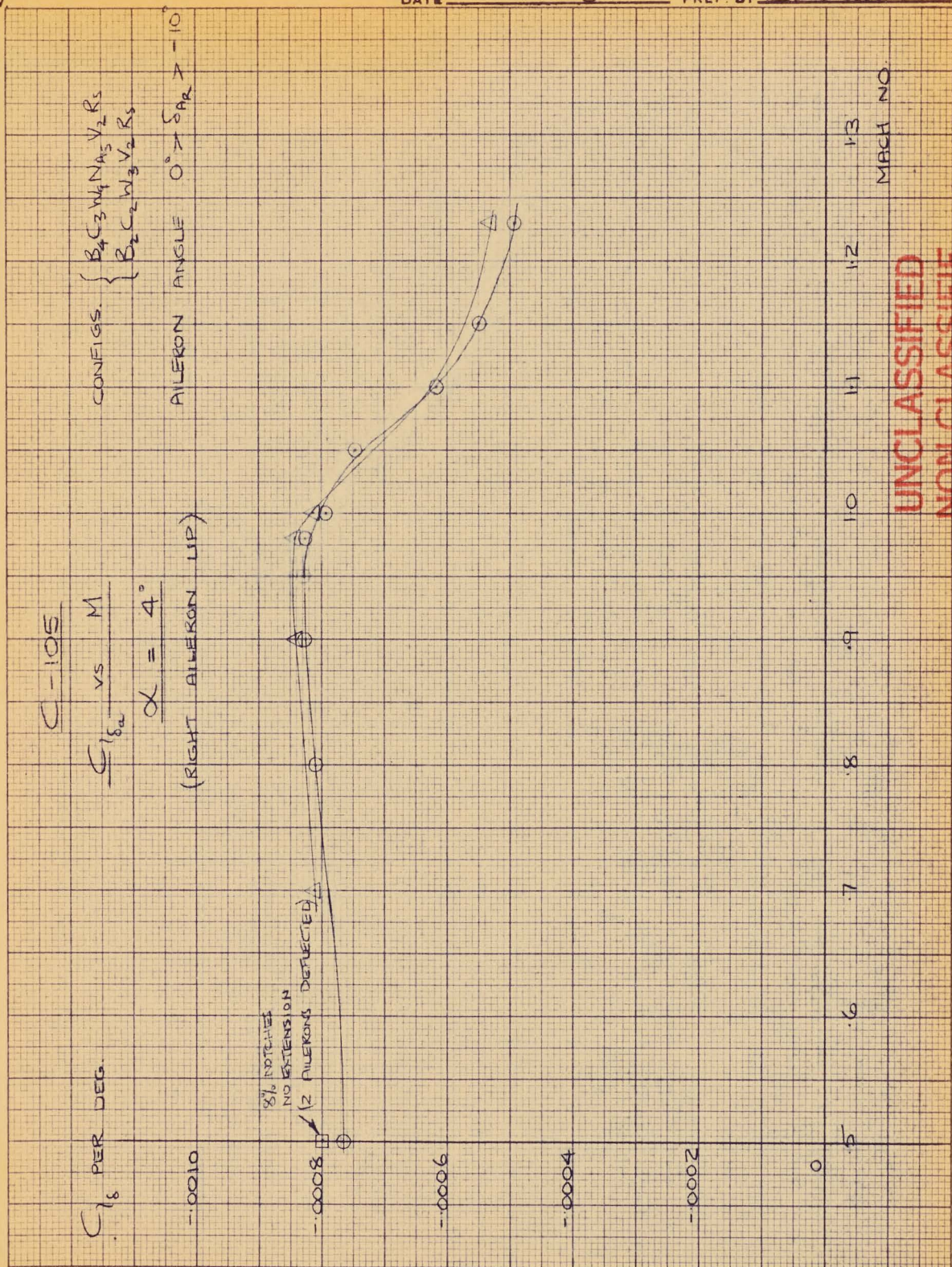
COMPONENT

SHEET No. 6.5.3

REPORT No. P/WT/50

DATE NOV 54

PREP BY J. Stewart



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AIRCRAFT
A. U. W.

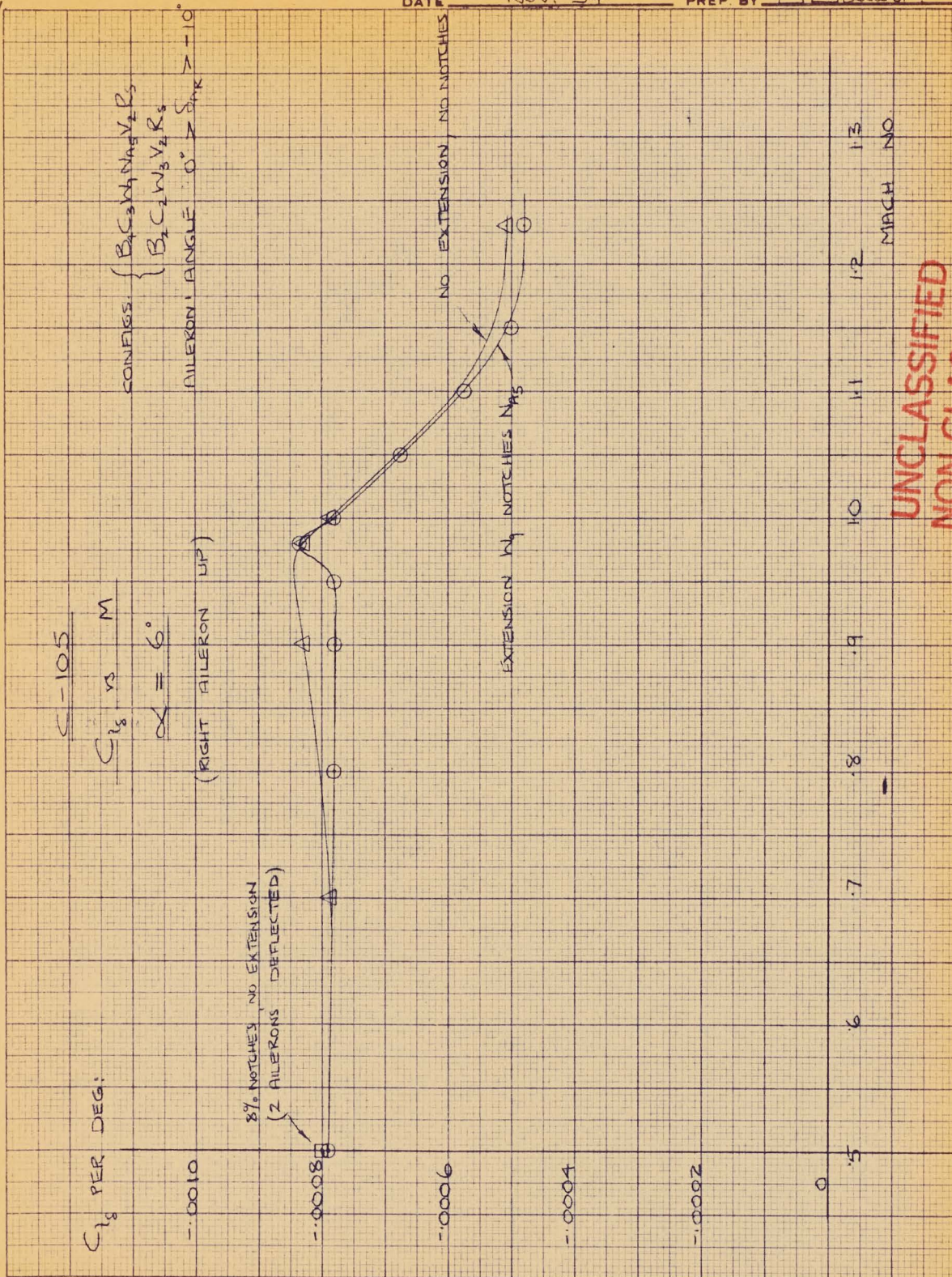
COMPONENT

SHEET No. 6.5.4

REPORT No. P/WT/50

DATE NOV. '54

PREP. BY P. Stewart



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NON CLASSIFIE

AIRCRAFT
A. U. W.

COMPONENT

SHEET No. 6.5.5
DATE NOV. '54

REPORT No. P/WT/50
PREP. BY W. J. Stewart

$C_{L_{\alpha}}$ PER DEG.

C-105

$C_{L_{\alpha}}$ vs M

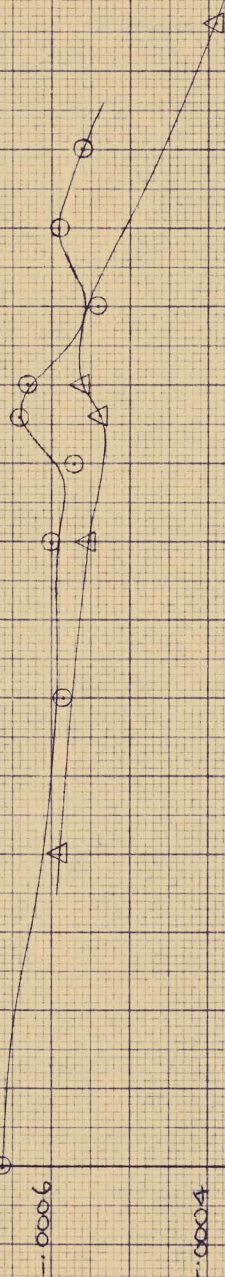
$\alpha = 11^\circ$

(RIGHT AILERON UP).

CONFIGS { $B_4 C_3 W_1 N_2 V_2 R_5$
 $B_2 C_2 W_3 V_2 R_5$

AILERON RANGE $0^\circ > \delta_{A/R} > -10^\circ$

8% NOTCHES NO EXTENSION
(2 AILERONS DEFLECTED)



MACH NO.

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NON CLASSIFIED

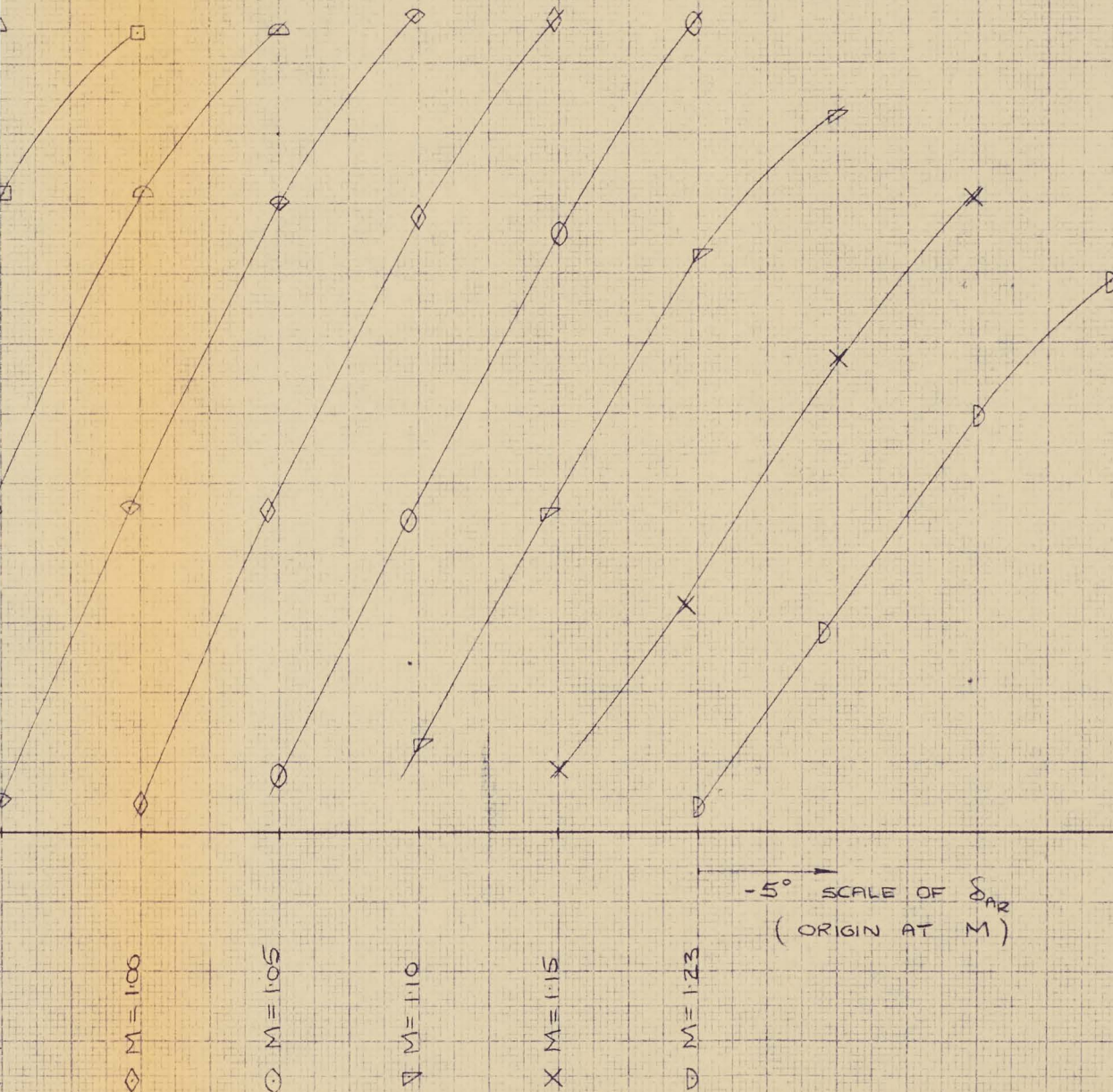


C-105

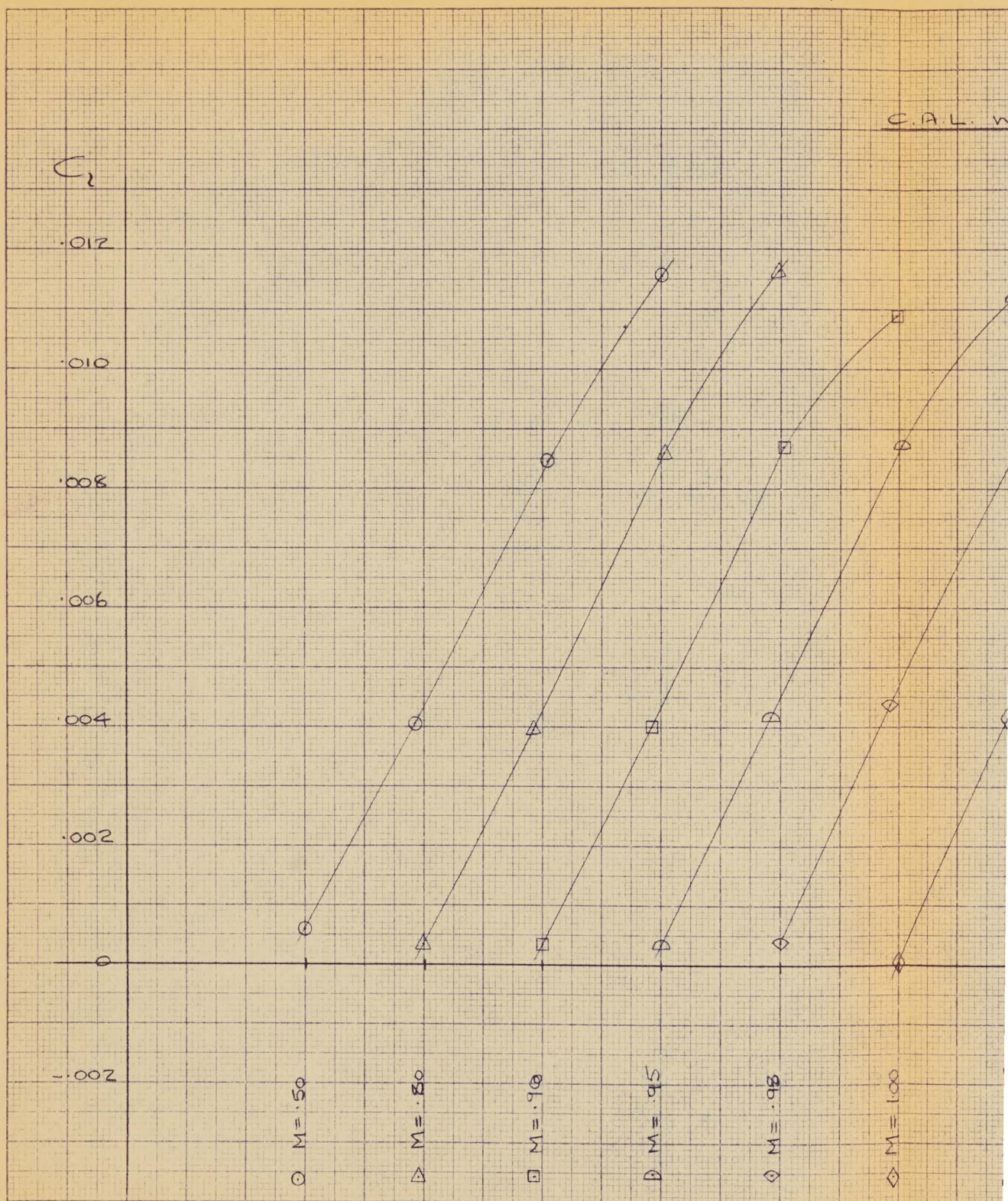
C.A.L. WIND TUNNEL TESTS. OCT '54.

C_L vs δ_{AR}

$\alpha = 2^\circ$



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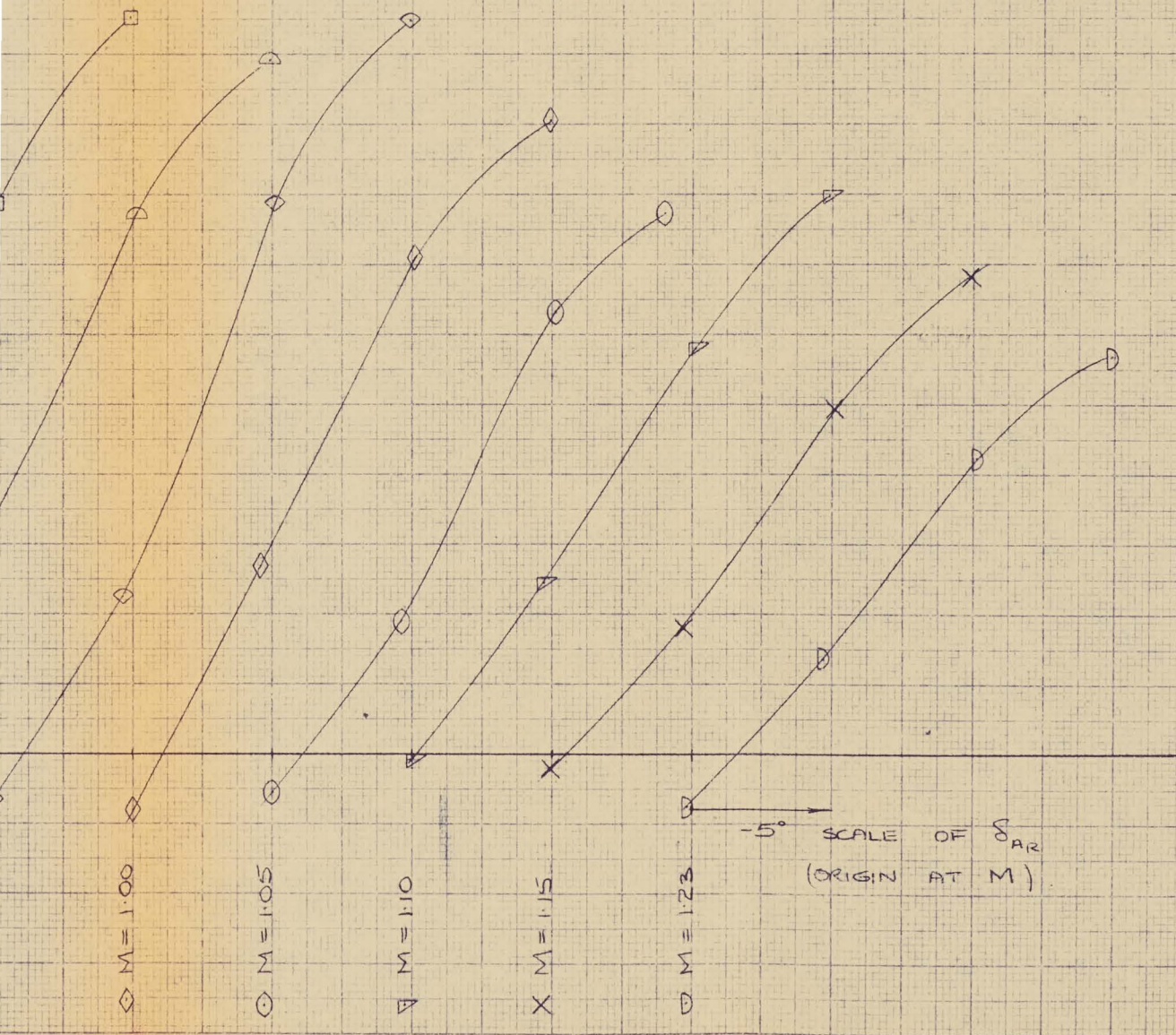
C-105

WIND TUNNEL TESTS

OCT '54

C_L VS δ_{AR}

$\alpha = 6^\circ$



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C 105
CAL. WIND TUNNEL TESTS OCT 54

C₃ B₄ W₉ R₂ N₄ S

Ch₀ 13 MACH No

Ch₀
ELEVATION

06

04

02

0

-02

12

14

10

9

8

7

6

5

MACH No

7.1

P/WT/50

Nov 54

K. K. K. K. K.

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NON CLASSIFIED

7.3.1. P/NT/50
Nov/54. Kuntzhausen

C105
C.A. MINQ. TURNER TESTS OCT 54

C_3 B_3 A_3 P_3 R_3 M_3

C_{He} v_3 σ_c

$\alpha = 2^\circ$ AND 6°
 $-10^\circ < \sigma_c < 10^\circ$

C_{He}
PER DEG

-03

-02

-01

$\alpha = 2^\circ$
 $\alpha = 6^\circ$

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NON CLASSIFIE

18
NACH No

14

10

9

8

7

6

5

4

3

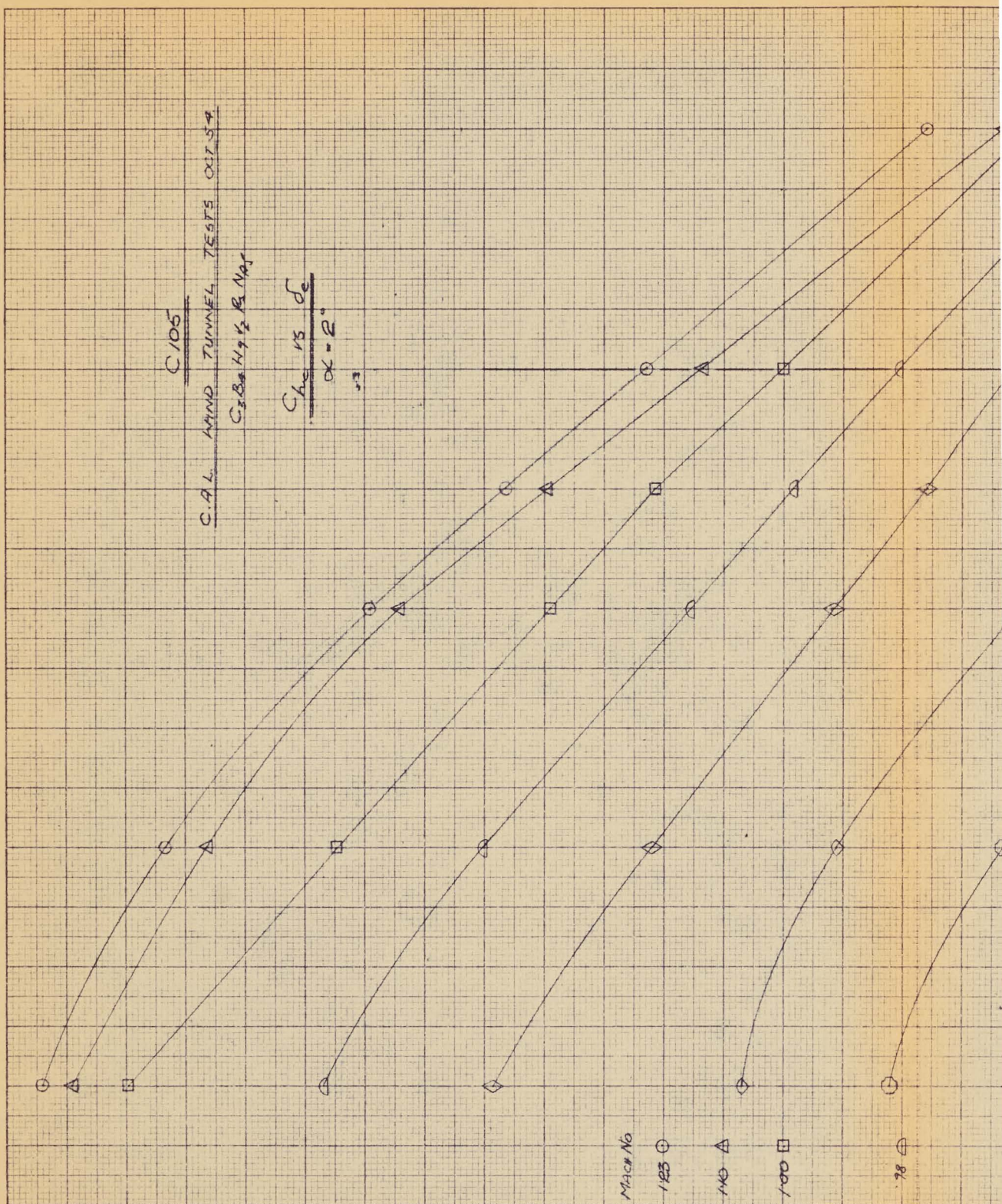
2

1

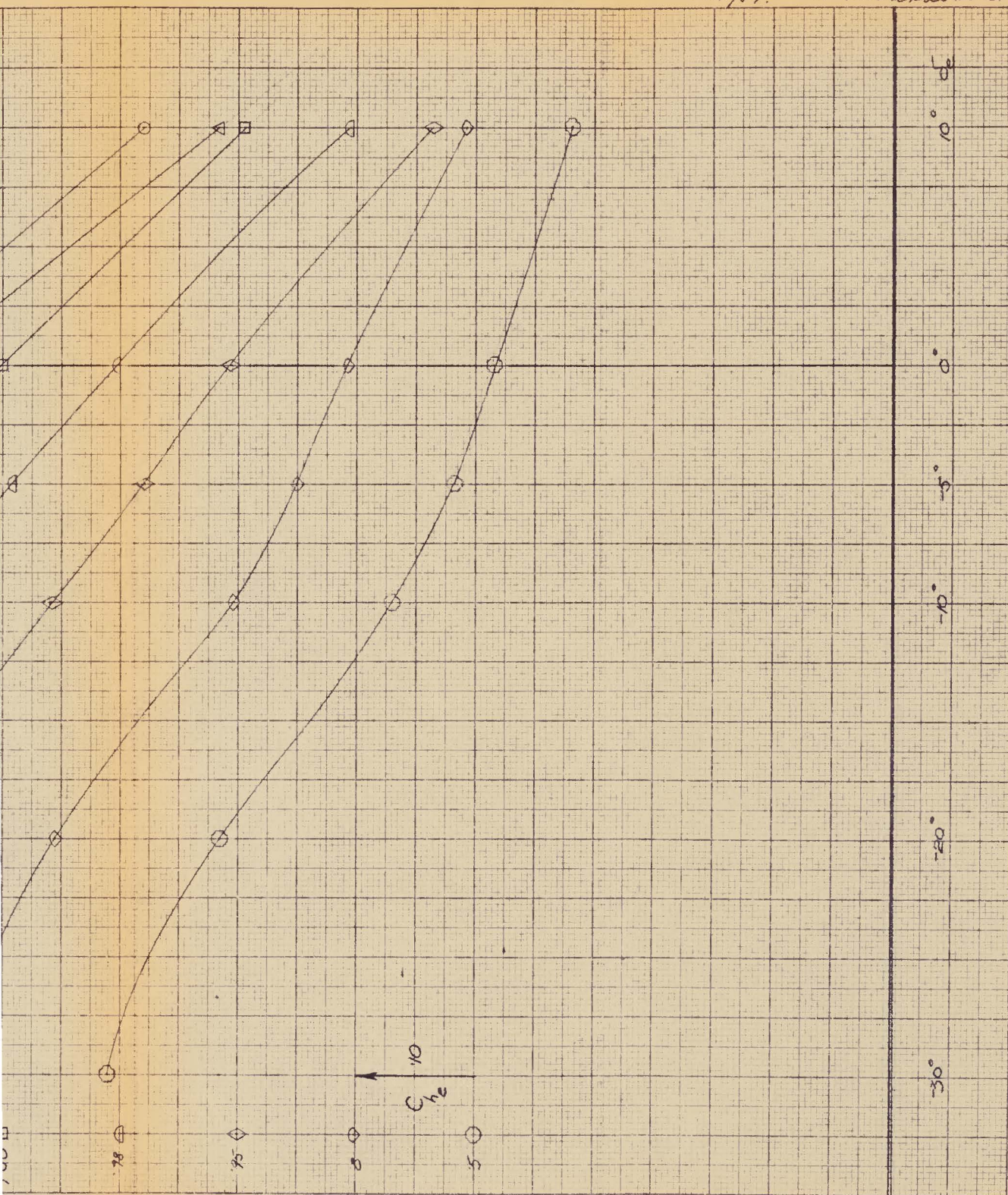
P/WT/50

C105
C.A.L. WIND TUNNEL TESTS OCT 54
C3B0 H9 K2 R N02

$$\frac{C_{L_e}}{C_{D_e}} \text{ vs } \frac{d_e}{\alpha = 2^\circ}$$

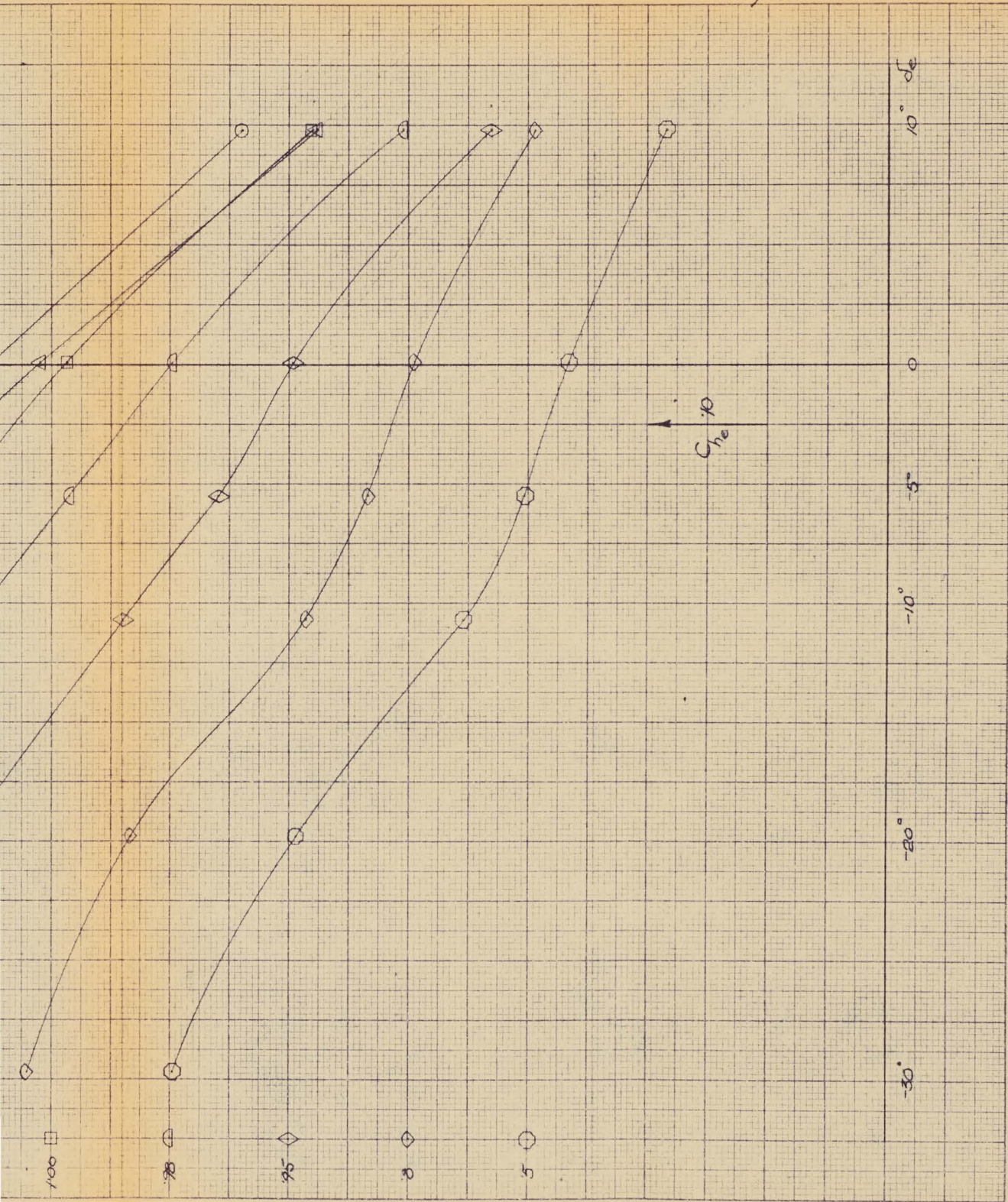


7.3.2. P/NT/50
 NH/54. S. Kwathowski



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7.33. P/WT 150
 Nov/74. J. Kwakowski



UNCLASSIFIED
 NON CLASSIFIE

640

ANALYST

20

15

10

0.5

0

.5

.6

.7

.8

.9

1.0

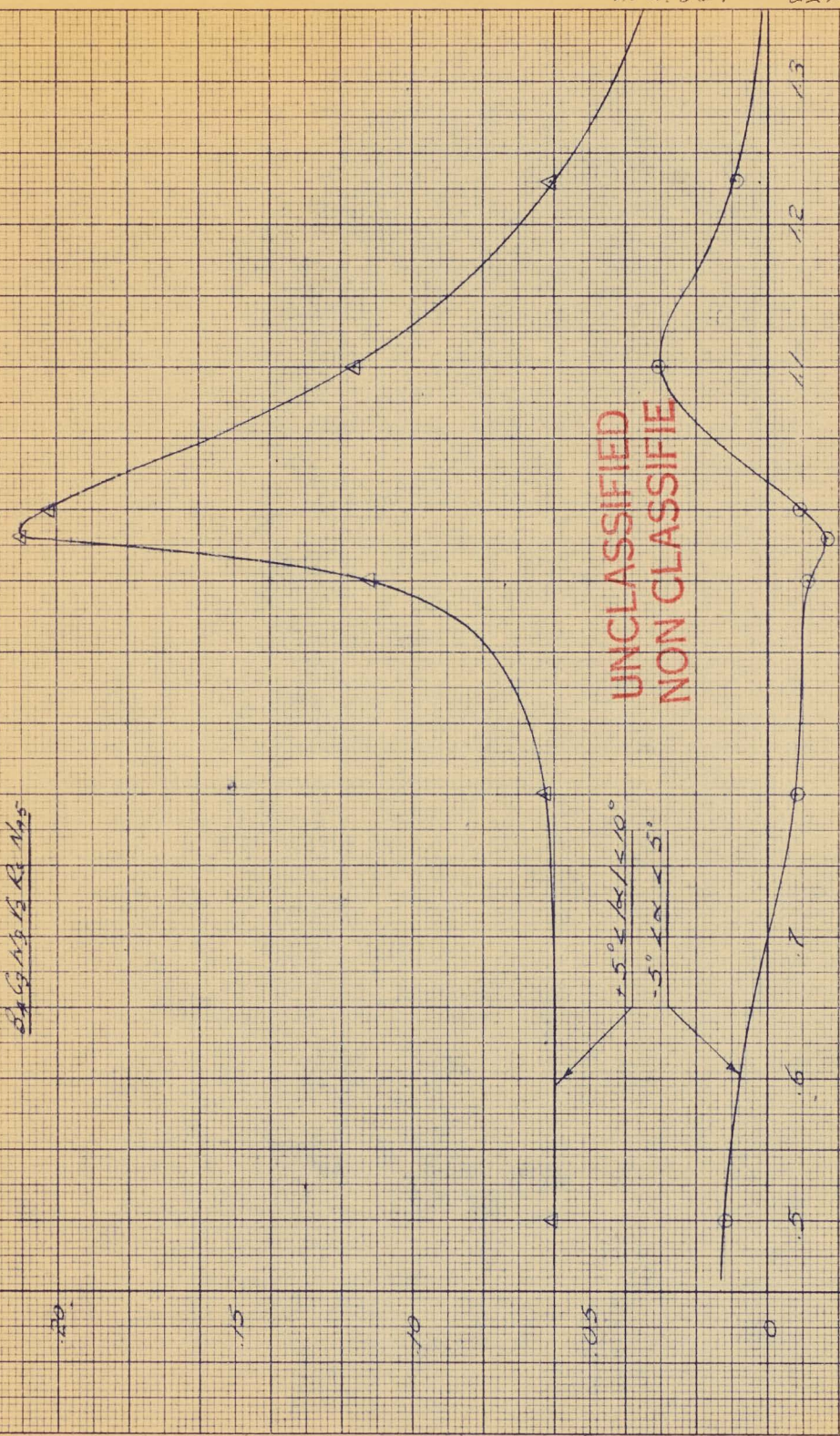
1.1

1.2

1.3

63425
CAL. W/1 FASTS (DET 54)
ON SURFACE IS WHEN NO.

2434513 R2 No5



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NON CLASSIFIED

8.1
APR. 52.

2/10-1/50
CNRK.

NOTE: N. 44. 10. 10. 10. 10.

C-105

SAL W/T TESTS OCT 54

Config B₁C₁W₁V₁P₁N₁

Aileron CH₁ VS Mach N₁

Mach N₁

1.2

1.1

1.0

0.9

0.8

0.7

0.6

0.5

0

-0.002

-0.004

-0.006

-0.008

-0.010

-0.012

-0.014

-0.016

-0.018

CH₁

$\alpha = 6^\circ$

$\alpha = 2^\circ$

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P/W T/50

8-3-1

OCT 54

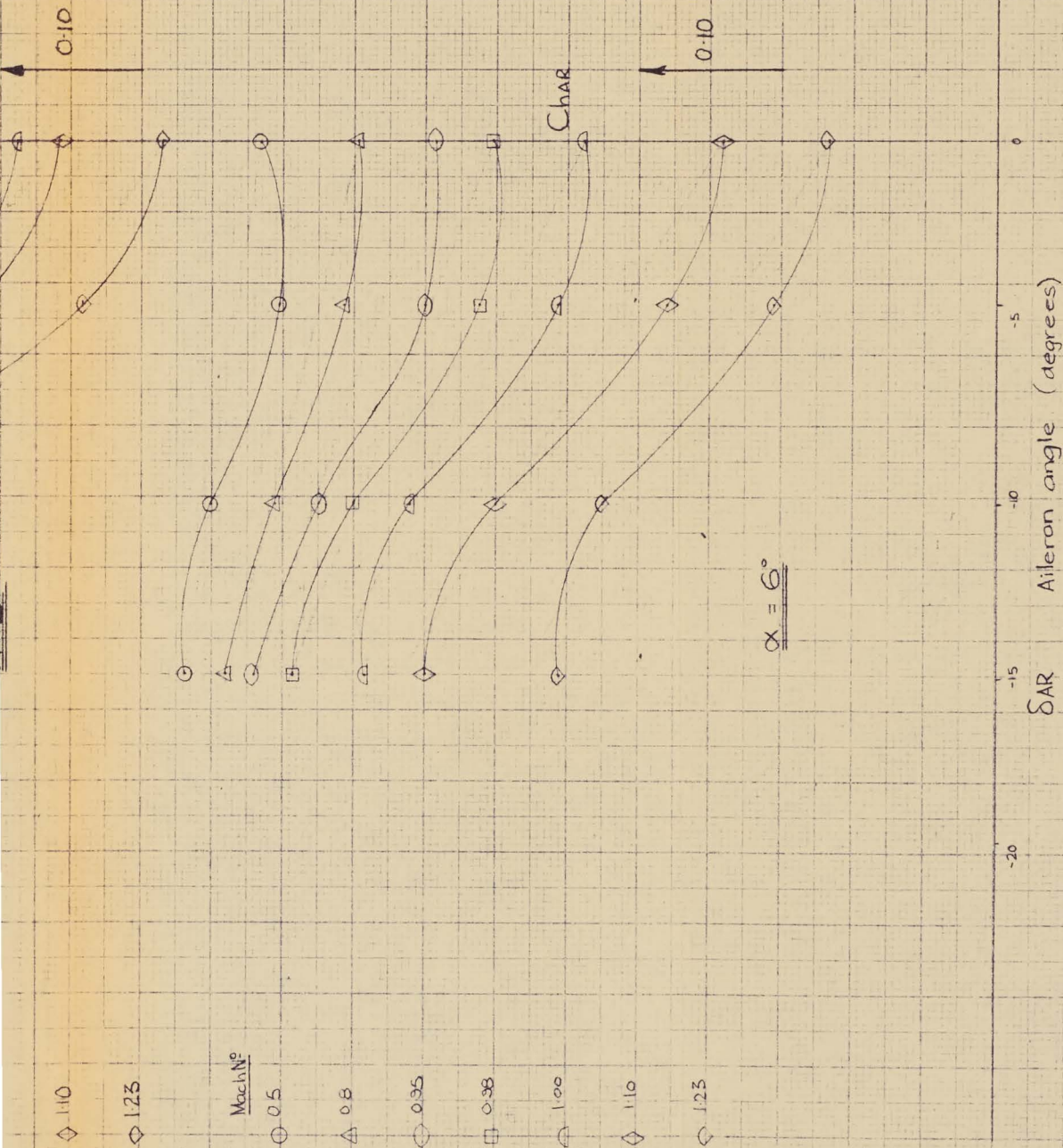
GROHMANES

P/W/50

8.3.2.

Oct 54

GLU Haynes.



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